

**WINONA  
WRECK  
INQUEST,  
DECEMBER 19<sup>TH</sup>,  
1878.**

*Hamilton Weekly Times*

*28 Nov 1878  
5 Dec 1878  
12 Dec 1878  
19 Dec 1878*



LOCAL NEWS.

FEROCIOUS BURGLAR.

Scuffle in the Dark.

EDWIN, OF HAGARVILLE,  
PROTECTS HIS MONEY

RECEIVES A BULLET IN THE  
NECK.

His Recovery Doubtful.

Residents of the Village of Hagarville  
went into a state of unwonted excite-  
ment early on Sunday morning,  
particulars of a shooting affair came  
to knowledge, the victim being Mr.  
proprietor of the Union Hotel, a  
distance from the Hamilton & North-  
Railway depot. This morning a  
of the Times was dispatched to the  
ascertained the following facts  
of the case:

That Mr. Goodwin with his wife  
boy retired to bed at their usual  
Saturday night, Mr. G. putting his  
pockets of which contained a con-  
sum of money, chiefly in silver)  
with his pillow. A few minutes after  
in the morning Mr. Goodwin was  
by the noise of some one moving  
room, and before he had time to  
he felt a hand feeling for his  
movement which he at once repul-  
sating out of bed he discovered that a  
was in the room and a scuffle ensued  
possession of the money. Mr. Good-  
ough over fifty years of age, pluckily  
bold and had a lively tussle with the  
so managed to grasp the pants.  
room is in rear of the bar-room and  
hall of the hotel downstairs. The  
made for the door, and Mr. Goodwin  
so had a good hold of the garment  
his wealth was stored) closed with  
a regular rough-and-tumble seems  
taken place in the hall and through  
room to the kitchen. The door  
latter apartment had been prepared  
hasty exit, and he pulled it  
suddenly, expecting to free himself  
a rapid movement of Mr.  
n, who, however, hung on and  
ain an up and down tussle ensued,  
Goodwin was knocked down and  
still clinging to his pants, while the  
was tugging away like grim death at  
er end of them. The contents of the  
were strewn along the way from the  
un to the back-yard. When about  
yards from the kitchen door, the  
flooded doubtless that he was not  
o Mr. Goodwin and would likely be  
d by other occupants of the house,  
commencing to move, drew a revolver  
his pocket and fired. Mr. Goodwin  
d, striking his head against some hard  
oe and inflicting a very ugly  
The bullet entered at the left side  
neck, passing through it and down-  
to the shoulder blade, where it is  
at present.

Admitting the cowardly act the  
off as hard as he could through  
ed and on to the track of the Canada  
Railway, where he, with his sup-  
accomplices, were tracked in the snow  
by some of the villagers.  
ance to the house was effected through  
ing-room window, which was pried  
and propped up with a billet of wood.  
ack door had been secured at a late  
and after getting in at the window it is  
that the thief had drawn the bolt.

RAILWAY COLLISION NEAR  
WINONA STATION, G. W. R.

The immunity from serious mishaps which  
the Great Western Railway has enjoyed for  
more than two years, was broken  
early on Sunday morning at Winona  
station, several miles east of the city. The  
collision, for such was the nature of the ac-  
cident, is remarkable inasmuch as it is  
wonderful how so many passengers escaped  
with their lives. This much by way of pre-  
amble, the facts of the sad occurrence as  
gleaned by our reporters from eye-witnesses,  
the railway officials, and others, are as fol-  
lows:

THE NEW YORK EASTERN EXPRESS TRAIN,  
which is due at Winona station at 2.22, ar-  
rived there exactly on time yesterday morn-  
ing. The train slackened up before reaching  
the switch to allow a brakeman to go for-  
ward and let it into the siding (as has  
been done every night for years  
past) in order to allow the Chicago  
express train to pass on her way westward.

This place, we understand, is the regular  
passing point for these two trains, the New  
York Express, or train No. 12, always going  
into the siding in order to allow the Chicago  
Express, No. 1 train, to pass, which she  
generally does at full speed.

As No. 12 was slowly steaming ahead the  
Chicago train came along at a high rate of  
speed and both locomotives came together  
with terrific force. So great, indeed,  
was the shock of the collision that  
the engine of train No. 1 was turned com-  
pletely over bottom side up in the ditch while  
the other was crushed in, the iron plates and  
bars being torn and twisted about like  
ribbons. The baggage car of the New York  
train telescoped

WITH TREMENDOUS VIOLENCE INTO THE SMOK-  
ING CAR,

which, as good luck would have it, was at the  
moment unoccupied. The passenger coaches,  
however, were uninjured. Indeed, several of  
the people in the sleeping-coach never felt the  
shock at all, but continued sleeping until  
wakened up by the noise of people walking  
through the car. This immunity, as ac-  
counted for by the fact that the Miller buffers  
were attached to all the cars. The engineer  
and fireman of this train jumped off and  
escaped unhurt. John Ryan, who is supposed  
to have been stealing a ride to St. Catharines  
on one of the platforms, was about to jump  
when the collision occurred, but

HAD ONE FOOT BADLY CUT  
and bruised in the effort. Another man  
from St. Catharines, a passenger on this  
train, who was also on a platform, sustained  
a bad fracture of the thigh. These were the  
only persons hurt on this train, although, as  
will be seen farther on, several had miracu-  
lously narrow escapes.

On the other train the engine was over-  
turned in the ditch, the steam escaping and  
roaring, and the first two cars were telescoped  
even worse than those we have already de-  
scribed. Near the locomotive, helpless and  
in an agony of pain, lay John Holmes, the  
driver, with his right thigh and left arm badly  
fractured. Near by, James Collison, a  
veteran fireman, was lying in a pool of muddy  
water, his face, hands and whole person  
scalded by the escaping steam.

In the second-class car there were seven  
emigrants, six of whom are seriously injured  
and one is dead. The latter, an Italian  
named Dio Chiaretto, was found by the pas-  
sengers who, of course, soon ran to  
assist the wounded. He had been  
caught in between the side of the baggage  
car and rolled along until fatally injured in-  
ternally. He expired about one hour after  
the accident. None of the other coaches in  
this train were damaged either, although  
some of the passengers in the foremost cars

bruised about the left leg. She was on her  
way to California. Dominique Petrich, who  
was travelling with M'dle Marie and who also  
comes from the south of France, sus-  
tained only some trifling scratches.  
Edwin Williamson, a reticent Englishman,  
aged about fifty, is seriously bruised about  
the face and head. Heinrich Stender is also  
much bruised; he is from West Prussia and  
was also going to Winona, Minn. Although  
nearly all of them are seriously injured still  
only one, Williamson, is in danger; the  
others the doctors say will recover under  
good treatment, which they are sure to  
receive from the medical fraternity.

In conclusion, we must say that the G. W.  
R. officials who went down to the accident  
did all in their power to help the unfortunates  
who were trashed in the trains. What they  
did not do could not be done; and whatever  
blame may be attached to the officials as a  
whole for the sad occurrence, nothing but  
terms of commendation can be used in speak-  
ing of their conduct after the accident.

THE INQUEST.

An inquest was held on the body of an  
Italian, supposed to be Dio Chiaretto, who  
was killed on the G. W. R. at Winona on  
Sunday morning. The following gentlemen  
were sworn in as jurymen: John A.  
Stadlemann, William Goering, Theodore Fair-  
childs, Thomas Brady, T. S. Allen, Robert  
D. Coles, Thomas Mead, Edward Brown,  
John Watt, John A. Barr, George Scott,  
William Bedcombe, David McDonald, Daniel  
B. Fisher, Alex. Thomson, Steven King, W.  
F. Strong and William B. Herman. Mr.  
Daniel B. Fisher was chosen foreman.

Previous to swearing in the jury, Coroner  
Dr. Thomas White informed them that the  
enquiry was likely to be a protracted one,  
and said that if any of them could not at-  
tend all the time he would allow them to  
retire. Two, whose names were called, re-  
tired. The jury then proceeded to view the  
body, returned to the City Hall and went to  
the station, where they embarked at 3.10 on  
a special train, provided by the management,  
for the scene of the accident. On board the  
train, besides the Coroner and jury-  
men, were Mr. Charles Stiff, Mr.  
Donville and other officials; police  
officers and representatives of the *Globe*,  
*Mail* and *Times*. The run was accomplished  
in a short time and the jury disembarked at  
the west end of Winona siding. The place  
presented the usual scene of a smash-up.  
The engine of the east-bound train had been  
hailed into Hamilton, but that of train No. 1  
was lying on the south side of the road,  
about 162 feet west of the switch. It is  
smashed almost out of all semblance  
to a locomotive—its boiler, cylinders  
and wheels being crushed to pieces,  
while the cab is like so much old lumber. A  
short distance east of the engine, on the same  
side, the second class car is lying bottom up,  
and smashed into matchwood. This was  
thrown off the track by the collision. One  
end is almost lying on Wilson's lane. On  
the north side of the track are the forward  
trucks, smoke stack and other parts of the  
east bound engine. The baggage car is lying  
on the south siding, and was brought into  
this station to-day. The officers of the Com-  
pany explained the lay of the switches, and  
orders, etc., to the jurymen, who spent about  
twenty-five minutes examining the ruins.

The collision took place within a few feet of  
mile post 32—197, eleven and a half  
miles east of Hamilton, and one-quarter of a  
mile west of Winona station.  
The jury re-embarked and arrived in Ham-  
ilton at 4.15. At the station the Coroner ad-  
journing the inquest until next Monday at  
half-past seven.

THE HOSPITAL INVESTIGATION.

The investigation into the charges brought  
against the Doctor and Matron of the City

COMMERCIAL.

Hamilton Wholesale and Retail Market.

Times Office,  
Wednesday, Nov. 27, 1878.

Business has been exceptionally dull during  
the past week, and there seems but little pro-  
spect of improvement. The bad weather has ren-  
dered the roads simply impassable, and the  
farmers have perforce to stay at home; conse-  
quently very little trade has been done with  
them in the city. Hard weather would undoubt-  
edly improve business, and it is high time it set  
in. The approach of the holiday season is ex-  
pected to give trade an impetus, and indeed it is  
wanted.

GROCERIES.—No change of importance to note.  
Business is still quiet, and likely to remain so  
until there is a change in the weather. Sugars,  
which have been very dull and low, are a trifle  
better, and there is a steadier feeling in the New  
York market, which, between this and Christ-  
mas, will likely enough harden into firmness.

There is nothing new to say about fruit and  
game, provisions or petroleum. Business re-  
mains very dull, and, barring a slight fall in roll  
butter, prices are unchanged.

LEATHER.—Quotations unchanged; business  
bad; weather unfavorable to trade.

BOOTS AND SHOES.—The demand for goods has  
slackened off some, yet there is a fair sorting-up  
trade being done at figures fairly remunerative.  
Prices keep close to quotations, any deviation  
being in favor of the buyer, owing to a desire to  
lower the stock of heavy goods ere the close of  
the season. Most of the trade are now busy  
stock-taking, immediately after which prepara-  
tions will be made for commencing spring trade,  
orders for which will be solicited early in Decem-  
ber this year.

There are no changes to report in drugs or  
hardware, trade being still very dull.

RETAIL MARKETS.

The receipts on the markets during the past  
week have been very meagre indeed, which may  
be largely attributed to the condition of the  
roads, some of which, we are informed by  
farmers on the market to-day, are almost  
impassable. There was little or no change to note  
in wares, with the exception of potatoes and  
apples, the former bringing \$1 to \$1.05 per bag  
and apples 35c. to 55c. The following is the  
revised list:

HAMILTON WHOLESALE PRICES CURRENT  
GROCERIES.

Teas:			
Japan, common to good med.	0 23	to	0 35
"    fine to choicest.....	0 37 1/2		0 51
Colored, common to fine.....	30		0 45
Congou and Souchong.....	0 30		0 67
Y. Hyson, common to med.....	0 25		0 25 1/2
Midium to fine.....	0 35		0 45
Fine to Finest.....	0 43		0 60
Gunpowder, common to med.....	0 35		0 40
"    medium to fine.....	0 45		0 62
"    fine to finest.....	0 65		0 75
Hyson.....	0 30		0 50
Coffee: Mocha.....	0 35		0 31
Old Govt Java, per lb.....	0 28		0 31
Singapore.....	0 26		0 29
Maracajibo.....	0 22		0 26
Rio.....	0 21		0 21
Laguaira.....	0 07		0 08
Sugars—Porto Rico, per lb.....	0 08		0 08
Cuba.....	0 07		0 07 1/2
Yellow refined.....	0 10 1/2		0 11
Dry crushed.....	0 09 1/2		0 09 1/2
Granulated.....	0 30		0 32 1/2
Molasses: Yer gallon.....	0 50		0 70
Syrups.....	1 85		2 00
Fruit: Raisins, Loose Muscatel '78	1 05		1 85
"    Lager, 1878.....	1 75		1 85
Seedless.....	0 07		0 08
Sultanas.....	0 07		0 10
"Valencia, this season.....	0 05		0 04 1/2
Currants, Prime.....	0 05		0 06
Pigs, Turkey.....	0 09		0 11
Florida Oranges, per box.....	6 00		7 00
French Lemons, per box.....	0 00		6 00
Florida oranges per brl.....	12 00		8 00
"    per 100.....	4 00		0 00
Catawba grapes, per lb.....	0 10		0 00
Rice.....	0 04 1/2		0 05
Spices:			
Cassia, whole, per lb.....	0 20		0 25
Cloves.....	0 45		0 48
Nutmeg.....	0 75		1 20
Ginger, ground.....	0 15		0 30
"    black.....	0 21		0 24
Pepper, black.....	0 12		0 14
Pepper, white.....	0 00		0 25
Fish: Herrings, Labrador.....	4 75		5 00
"    round.....	0 83		0 85
"    scaled.....	9 00		10 00
Mackerel, brl.....	4 80		5 00
"    half-brl.....	1 00		1 20
"    bills.....	4 75		5 25
Dry Cod, per 112 lbs.....	0 04 1/2		0 05
Codfish boneless.....	0 35		0 40
Tobacco—Manufactured:			
Dark 5s and 10s.....	0 00		0 54
Dark 3s and 7s T. & E.....	0 50		0 50
Bright sort, good to fine.....	0 70		0 80
Virginia.....	0 35		0 40



Mr. Goodwin was under the influence of a narcotic when our reporter left, and his condition was said to be somewhat easier, although so far it is impossible to tell the extent of his injury. His recovery is very doubtful.

#### Death of A. H. Hills.

On Monday Mr. A. H. Hills, the well known architect, after a lingering illness, departed this life. Mr. Hills was one of the oldest settlers in this district, having come to Hamilton, or rather been brought here when he was but a year old. He was born at Three Rivers, Quebec, in the year 1816, his parents being U. E. Loyalists, having emigrated there from Vermont. Shortly after his birth his parents removed to what is now known as Hamilton, but at that time was only occupied by a single dwelling house. After a short time the family removed to Guelph, where Mr. Hills remained some years. He eventually returned to this city and commenced business as a builder and contractor. While occupied in this business he had the misfortune, when in the Northwest, to receive a gunshot wound in the leg, which necessitated its amputation. After recovery he was engaged on the Engineer staff of the G. W. R., under Chief Engineer Clark, and afterwards under Geo. L. Reid. He then commenced business as an architect and designer. Many important structures in the city were planned and built by him, including the Royal Hotel, Custom House, Crystal Palace, Mountain View, Centenary Church, Central Presbyterian Church and many other prominent buildings. Mr. Hills married a Miss Wythe, of Hampshire, England, and had six sons and one daughter, the latter and one son having died before him, as well as his wife. The eldest surviving son is a partner of the firm of Leith & Hills; the second, Secretary to the Canada Life Assurance; the third, Assistant City Clerk; the fourth, connected with the Cusley Company, of Chicago, and the fifth, learning dentistry. Mr. Hills was in the sixty third year of his age and was greatly respected. He had been ailing for sometime, and his death was not unexpected.

#### Death of a Clergyman.

We regret to learn by telegraph of the death of the Rev. William Banyard, of the B. M. E. Church. He died on Tuesday at his residence in Drummondville, after a severe illness, which he bore with exemplary Christian fortitude. For upwards of twenty years deceased has been an indefatigable missionary laborer in the B. M. E. communion, and has held nearly all the important charges in the Ontario District. During five months prior to his demise he had spiritual charge of the North Street B. M. E. Church congregation, of St. Catharines, the members of which esteemed him highly. He was much beloved by a wide circle of friends and acquaintances, and in him the Church has lost an efficient worker and a man of inestimable moral worth. He was a native of the United States, but has resided in Canada for years. The funeral will take place at two o'clock on Thursday afternoon. His friends in this city will please govern themselves accordingly.

#### A Bigamist.

About the time of the American war a young man named Henry Lindlay, living in the Township of Nelson, married a young lady of Michigan. The two lived together in the most reputable and peaceable manner until about the year 1876, when they had five children who could claim them as parents. In that year Mr. and Mrs. Lindlay discovered an "incompatibility," and therefore separated, Mrs. Lindlay taking the five children and removing to the town of Trenton, Mich., where she engaged in business and is said to be making a most respectable livelihood for herself and children. The "incompatibility" between Mr. and Mrs. L. took the shape of a girl about 16 or 17 years of age named Mary Ann Moody, who, in the usual course of events and in regular form, became Mrs. Lindlay No. 2. Mrs. L. No. 1 hearing of the second Mrs. L., lately determined on revisiting Canada, and on arriving at Burlington met

which more than

The passengers (some of them scarcely half dressed) went about looking scared and bewildered, while every man wearing the Company's stamp worked away like Trojans. After considerable trouble, and not a little suffering, all the wounded were safely carried into the sleeping car of the Chicago-bound train, and made as comfortable as their pitiful condition would permit on mattresses and blankets.

At the station here, when the westward-bound train did not put in an appearance, great uneasiness was felt, and even when the news of an accident came over the wires it was so meagre that no one had an idea of the extent of it. At length, about three o'clock, the

#### WORD CAME ASKING FOR HELP.

and it was promptly sent. The auxiliary cars were coupled up and word sent to Dr. G. L. Mackelcan, the Company's surgeon, and Dr. Thomas White, both of whom at once proceeded to the station with all the appliances they could obtain at that inconvenient hour, ready to render help to all who might need it, and embarked upon the train with Mr. Stiff, General Superintendent; Mr. Donville, Mechanical Superintendent; Mr. Hobson, Chief Engineer, other officials,

#### A LARGE STAFF OF ASSISTANTS

and regular workmen. The distance is eleven miles and it was made in about ten minutes. Arrived on the ground the doctors went to work at once setting and splinting limbs where it could be done, sewing up ugly cuts, tying on bandages and applying all the remedies in their power to alleviate the sufferings of the unfortunates in their charge. As each one had his wounds dressed he was carried out of the car along to the west end of the wreck, and into another, in which they were to be brought to the city. This was a very tedious and painful operation to most of the injured ones, but it was done by willing hands. Finally they were all transhipped, and the train arrived in this city with its sad load about eight o'clock. Holmes and Collison, both of whom hail from London, were taken to Henderson's Hotel, where their wounds were re-dressed by the medical men before mentioned.

#### THE DEAD MAN CHASE

Was taken to the dead-house on King William street. The rest, with the exception of Hostetter, were conveyed to the City Hospital, where their injuries received the best possible attention at the hands of Dr. Mills and other medical gentlemen.

James Hostetter insisted upon going back to St. Catharines and the Company's officials had a comfortable bed made up for him in a smoking car and sent him home in charge of one of their men at one o'clock. This is quite in keeping with the line of conduct pursued by all the gentlemen connected with the Company throughout the whole trying time.

About noon the wreck was cleared from the track and a train was run through to the Bridge.

Doctors Mackelcan and White deserve the highest commendation for their promptitude in answering the call for help and for their untiring efforts in caring for the wounded passengers. They worked hard nearly ten hours almost without cessation and with somewhat primitive appliances. In more than one instance the splints for a fractured limb were split off a fence post and other equally rude devices were resorted to.

#### INCIDENTAL NOTES.

Lawrence Barrett, the celebrated actor, and his wife were on board the east bound train, and were very much frightened by the accident.

The man who happened to be sitting next to Chiaretto at the time of the accident slipped under the seats and escaped with a few scratches, while the Italian was crushed to death.

A very curious thing happened to one of the baggage-men. He was quietly sitting in his car and of course felt the collision, but before he could do anything he found himself up on the top of the second-class car. How he got there is a profound mystery as he had no recollection afterwards of having climbed out himself. He was there on the roof and alive was all he knew or cared to know.

and two first cars of each

#### SUDDEN DEATH.

#### A Kilbride Woman Dies Suddenly on Jackson Street—Inquest.

On Tuesday morning about four o'clock Maria Finnimore expired suddenly at the residence of Mrs. Brick, Nos 98 and 100 Jackson street east. She was from the neighborhood of Kilbride, and has been working in the city for different families as a domestic servant. At the time of her demise she was the guest of Mrs. Brick. Dr. Locke, we understand, was sent for, as she was a patient of his, but was not in at the time. Her friends were informed of her death as soon as possible, and arrived in the city sometime in the afternoon. Concluding that an inquest was necessary, Coroner Dr. Thomas White was notified at 7.15 p.m., and he, with his usual promptitude, at once proceeded to the Police office, albeit he was well-nigh worn out with the labors of the past two days and ordered a jury to be summoned at Daniel Barry's Rob Roy Hotel at nine o'clock. Constable Robinson was entrusted with the work and started about eight o'clock. At ten minutes to nine he had thirteen citizens there which is most creditable to him. At nine o'clock the inquest began and the following names were called by the Coroner: Thos. Hill, Edward Nixon, James Flynn, Patrick Doyle, Robert Wilson, Robert Dixon, James Noyes, Luke Harrison, Dennis Neil, Peter Hanning, John Patterson, Andrew Torrence, Charles Bird.

Mr. Robert Wilson was chosen foreman, and the jury were duly sworn in, after which they proceeded to view the body, which was lying at Mrs. Brick's house. The corpse was that of a woman, apparently forty-five years of age, large in frame, but somewhat emaciated. Dr. Locke accompanied the jury and examined the body.

#### The following is the evidence taken:

DUDLEY FINNIMORE was the first sworn and said—I am a farmer; the deceased was my sister; she was about forty-five years of age; she was born in the County of Kildare, Ireland; she was by religion a Roman Catholic; I have not seen her inside a year.

ROBERT BIRD, sworn—I am a grocer; I knew the deceased; she has been at our house since Saturday evening last; saw her then at a quarter to six; she told me she was going to remain until Monday morning and then go by the stage to Cumminsville to her sister's; I noticed she was very weak; she seemed in pretty good health and spirits all Monday; when I got home last night about eleven she was after having two fainting spells; I gave her a glass of water and went to bed; my mother awakened me early this (Tuesday) morning to go for a doctor and priest for deceased; I went for Dr. Wilson, on Main street; when he arrived she was dead; I have known her to have those weak spells for years; I telegraphed to her nephew at once to Cumminsville, and he came in.

Dr. LOCKE, sworn—I have viewed the body of deceased with the jury, and recognized her as Maria Finnimore; after careful examination I could find no external marks of violence; found, however, evidences of death from heart disease; deceased has been under my care for the last six or seven years at different times; sometimes for dyspepsia, sometimes for symptoms produced by disease of the heart; I saw her last about twenty-eight days ago; she was then suffering from symptoms of heart disease.

This was all the evidence taken, and the jury were left to deliberate.

After a short consultation they returned a verdict of "death from natural causes."

A RUNAWAY WIFE RECONCILED TO HER HUSBAND IN HAMILTON.—On Monday evening Detective McPherson accompanied a newly arrived man, named James Kane, in a search for his wife, who had run away from Pittsburg, Pa., six weeks ago with a young butcher. The lady in question was the mother of two children and had heretofore lived happily with her husband. When she decamped with the amorous butcher the pair came direct to this city, and put up at an hotel near the G. W. R. Failing to get work here the man then went to London, and the woman took a servant place on James street. When left to her own reflections she yearned

Martell's J Robin & Co.

Gin: De Kay

" "

" "

Booth's O

Bum: Jamn

Demerit

Whiskey: O

Mal: .....

Native Wine

Cases: .....

Delaware: .....

Oporto: .....

In wood

Delaware, p

Oporto,

Lemons, per

Dates, Kgypt

" Turk

Oranges, per

Maple Sugar

Apples, per

Pears, per

Mandeville

Hot House

Malaga Gra

Peanuts, ro

" "

Pecan Nuts

Sweet Pot

Finnan Har

Ciscoe Har

Mallards

Red Head

Blue Bull

Partridge

Catwals G

Lobster, pe

Grape Fru

Shaddock

Now Figs

Smoked M

" Sa

Shell Oyst

Smoked S

S. C. H

" "

Break

" "

" "

Salt and

Long

C. O.

Loin

Ox to

Navy

Mess

Glass

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communism, and has been nearly all the important charges in the Ontario District. During five months prior to his demise he had spiritual charge of the North Street P. M. E. Church congregation, of St. Catharines, the members of which esteemed him highly. He was much beloved by a wide circle of friends and acquaintances, and in him the Church has lost an efficient worker and a man of inestimable moral worth. He was a native of the United States, but has resided in Canada for years. The funeral will take place at two o'clock on Thursday afternoon. His friends in this city will please govern themselves accordingly.

#### A Bigamist.

About the time of the American war a young man named Henry Lindlay, living in the Township of Nelson, married a young lady of Michigan. The two lived together in the most reputable and peaceable manner until about the year 1876, when they had five children who could claim them as parents. In that year Mr. and Mrs. Lindlay discovered an "incompatibility," and therefore separated, Mrs. Lindlay taking the five children and removing to the town of Trenton, Mich., where she engaged in business and is said to be making a most respectable livelihood for herself and children. The "incompatibility" between Mr. and Mrs. L. took the shape of a girl about 16 or 17 years of age named Mary Ann Moody, who, in the usual course of events and in regular form, became Mrs. Lindlay No. 2. Mrs. L. No. 1 hearing of the second Mrs. L., lately determined on revisiting Canada, and on arriving at Burlington met an old and reverend friend, who, after being informed of the state of affairs, advised a compromise, which Lindlay was also persuaded to agree to, and he settled on No. 1 the sum of \$2,000, the total of his interest in the farm held by his mother, and which he is now working. The Michigan Mrs. Lindlay, on securing her money, returned to the place from whence she came. Her visit to Canada, however, was communicated to Mrs. L. No. 2, who had become in the meantime the mother of an interesting young Lindlay, with a fair prospect of adding another responsibility to Mr. L.'s list, and she, on hearing of the existence of No. 1, and the disposition of the property, arose in her anger, and there was quite a little tea party organized, the result being that Lindlay was brought before some Magistrate on a charge of assault. The fine inflicted was too small to satisfy Mrs. L. No. 2, and when it was paid she came to this city and lodged a complaint against Lindlay of having committed bigamy, when a warrant was placed in County Constable Samuel McNair's hands, and he, on Tuesday proceeded to Port Nelson and arrested Lindlay while he was engaged in killing pigs, and brought him to this city. Lindlay was arraigned before Mr. Cahill, and through his counsel, Mr. J. C. Green, of Burlington, entered a plea of "not guilty." As the witnesses for the prosecution were not present, Mr. Cahill determined on postponing the hearing until Saturday.

Mr. Green applied for bail, which was refused, whereupon he became indignant, and was requested by His Worship to leave the Court.

**FALL PLOUGHING.**—The very open season this year has given the farmers a glorious opportunity to get all their fall ploughing done. The farms look well in this respect, and the fall wheat is vigorous and healthy.

smoking car and sent him home in charge of one of their men at one o'clock. This is quite in keeping with the line of conduct pursued by all the gentlemen connected with the Company throughout the whole trying time.

About noon the wreck was cleared from the track and a train was run through to the Bridge.

Doctors Mackelcan and White deserve the highest commendation for their promptitude in answering the call for help and for their untiring efforts in caring for the wounded passengers. They worked hard nearly ten hours almost without cessation and with somewhat primitive appliances. In more than one instance the splints for a fractured limb were split off a fence post and other equally rude devices were resorted to.

#### INCIDENTAL NOTES.

Lawrence Barrett, the celebrated actor, and his wife were on board the east bound train, and were very much frightened by the accident.

The man who happened to be sitting next to Chiaretto at the time of the accident slipped under the seats and escaped with a few scratches, while the Italian was crushed to death.

A very curious thing happened to one of the baggagemen. He was quietly sitting in his car and of course felt the collision, but before he could do anything he found himself up on the top of the second-class car. How he got there is a profound mystery as he had no recollection afterwards of having climbed out himself. He was there on the roof and alive was all he knew or cared to know.

Only the engines and two first cars of each train were damaged, but these are almost totally demolished. Strange to say the engine that was thrown from the track is less damaged than the one that remained on the rails. The loss to the Company will be large, without counting the expense of getting the cars and locomotives on the track again. The telescoped cars on the eastward bound train were brought in here and those of the other train remained at Winona. Mr. Edgar, General Passenger Agent, was on the Chicago express but not injured. Quite a number of people collected at the station in the afternoon and there was a good deal of excitement over the sad occurrence.

#### THE KILLED AND INJURED.

According to papers found in his pockets, Dio Chiaretto bought a through ticket for San Francisco at Castle Garden, New York Harbor, and had evidently arrived at that port from Europe. The following is a completed list of the injured ones, with the nature of their wounds and particulars as to place of destination, etc. John Holmes, the engineer, lives in London. He sustained fractures of an arm and leg. James Collison, the fireman, is also from London, and was fearfully scalded. John Ryan had his foot hurt in jumping from the train, the outside of his left ankle being severely contused. James Hostetter, bound to St. Catharines and residing there, had his thigh badly fractured while standing on a platform. Herman Bentzel sustained a bad fracture of the left leg and fracture of the skull over the right mastoid process. On his removal to the hospital several pieces of bone were extracted. Mathilda Bentzel, his sister, has a fractured leg, though not as serious as her brother. They come from West Prussia and are bound for Winona, Minnesota. It is rather odd that they met with an accident at a place similarly named. Marie Sallus, who is a native of Southern France, is badly

and priest for deceased; I went for Dr. Wilson, on Main street; when he arrived she was dead; I have known her to have those weak spells for years; I telegraphed to her nephew at once to Cumminsville, and he came in.

Dr. Locke, sworn—I have viewed the body of deceased with the jury, and recognized her as Maria Finimore; after careful examination I could find no external marks of violence; found, however, evidences of death from heart disease; deceased has been under my care for the last six or seven years at different times; sometimes for dyspepsia, sometimes for symptoms produced by disease of the heart; I saw her last about twenty-eight days ago; she was then suffering from symptoms of heart disease.

This was all the evidence taken, and the jury were left to deliberate.

After a short consultation they returned a verdict of "death from natural causes."

**A RUNAWAY WIFE RECONCILED TO HER HUSBAND IN HAMILTON.**—On Monday evening Detective McPherson accompanied a newly arrived man, named James Kane, in a search for his wife, who had run away from Pittsburgh, Pa., six weeks ago with a young butcher. The lady in question was the mother of two children and had heretofore lived happily with her husband. When she decamped with the amorous butcher the pair came direct to this city, and put up at an hotel near the G. W. R. Failing to get work here the man then went to London; and the woman took a servant place on James street. When left to her own reflections she yearned for the comfort of the home she had left behind, and on writing to her husband, professing sorrow and repentance, the tender hearted man forgave her, and came to Hamilton, where he was restored to his truant wife. They have returned home.

**ACCIDENT TO A HAMILTON BRAKEMAN.**—James Walker, a brakeman on the B. N. & P. B. Railway, who hails from this city, met with an accident at Brantford on Tuesday which has proved to be of a serious nature. Walker was engaged in coupling cars and the train coming back with considerable force, his hand was caught between the bumpers, cutting a deep gash in the palm of the hand and severing an artery, which bled profusely. His thumb was also broken, and the second and third fingers were badly bruised. The injured man was conveyed by the regular train to Brantford, when he called upon Dr. Digby, who dressed the wounds and set the thumb. It is thought that amputation of the thumb will not be necessary.

**THE STRANGE WEATHER.**—As a weather prophet Vennor has proved a failure this season. We have been looking for the cold term he predicted so long that now its coming is almost despaired of. The grass still retains its green color and nutritive qualities. Frost has not penetrated an inch into the ground and the roads are more like evidences of spring than of fall time. In one sense open weather is acceptable just now, and that is, it is not severe on the poorer classes, who are not subjected to the rigorous cold, but taken altogether, the seasonable frosty days would be of more benefit to the country.

Mr. John McKee, formerly of this city, but lately of Winnipeg, Manitoba, is on a visit of a few weeks to his friends. He speaks in glowing terms of the Northwest.



## COUNTY COUNCIL.

MONDAY Dec. 2, 1878.

The members of the County Council met this afternoon in their Chamber.

Present—John Weir, jun., Warden, in the chair; Councillors Stock, Carpenter, Oalder, Macklen, Fisher, Foster, McKay, McKechnie, McQueen, Menzies, Reid, Shaver and Wilson.

Minutes of last meeting were read and approved.

The WARDEN mentioned that he did not think there would be a very large amount of business to transact during the session. He was pleased to state that the Court House was making good progress toward being finished.

Mrs. O'Brien petitioned the Council for a toll-gatekeeper's situation.

Rev. S. Houston sent in his resignation as County Schools examiner.

A number of accounts were read from the City of Hamilton for water and sewer rates. These were accompanied with the opinion of the County Solicitor to the effect that the accounts were overcharged.

The County Treasurer wrote asking a grant for extra work done, and gain accrued to the county through his extra efforts.

Letters and accounts were referred to their proper Committees.

### THE COUNTY EXAMINER'S SITUATION.

Moved by Mr. Stock, seconded by Mr. McKechnie, That the resignation of Mr. Houston be accepted and that Rev. Mr. McMicken, of Watford, be appointed to fill the position.

The motion was held over until the terms by-law should be carried out.

### THE OLD THORPE ROAD.

Moved by Mr. Fisher, seconded by Mr. McKechnie, That leave be given to read a by-law to close up a certain road running through the property of Joseph Brown, called the Old Thorpe Road, deviating from East street, and that the same be read a first time.

On motion, the above by-law was read a second time and carried.

### TO AMEND BY-LAW NO. 267.

Moved by Mr. Stock, seconded by Mr. Foster, That leave be given to correct an error in by-law No. 267; that the No. 225 wherever it occurs be erased and that No. 255 be substituted.

On motion the above by law was read a second time and carried.

### REPORT OF COMMITTEE ON JAIL AND COURT HOUSE.

Mr. Stock submitted the report on above as under.

Tenders had been accepted from Messrs. Murphy & Murray for groceries, Thomas Lawry for meat, E. Stevenson for bread and Thomas Myles & Son for coal—all for the Jail and Court House.

The new Court House had been insured in various companies. Offers for renting rooms in the new Court House had been received. The tender of T. Wilson & Co., of Dandas, had been accepted to supply a new boiler in the Jail.

A number of accounts were recommended for payment.

The Committee at its last meeting resolved to pay William Hancock, the Court House contractor, \$5,000 on account.

On motion the report was received and read.

### ARMS FOR APPREHENSION OF ROBBERS.

The WARDEN mentioned that the detectives had asked him to lay before the Council the question if they were willing to grant any aid toward the expense of apprehending and convicting robbers.

Mr. Stock thought the Council could do no more than offer a reward in the regular way. He thought the Council was never backward in giving such aid when necessary.

## THE WINONA ACCIDENT.

### FURTHER INVESTIGATION INTO THE CAUSE OF THE DEATH OF DIO CHIARETTO.

#### INQUEST ADJOURNED.

The adjourned inquest on the death of Dio Chiaretto, who was killed at the late railway disaster on the G. W. R. at Winona, was resumed Monday night in the Police Court. The jury, whose names were given in a late issue, were in full attendance. Mr. Richard Martin, Q. C., appeared on behalf of the friends of the deceased, and Mr. S. Barker, G. W. R. Solicitor, watched the case for the Company. Coroner White at once proceeded to take evidence. He called

JOHN ERWIN, who was sworn and said—Am an engine driver in the employ of the G. W. R.; Sunday before last was driving No. 199 engine, on the No. 12 train going east; left Hamilton at two a. m. and got within about 200 feet of the Winona siding at between 2.18 and 2.19; we were slowed up then, nearly to a stand; No. 1 express going west, three minutes ahead of time, collided with us; saw her coming past her proper place when she was in front of the station; thought she was coming at a good rate of speed; we were not going over three or four miles an hour; when I saw the engine coming I jumped out of the cab and fell in the ditch; got up as quick as I could and saw nothing but escaping steam, and the engines and cars knocked off the track; then I did all I could to save further accident; this Winona siding is the regular passing place; the rules as to passing are that the driver going east has to clear his time; we were both due there at 2.22; the train going east has to clear that time—that is to be clear in the siding at that time; the train going west must wait five minutes for variation in watches; this is according to my printed rule, No. 51.

By a Juror—I am not required to sound the whistle when approaching a siding; we could see each other's headlights for at least a couple of miles.

To the Coroner—We must show a green light when all is clear and we are in the siding, so that an approaching train might pass; we did not have the green shade on.

To a Juror—Do not think a switchman at the switch with it open could have allowed us to get in and averted the accident; the person who had left the train to open the switch had not reached it; the switch lights were all burning bright; the west bound train does not go into the siding; therefore, if a switchman had been there he would have had nothing to do but to let us in.

To Mr. Martin—When I first began to stop I was about a mile and a half from the station; I slacked down to seven or eight miles in the first half of that distance, and then down to three or four miles when about 200 feet from the siding; the other train was coming up then past the station; I could go into the switch at the rate of seven miles an hour; could slack up to that rate of speed in half an hour; have known Winona Station ten or twelve years; there was a night switchman there at one time, when there was more traffic on the road; have had no conversation with the other driver; he is considered a first rate hand; can't account for his coming on that night; if a signalman was there he would have not.

To Mr. Barker—Rule No. 151 says, that the speed of all trains approaching a passing place must be brought under control; I had my train under control in compliance with this rule; east and west of the station there is always a semaphore light; semaphores ought to be 600 yards each way from the station; I being there on time the west bound train ought not to have passed our switch until I

## LIVERPOOL MARKETS.

Received daily at 2.30 p. m. by special cable to the TIMES.

The following table shows the top price of the different kinds of produce in the Liverpool markets for each market day during the past week:—

	Nov. 23	Nov. 24	Nov. 25	Nov. 26	Nov. 27	Nov. 28	Nov. 29	Dec. 1	Dec. 3
Flour.....	22 0	23 0	23 0	22 0	21 0	21 0	22 0	22 0	22 0
S. Wheat.....	9 5	9 6	9 5	9 5	9 5	9 5	9 5	9 5	9 5
Red winter.....	9 2	0 2	10 0	9 10	9 10	9 10	9 10	9 10	9 10
White.....	9 11	10 3	10 3	10 2	10 2	10 2	10 2	10 2	10 2
Club.....	10 2	10 3	10 3	10 2	10 2	10 2	10 2	10 2	10 2
Corn.....	24 9	24 0	23 9	24 6	24 6	24 6	24 6	24 6	24 6
Oats.....	2 6	2 6	2 6	2 6	2 6	2 6	2 6	2 6	2 6
Peas.....	31 0	31 0	31 0	31 0	31 0	31 0	31 0	31 0	31 0
Barley.....	3 2	3 2	3 2	3 2	3 2	3 2	3 2	3 2	3 2
Pork.....	43 8	43 9	42 0	42 0	42 0	42 0	42 0	42 0	42 0
Lard.....	33 9	34 9	33 6	33 6	33 6	33 6	33 6	33 6	33 6
Beef.....	67 0	67 0	67 0	67 0	67 0	67 0	67 0	67 0	67 0
Bacon.....	31 0	29 6	29 6	29 6	29 6	29 6	29 6	29 6	29 6
Tallow.....	37 0	37 0	37 0	37 0	37 0	37 0	37 0	37 0	37 0
Cheese.....	43 0	43 0	43 0	43 0	43 0	43 0	43 0	43 0	43 0

## MARKETS BY TELEGRAPH.

### LONDON STOCK MARKET.

London, Dec. 3-5 p. m.

Consols, at 94½ for money; 94 7/8 for account.

U. S. Bonds—Four and a half, 106½; fives, 106½; Erie 19; preferred, 33; Illinois Central, 78½.

### NEW YORK STOCK MARKET.

New York, Dec. 3-1.30 p. m.

Stocks weak and fluctuating.

Delaware & Hudson, 33; Pacific Mail, 14½; Western Union Telegraph, 94½; Quicksilver, —; Adams' Express, —; American Express, 49½; I. C., —; Northwestern, 47½; do preferred, 76½; Rock Island, —; St. Paul, 35½; do preferred, 74½; Pittsburg, —; Erie, 18½; St. Joseph, 14½; do preferred, 35½; Illinois Central, 77; Lake Shore, 64; Ohio & Mississippi, —; Wabash, 20½; Union Pacific, 65½; Michigan Central, 60; New York Central, 112.

Gold, 104.

### NEW YORK PRODUCE MARKETS.

New York, Dec. 3-1.30 p. m.

COTTON—Dull at 9½

FLOUR—Market quiet and unchanged. Receipts, 24,000 barrels; sales 12,000 brls.

WHEAT—Market quiet and unchanged. Receipts, 109,700 bushels; sales, 16,000 bushels No. 2 red for Dec at 81.00.

RYE—Market quiet.

CORN—Quiet. Receipts, 34,000 bushels; sales 35,000 bushels at 41½ to 47c.

BARLEY—Dull.

OATS—Market quiet. Receipts, 33,000 bushels; sales, 30,000 bushels, at 30c to 35c for white Western and State.

PORK—Market dull and unchanged.

LARD—About steady at 26.00.

### MONTREAL PRODUCE MARKETS.

Montreal, Dec. 3-1.25 p. m.

FLOUR—Receipts, 2,200 barrels; sales, 800 barrels. Market quiet and steady. Spring extras are a turn easier and other kinds unchanged. The quotations for to-day are as follows: Superiors, \$4.40 to \$4.50; extras, \$4.30; fancy, \$4.10 to \$4.15; spring extra, \$3.97½ to \$4.05; superfine, \$3.70 to \$3.75; strong bakers', \$4.16 to \$4.40; fine, \$3.10 to \$3.30; middlings, \$2.75 to \$2.90; pollards, \$2.50 to \$2.00; Ontario bags, \$2.00; city do, \$2.10. Sales: 100 barrels of choice superior extra at \$4.50, 100 do extra at \$4.30, 100 do strong bakers' at \$4.15, 100 do spring extra at \$3.97½, 200 do do at \$4.10, do do at \$4.05, 100 do superfine at \$3.75, and 200 Ontario bags at \$2.

Grain, provisions and ashes unchanged.

### CHICAGO PRODUCE MARKETS.

Chicago, Dec. 3-1.05 p. m.

WHEAT—\$4½ for December; 8½½ to 85 for January.

CORN—31½ bid for December; 3½ bid for January; 35½ for May.

OATS—20½ bid for December; 20½ to 2½ for January; 48½ for May.

PORK—\$7.92½ to \$7.95 for January; \$8.02½ to \$8.05 for February.

LARD—\$5.74½ to \$5.75 for January; \$5.62½ to \$5.65 for February.

## A PERF

OUT

LADIES anxiously we will not pay more than are purchased direct from goods are PURCHASED FIFTEEN PER CENT. and that we RUN NO R as are connected with a

LOOK at the list of giving too much credit. Credit Stores are assisting they cannot help it.

THE GREAT CLE

# Pratt

# GREAT S

GOODS ARE BEING S Prices. Immense Redu worth of Dry Goods, Millinery, M House-furnishing Goods are selling. In order to clear out this contents from the manufacturing in the United States this Autumn, we a Great Clearing Sale at s tomers a rare chance of supplying read the following prices, and you make your purchases at the RIGH Tweeds at 45c. Still better Tweeds of doubled and twisted y tonish hundreds of Customers. T good Dress Winceys the 7, Gloves have an amazing sale. Good only 35c. The 50c. two-buttoned COLORS, are acknowledged by hu Hamilton. The 62½c. 3-button an enormous sale. Just see the ba of Josephine Kids reduced from \$1. wholesale prices. Mantle Cloi Cloths reduced to \$1.50. The \$4 t Ulster Cloths from 62½c. Ve: \$7.50.

Hamilton, November 30th



WE HAVE GREAT PLE FERN in which they have



...had been accepted from Messrs. Murphy & Murray for groceries, Thomas Lawry for meat, E. Stevenson for bread and Thomas Myles & Son for coal—all for the Jail and Court House.

The new Court House had been insured in various companies. Offers for renting rooms in the new Court House had been received. The tender of T. Wilson & Co., of Dundas, had been accepted to supply a new boiler in the Jail.

A number of accounts were recommended for payment.

The Committee at its last meeting resolved to pay William Hancock, the Court House contractor, \$5,000 on account.

On motion the report was received and adopted.

**REWARDS FOR APPREHENSION OF ROBBERS.**

The WARDEN mentioned that the detectives had asked him to lay before the Council the question if they were willing to grant any aid toward the expense of apprehending and convicting robbers.

Mr. Stock thought the Council could do no more than offer a reward in the regular way. He thought the Council was never backward in giving such aid when necessary.

**REPORT ON EDUCATION.**

Mr. FABLES submitted the report of the Standing Committee on Education. The report recommended that after examination of the claims of J. Johnston, Head Master Wentworth Model School, the same be paid. Report received and adopted.

**CANON HOUSTON'S RESIGNATION.**

Moved by Mr. Stock, seconded by A. CALDER, That the resignation of Canon Houston be accepted and permission be given to introduce a by-law to amend By-law No. 275 and substitute the name of Rev. J. McMichen in place of Canon Houston's.

On motion, the by-law to amend By-law No. 275 was read a second time and carried.

**A FRENCHMAN'S OPINION OF THE COUNTY SCHOOLS.**

School Inspector SMITH read a translation of the report of the French gentleman who passed through the county a short time ago and inspected the County Schools. The Council listened to the report with much attention and gratification. The Waterdown High School was honorably mentioned in this report.

The Council then adjourned until ten o'clock next day.

**SECOND DAY.**

**TUESDAY, Dec. 3, 1878.**

The County Council met this morning at 10 o'clock, pursuant to adjournment; the Warden in the chair.

Present: Messrs. McKeechie, Carpenter, McQueen, Dr. McEggy, Stock, Macklam, Peebles, Cornell, Flock, Foster, Menzies, Reid, Wilson and Forbes.

After routine, the Warden read

**THE COMMUNICATIONS.**

The County Solicitor wrote asking an interview with the Council in reference to certain accounts. Referred to the Finance Committee.

Sheriff McKellar wrote asking that more latitude be given him and better arrangements be made in the matter of paying petty accounts. Referred to the Committee of the Whole.

**BY-LAW 267.**

Moved by Mr. Stock, seconded by Mr. FOSTER, That by-law to correct By-law 267 be now read a third time and passed.

**BY-LAW 275.**

Moved by Mr. Stock, seconded by Mr. CALDER, That by-law to amend By-law No. 275, be now read a third time and passed.

This was the substitution of the name of Dr. McEggy for that of Canon Houston, as County School Examiner.

**THE TREASURER'S LETTER.**

On motion the Council went into Committee of the Whole. Mr. Forbes in the chair, in reference to the Treasurer's letter, which asked for remuneration for extra work done, and benefits accrued to the county.

Mr. Stock, County Treasurer, made some explanations in regard to the matter. He read a statement from the Treasurer of the County of York which showed the amounts paid by the City of Toronto to the county for

...had nothing to do but to let us in.

To Mr. Martin—When I first began to stop I was about a mile and a half from the station; I slacked down to seven or eight miles in the first half of that distance, and then down to three or four miles when about 200 feet from the siding; the other train was coming up then past the station; I could go into the switch at the rate of seven miles an hour; could slack up to that rate of speed in half an hour; have known Winona Station ten or twelve years; there was a night-switchman there at one time, when there was more traffic on the road; have had no conversation with the other driver; he is considered a first rate hand; can't account for his coming on that night; if a signalman was there he would have not.

To Mr. Barker—Rule No. 151 says, that the speed of all trains approaching a passing place must be brought under control; I had my train under control in compliance with this rule; east and west of the station there is always a semaphore light; semaphores ought to be 600 yards each way from the station; I being there on time the west bound train ought not to have passed our switch until I was in the siding; it was the duty of the driver of No. 1 to slow his train on approaching the siding; if he saw no green light in the station he should stop on the main line there; if a switchman had been there he would still have entered the station; if the driver of No. 1 had attended to his rules the collision would not have happened; if he had either stopped the five minutes or been running with his train under control the accident would not have happened; in complying with these rules trains can be run safely.

To Mr. Martin—These rules were always acted up to; I always do to the best of my knowledge.

JOHN CLINTON, deposed—Am a fireman on the G. W. R.; remember Sunday, the 24th Nov.; was on engine No. 199 with driver Erwin; we left Hamilton at two o'clock a. m., and got near Winona between 2.18 and 2.19; we slowed up to about four miles an hour, to meet No. 1 express and to allow a brakeman to run to a switch to open it; he did not open it; before he got to it No. 1 collided with us; I saw her coming and jumped off the engine; looked at my watch just before we shut off steam.

To Mr. Martin—Have known Winona Station five years; never saw a watchman there; we could see the other train; six or seven miles; we were about a mile or a mile and a half off the station when we began to slack up, and I saw the other train then; when the man jumped off our train to open the switch the other train had passed the eastern switch; the man would have to run sixty or one hundred yards to open the switch; it takes him about a minute; we are not supposed to go into a switch over five miles an hour; we can open the switch ourselves just as quickly as a man stationed there could do it; I've been on the train coming west, and we always slacked up on nearing the station; could always see the semaphores plainly; we could see a danger signal at a distance of two miles; if a red light was on the semaphore a train should not pass.

To a Juror—On other nights the west-bound train would stop and we would go into the station.

The CORONER said the injured engine-driver and brakeman could not be in attendance before six weeks.

A Juror then observed that the inquest could not be finished until the evidence of the injured brakeman and engine-driver had been taken.

Mr. MARTIN concurred in this and observed that an endeavor had been made to make the injured men the scapegoat of the whole affair, and the people demanded, in justice to all, that they should have an opportunity to clear themselves.

The inquest was adjourned.

**Financial and Commercial.**

**The Retail Market.**

**WEDNESDAY, Dec. 4.**

**Flour Market.**

**MONTREAL PRODUCE MARKETS.**

**Montreal, Dec. 3—1.25 p. m.**

Flour—Receipts, 2,200 barrels; sales, 830 barrels. Market quiet and steady. Spring extras are a turn easier and other kinds unchanged. The quotations for to-day are as follows: Superiors, \$4.40 to \$4.50; extras, \$4.30; fancy, \$4.10 to \$4.15; spring extra, \$3.97½ to \$4.05; superfine, \$3.70 to \$3.75; strong bakers, \$4.15 to \$4.40; fine, \$3.10 to \$3.20; middlings, \$2.75 to \$2.80; pollards, \$2.50 to \$2.60; Ontario bags, \$2.00; city do, \$2.10. Sales: 100 barrels of choice superior extra at \$4.50, 100 do extra at \$4.30, 100 do strong bakers at \$4.15, 100 do spring extra at \$3.97½, 200 do at \$4.10, 100 do at \$4.05, 100 do superfine at \$3.75, and 200 Ontario bags at \$2.

Grain, provisions and ashes unchanged.

**CHICAGO PRODUCE MARKETS.**

**Chicago, Dec. 3—1.03 p. m.**

WHEAT—8½¢ for December; 8¼¢ to 8½¢ for January. CORN—3½¢ bid for December; 3½¢ bid for January; 3½¢ for May. OATS—20¢ bid for December; 20¢ to 2½¢ for January; 23¢ for May. POKE—\$7.92½ to \$7.95 for January; \$8.02½ to \$8.05 for February. LARD—\$5.74½ to \$5.75 for January; \$5.52½ to \$5.55 for February.

**BIRTHS.**

On 1st instant, at 70 Cannon street west, the wife of H. H. LAING of a daughter.

At 65 Gerrard street, Toronto, on Friday, Nov 20th, the wife of Dr. A. M. ROSENTHAL, Surgeon to the Toronto Eye and Ear Infirmary, of a daughter.

**MARRIAGES.**

On the 27th Nov. at the residence of the bride's father, by the Rev. E. Vincent, WILLIAM HEDLEY, of North Cayuga, to JENNET, eldest daughter of Alexander MITCHELL, Esq., of Seneca.

In Caledonia, on the 27th instant, by the Rev. Father Doherty, assisted by the Rev. Father Cleary, Mr. R. H. BUCK, second son of the late ex-Alderman Brier, of this city, to Miss M. A. CUNNINGHAM, niece of the Rev. P. J. Maddigan, of Caledonia.

At Dundas, on the 23rd instant, by the Rev John Laing, M.A., at the residence of the bride's father, CHARLES C. GREENING to MARY KING ROALIND, second daughter of George M. BARTON barrister.

At M. Mar's Church, Hamilton, on Wednesday, 27th instant, by the Rev. R. G. Fetherling, B.A., DONALD J. BEATON, of the Orillia Times, to HORTENSE P. SWIFT, daughter of Samuel Davis, Esq., Hamilton.

**DEATHS.**

At Toronto, on Monday, 2nd inst., in her 35th year, ELIZA ELLER, the beloved wife of Francis MACKELON, Esq., of Hamilton, Barrister-at-Law, and only daughter of Henry Coveit, Esq., of Port Hope.

In this city, on the 2nd instant, WILLIAM JOHNSTON, in the 72nd year of his age.

In this city, on Thursday, 23rd instant, Mr. ANTHONY McLAUGHLIN, aged 53 years.

At Hamilton, on Friday, the 29th inst., GEO. REYNOLDS, eldest son of George & Ann Reynolds, aged 13 years and 10 months.

Yesterday evening, RICHARD HURD KILVERT, fourth son of Francis E. Kilvert, aged 4 years 1 month and 16 days.

At her late residence, in the Township of East Flamboro', on the 23rd November, Mrs. NANCY FILMAN, wife of James C. Filman, in the 57th year of her age.

In the Township of An aster, HENRY RUMBOLD in the 65th year of his age.

**A CARD.**

To all who are suffering from the errors and indiscretions of youth, nervous weakness, early decay, loss of manhood, &c. I will send a receipt that will cure you, FREE OF CHARGE. This great remedy was discovered by a missionary in South America. Send a self-addressed envelope to the Rev. JOSEPH T. INMAN, STATION D, BIBLE HOUSE, New York City. d&w 283 ly eod

**VEGETINE**

PURIFIES THE BLOOD, RENOVATES AND INVIGORATES THE WHOLE SYSTEM.

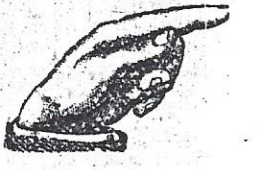
Its medicinal qualities are

**ALTERNATIVE, TONIC, SOLVENT AND DIURETIC**

Vegetine is made exclusively from the juices of carefully-selected barks, roots and herbs, and so strongly concentrated that it will effectually eradicate from the system every taint of Scrofula, Scurvy, Humors, Tumors, Cancer, Cancerous Humors, Erysipelas, Salt Rheum, Syphilitic Discharges, Gout, Rheumatism, all the Stomach, and all diseases that arise from impure blood.

Sciacia, Inflammatory and Chronic Rheumatism, Neuralgia, Gout and spinal Complaints can

only \$56. The 50c. two-bu COLORS, are acknowledged Hamilton. The 62½c. an enormous sale. Just see of Josephine Kide reduced wholesale prices. Hamilton Cloths reduced to \$1 50. T Uster Cloths from 62½ \$7.50. Hamilton, November 30



**WE HAVE GREAT NEW SYD**

In tendering our thanks to facture and introduce into Ha and Shoes—a want that has best assorted stock in Canada, est possible prices that steam

**ONE PAI WE DEFY A Goods arriving D FARLE**

**NEW ADVERTISE**

**LITTLE ROCK AND FORT SMITH RAILWAY.** WEST

No section of the country offering to change their residence can be obtained in the beautiful Arkansas, between Little Rock and Fort Smith. While the South has from sickness during the past Arkansas has never been LANDS sold on easy pamphlets and further inform W. D. SLACK, Land Comm Beckmark.

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MIXER  
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Rice Washer, Egg  
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11 of the most useful  
combined and sold for 75  
world the  
parts to c  
Sept. 250  
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\$60 Arc

**MICHIGAN**

For information conce  
**PINE AND FARM**  
in CENTRAL MICHIGAN,  
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Company, add

**WM. L. WEBBER, LAND**  
East Saginaw, M.

**JUDGE FOR YOURSELF!**  
By sendi  
height, c  
hair, you  
return i  
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husband or wife, with same as  
age. Address W. FOX, Drawer 4



also responded to shipments. alone one beef has been ex-ow the magnitude argur well for its food to England Extensive ship-ase, butter, fowls, he, and have been cess. As these e season when our osed, we rejoice in our seaboard. This h which point at s is becoming an Last week arrange- p wheat there per hich compare favor- for Quebec.

the exportation of England is pre- g to our Dominion. ould be fostered in Our farmers should but the most ap- and their feeding, for d be a matter of roduction of butter y should be striven and large quanti- mend themselves to of the Dominion.

AFGHANISTAN. took part in war Pass was "The The Royal Tigers." at corps is Captain r. Clarke Gamble, of Captain Travers, s, of the Bank of atter gentleman was th, and although he it now, he is never-

a new Governor Gen-ade a genuine royal ty of his dominions, ception there. There r yesterday's fervent e loyalty and hearty e people of Canada s well as the Queen's to have made a most ready with his honest ners, and could hardly career with brighter

## REVIVED.

le Paper Found neau Cave 1871.

the Northern

Correspondent.]

18.—The Gatineau is a region and a few weeks' district will take the any ordinary human and field for sportsmen, geese, partridge, etc., proper seasons, while

## THE LATE RAILWAY COLLISION.

### THE INQUEST RESUMED.

Continuation of the Evidence.

On Friday afternoon the inquest on the death of Dio Chiaretto was resumed in the Council Chamber, the city authorities having kindly allowed Coroner White to summon his jury there.

Mr. Caracallen and Mr. Martin were both present and Mr. Barker represented the railway. Mr. Domville and other officials were also present.

The following is a continuation of the evidence:

Dr. G. L. MACKELCAN, sworn—I examined the body of the deceased viewed by the jury; I found marks of injury about the face; the nose and forehead were badly contused, and there were some bruises on the back as well; I fancy I could make out that his neck was dislocated; I identified him as the man I had found lying in one of the passenger cars at the scene of the collision; he was dead then; he had been removed from the car in which he was killed; from all I have seen, I have no doubt that the collision was the cause of his death.

WILLIAM TREBLE was next sworn and said—I am a conductor in the employ of the Great Western Railway; on the night of the 24th of November last I was conductor on No. 1 Chicago Express train bound west from the Bridge; left the Bridge at 1.16 a.m.; saw the driver, Holmes, just before leaving and compared our watches, and we agreed that it was about 1.16; we stopped at Merriton and again at St. Catharines; we left the latter place about two minutes late—about 2.42; we passed Grimsby Station on time, at 2.10; we were running as usual that night until we pitched into the other train; Winona is our usual crossing place; we have crossed there every night for two years past; if the other train is in the siding we go through, if not, we have to wait five minutes; we trust to our drivers entirely as to passing a train, as conductors have no means of knowing whether the line is clear or not.

To the Jury—If the air-brake had been put on near Winona, I should have felt it, I think beyond a doubt at the speed we were running; I think we were going at the rate of nearly thirty miles an hour; I don't think the train slackened up at all; the air-brake was used all right at St. Catharines; Holmes was all right at the Bridge; we have often passed through Winona Station at full speed before; we were not timed to stop there unless the east bound train is not in the siding, then we stop; a driver has complete control of the train running into a station; we may have been a minute or so ahead of time at Winona; our head light was burning when we left St. Catharines; after the collision I found the driver and fireman lying on the south side of the engine; the driver west of the engine, the fireman east of it, about thirty feet apart; I don't think either of them jumped off; they must have been thrown out; can't say how long it is since there was an operator at Winona Station; all trains must slack up when passing other trains in sidings; the two drivers could see each other's head lights four miles apart; I was in the car where deceased was at the time of the accident; the car was on fire and we had to subdue the flames before helping the injured passengers; deceased was jammed in between the framework of the two cars; we jockeyed the car up to get another man out; Chiaretto might have been killed in jockeying up the car; he was dead before we could get him out.

To Mr. Caracallen—I do not trust the driver altogether in passing stations; if he was ahead of time on going past a station I would ring him to stop; as the train was passing Winona Station I was in the fourth car from the engine; I did not raise the window to look out; I trust the driver approach-

there was nothing at Winona that would have warned a switchman of danger; train No. 1 has twelve minutes to do the five miles between Grimsby and Winona; this is three minutes more time than is allowed any other train on the line between the same points; there was no necessity for No. 12 to whistle; No. 1 had no right to pass the western switch unless he was sure beyond a doubt No. 12 was in the siding; if a man could not see a head-light a red light would be of no use to warn him; I am perfectly untrammelled in managing my department and am allowed all expense to ensure the safety of passenger trains.

To the Jury—We must keep switchmen at some points where a lot of shunting is done; there are about twelve stations on the G. W. R. that have no night switchmen; Holmes has always been considered a first-class driver; I have heard nothing as to his having defective eyesight; on the night in question a switchman would put up the caution light before opening the switch.

To Mr. Martin—The night switchman was taken off Winona eighteen months ago; no similar collision has ever occurred at this station before; I do not know of any other Company dispensing with switchmen at crossing places; the rules are the same now as before they were taken off; no collision ever occurred at Paris in my recollection; Longwood is another crossing station and trains pass each other at 6.23 p.m.; no switchman has been put on at Winona since the accident.

This was all the evidence taken.

In the course of some remarks, Coroner WHITE said that Holmes had told him it was his fault that the accident had occurred. The fireman, it appears, was stooping down at the time fixing the water gauge and did not see the occurrence.

The question then arose as to the advisability of calling Holmes or Collison or both to give evidence.

Mr. MARTIN contended that the fireman and engine driver of the west-bound train should be called.

The Coroner repeated that driver Holmes had admitted to him that the accident was his fault, and that the fireman told him that he did not see the accident, as he was at the time fixing a broken gauge. This being the case, it was not probable that Holmes would testify.

Mr. MARTIN—Then this shows that the men were not asleep and that they had their wits about them; For this reason they should be heard. At all events it was the duty of the driver to testify. He could not exonerate himself, as there was no evidence against him.

Mr. BARKER—Neither myself nor the Company have any objections to these men being called.

The Coroner—I am willing to leave it to the jury to say if they wish to hear the men. Holmes can refuse to testify if he thinks he will criminate himself.

Mr. BARKER—The Company desire the fullest investigation, and they have never interfered directly or indirectly. Mr. Martin represents no one. That gentleman has an object of his own in view. He cannot get up and tell who authorized him to appear. All along he has been making insinuations.

Mr. MARTIN—I have made no allusions beyond argument.

Mr. BARKER—The Company did not intend to appear at the inquest until they were informed that Mr. Martin was going to intrude himself on the jury.

Mr. MARTIN—A person has the right to appear by general statute.

The Coroner—I can exclude all counsel. Several of the jurymen then expressed the opinion that they would like to hear both sides of the case, that they would not care to give a verdict without hearing the fireman Collison, and that the driver Holmes should be permitted to make a statement if he desired to do so.

The inquest was accordingly adjourned till two o'clock next Tuesday, at which time it is expected that fireman Collison may be called to give evidence.

## TELEGRAPH.

### Daily Selected Despatches.

## THE WAR IN AFGHANISTAN.

### COMPLETE DEFEAT OF THE AMEER'S FORCES.

Heavy Loss of the Afghans—The British Loss Eighty Killed and Wounded. (Special Despatch to the Times.)

LAHORE, Dec. 5.—Gen. Roberts gained a complete victory over the Ameers' forces, capturing Peiwar and Kotai, and all the Afghan cannon. The enemy's loss was heavy. The British loss is eighty killed and wounded. Capt. Kelso, of the Artillery, and Capt. Anderson, of the Pioneers, are among the killed.

LAHORE, Dec. 5.—General Roberts telegraphs from Peiwar Khotal, Dec. 4, as follows: "During the night of Dec. 1st the Afghan position was turned by a flank march over the Spingival Pass. We surprised the enemy at daybreak on the 2nd inst., when the 72nd Highlanders and 50th Goorkhas gallantly drove the Afghans from several positions. They afterwards endeavored to reach Peiwar Khotal, but the assault could not be delivered on that side. We then threatened the enemy in the rear, and attacked and carried Peiwar Khotal about four o'clock in the afternoon. The enemy had the previous evening received reinforcements of four regiments. They fought desperately. Their artillery was well served. The defeat, however, was complete. We captured eight guns and a large quantity of ammunition. Our losses are moderate. Major Anderson was killed and General Cobbe and Lieutenant Furrow wounded. Our men behaved admirably. We shall move towards Shutur Gardan Pass on Thursday.

LONDON, Dec. 5.—A Lahore despatch says the advance upon Candahar will probably be impossible this year on account of the difficulties of transportation. It is believed there is no Afghan force between Dacca and Cabul, and that General Browne will occupy Jellalabad.

LONDON, Dec. 5.—A detailed report of the fighting in the Peiwar Pass shows that the Afghans, who were posted in some pine woods, resisted Gen. Roberts' second movement on Peiwar Khotal most obstinately. Sometimes they even assumed the offensive, hard pressing the most advanced troops until reinforcements came up. Not a single body of Afghans remained unbroken at the end of the day.

The Times says—"Even those who do not trust the Ministry, and who refuse to be convinced by the moderation of Lord Cranbrook's despatch, can hardly imagine that the nation, visibly reluctant to go to war, will be moved by a sudden aggressive impulse. The nation, however averse from aggression, will sustain a just and necessary war even though its burdens may be heavy, and unbalanced by any visible prospect of gain or glory."

LAHORE, Dec. 7.—The letter which Lord Lytton announced Major Cavagnari had received from Sher Ali was the Ameers' answer to the Viceroy's ultimatum, and concludes with the declaration that he entertains no enmity towards the British Government, desires to resume the former friendly relation, and will not resist the visit of the British mission to Cabul.

## FATAL RAILWAY ACCIDENTS.

Trains in Vermont and New Hampshire Run Into Washouts.

Several People Killed and a Number Injured.

## EU

New York, Dec. 5.—Special says that Glasgow Bank has as trustees, the institution demand—namely, £15,000 their liabilities added. This fact, it is disconcerted the sum is required shares, how much of ten or twelve critical. It is a ruinous disaster may develop.

BERLIN, Dec. 5.—on alighting at by assembled Government, as them for their tion, and inef in the social sy strong hand of palace appeared bearing the Sta

The city is ill to-night. Six have been held pated riot, but Decrees have that the Empe from to day, an for his success the Imperial f servance of the Emperor.

LONDON, Dec. 5.—vative party be party organiza prepared for the election.

It is reported South Wales D office at Bristol

LONDON, Dec. 5.—Police Court y Bell, formerly action for lib solicitor, and Baptist minist charging Bell servant of the Bell was hold ingham at a large audience

A Vienna isterial crisis a very unfavor den, the new bitterest adver to forcibly r Turkish terr as an uncer hastening Tur of ministry is table to Russia

LONDON, pondent of that in infla that an arra settlement d on the tapis form of a pa

BERLIN, Dec. 5.—ferred the Oc lern on Her his bravery in the would be will be reme populace bro discharged tw Hollefer was The crowd, that he was t with great f

LONDON, D has conferred following ge at the Paris been created officer, and Selwin, elev In connec exhibite, the



courses run, all be one.

on the time first was consummated Canada came into on the first as-Parliament, came of the talented man as ever country. The States was out in the fall of a period of seven and of valuable the shadow of seahold throughout death of the well as on some ry, for many a ow on the field of r. "The Southern d the prophecy, and arch to the sea and "the two victor- to three parts when their efforts. The fulfilled. But will n. The paper read, have flown a king throne," and then, more great and hteen and eighty." then in conjunction Regal Court would country, that seven ecy was first made ht that one of the e the Government presence, as is now Louise. We shall

F.

ompted from the Disease Act and.

order-in-Council has ing imported Cana- from the operation aka of Richmond's d the subject on the part of tawa Governments. from Canadian and be carried on under or to the adoption e of the Contagious hich requires all igh countries to be upon their being arkation.

solvent.

aniel Hammond, of late the Windsor e Mansion House, Hamilton, met the nt had only been in ng which time he ng to \$235, while e either covered by ly been lent to the d claims amounts to ed at the meeting solvent's discharge, stranger who could d in six weeks get erved his freedom.

en who have inher- to embopoint have drinking vinegar to ractical proportions. uly harmless. It d accomplishes its e an undue assim- ents of the food. cations burden, and ease for enduring it, rfectual remedy

15th, 1877.

alo, N. Y. e pounds while tak- Anti-Fat.

Yours truly,

Ms. M. B. Myers.

light our driver would have gone on; I think a driver could stop a train in three times its length.

FRANK PROUTY, sworn—I was braking on the west bound train (No. 1 Express) in question on the night of the collision; I was in the last sleeping car when it occurred; knew nothing of the accident till I felt the shock; I was awake then; I am quite sure the air brakes were not applied; I got out and kicked up the east semaphore to protect the rear end of our train; then I returned to the scene of the accident and rendered what assistance I could; cannot say how fast we were going; the air brakes sometimes got out of order, then we apply the brakes by hand.

To Mr. Martin—Under the circumstances, if a switchman was there, I think he would have opened the western switch, first "kicking" up the eastern semaphore to signal "danger," and keep things in that position until the train was in the siding; then he would close the switch and show the white light ("all clear") on the semaphore.

To Mr. Barker—A switchman could not have thought that No. 1 train was going to pass its bounds; would have to try to stop it otherwise.

To the Jury—A switchman would put up the eastern semaphore against the west-bound train if he had to let a train in at the western switch.

CHARLES KELLOCK DOMVILLE, sworn—I am Locomotive Superintendent on the G. W. R.; I went to the scene of the collision immediately on hearing the news of it; I saw the wrecked engines; I examined the positions of both engines; I found engine 199, which was on No. 12, the east-bound train, standing on the line with the wheels just off the rails; engine 205, which was on No. 1 west-bound train, I found rolled over in the south ditch, lying upon its side; I at once procured a torch and examined the levers and the condition of both engines; the reversing lever of engine 199 was thrown over and the regulator shut in the position a man would have it in running into a siding after slowing his train; the air brake tap was shut; the reversing lever of 205 I found in its "working notch," and the "regulator" about one-third open; I do not think it had been tampered with after the collision or else I should have seen some marks; the air brake tap was shut.

To the Jury—Should say from the position of the west bound engine's reversing lever it was going five-and-thirty miles per hour; I do not think the air brake was applied; I found all the machinery of the air brake on the cars perfect; the air drum of the engine was smashed to pieces; all the drivers know where there are switchmen and where there are none; a train could take a siding at eight, ten, twelve or fifteen miles an hour; ten miles an hour would be safe to do it in; at night slower.

CHARLES STIFF, sworn—I am Superintendent of G. W. R.; I went down to the scene of the accident in question at sixteen minutes past four in the morning.

To Mr. Barker—Plan produced is a correct plan of Winona Station. (Witness here exhibited the drawing to the jury and explained it.) I have charge of all trains; all switchmen, signalmen, signals, etc., are under my control. I have been on the road seventeen years in various capacities; there used to be a switchman at Winona; he was removed, as it was thought useless to have him there to pass only one train at night; switchmen are principally employed in large yards; on the Canada Southern the same rule is observed; their two important trains are timed to pass at Cornell Station at 4.15 a. m., and no switchman has ever been employed there day or night; these two are express passenger trains similarly named with ours; had there been a man at Winona he would have to pass only the two trains in question; I believe it safer to trust to my trainmen to pass the trains there; switchmen occasion more accidents than trainmen; the man referred to was not removed on grounds of economy; if orders are carried out trains can be worked with absolute safety; in my opinion,

hour's deliberation was that the inquest was adjourned until next Monday evening at half-past seven o'clock, pending the result of Collison's injuries.

## CONVENING OF THE IMPERIAL PARLIAMENT.

### Synopsis of the Queen's Speech.

#### THE AMEER—THE BERLIN TREATY—THE ESTIMATES.

LONDON, Dec. 5.—Parliament convened to-day. The Queen's speech is unusually short. It regrets she has been compelled to summon Parliament earlier than usual, but the action of the Ameer compelled her to send an expedition into his territory and she has taken the earliest opportunity of calling Parliament and making the necessary official communications.

The assurances from all foreign Powers are friendly, and she has every reason to believe the arrangements for the pacification of Europe made by the Treaty of Berlin will be satisfactorily carried out.

The estimates for the ensuing year will be duly submitted.

She proposes that after a full deliberation upon the matters which has led her to anticipate Parliament's usual time of meeting and after a suitable recess, it will proceed to the consideration of various measures for public benefit which will be laid before it.

LONDON, Dec. 5.—In the House of Commons this afternoon, Earl Stanhope, Under Secretary of State for India, gave notice that he would on Monday submit a motion that the expenses of the Afghan war be defrayed from the Indian Revenue.

Hy. Fawcett (Liberal) gave notice that he would oppose the motion.

LONDON, Dec. 6.—In the House of Commons, this afternoon,

Mr. WHITEBREAD (Liberal) gave notice that he would offer a resolution disapproving of the Afghan war, and asked for the appointment of a day for its discussion.

Sir STAFFORD NORTHCOKE said he could not postpone the discussion of the Government resolution fixed for Monday.

Upon this announcement, Lord HARTINGTON appealed to the Government to give place to Mr. Whitebread's resolution.

Mr. GLADSTONE supported Lord Hartington; but Sir Stafford Northcote stated that the Government's motion, not necessarily meaning to charge all the costs of the war to India, he could not consent to adjourn the discussion.

Mr. CHAMBERLAIN (Radical) gave notice of an addition to Mr. Whitebread's motion, attacking the alleged unconstitutionality of the Government's proceedings relative to Afghanistan.

Opposition speakers strongly urged the inconsistency of discussing the motion on the subsidiary point concerning the Indian revenues before Mr. Whitebread's motion, which raises the question of the whole policy of the Government.

Sir STAFFORD NORTHCOKE ultimately yielded, and agreed to postpone the reply to the Address until Monday, when it will be the first subject to be discussed, and Mr. Whitebread's resolution will be moved as an amendment thereto.

Lord HARTINGTON gave notice of the intention of himself and his followers to support Mr. Whitebread's resolution.

Mr. BOPPE, Under Foreign Secretary, stated that the Foreign Office had received no confirmation of the alleged address of Gen. Kauffmann on the occasion of the presentation of a sword to the Ameer.

Sir STAFFORD NORTHCOKE said the reference in the despatch of Lord Lytton to the possibility of a direct understanding between England and Russia for wiping out Afghanistan could only be regarded as the personal opinion of the Viceroy as the probable result of the Ameer's policy. There was no ground for supposing that it referred to any direct or formal proposal.

a quarryman just before the arrival of the Peterboro' train, who signalled and stopped the train a short distance from the washout. On the Northern Railway, at Danbury, a washout has stopped the progress of all trains.

## THE RAIN STORM YESTERDAY.

### IMMENSE DESTRUCTION OF PROPERTY.

#### Railway Traffic Stopped.

#### THE TRACK WASHED AWAY ON A NUMBER OF ROADS.

PORT JERVIS, N. Y., Dec. 11.—The New York adjustment of Barrett Suspension Bridge was carried away. The entire structure will probably be destroyed. The loss will be very heavy.

NORTH ADAMS, Mass., Dec. 11.—The water is very high. The inhabitants on the river banks have been driven from their homes. There has been a washout on the Pittsfield and North Adams Branch; also thirty feet of trestle and embankment on the Tunnel Road, near Cardwell's ferry. The water is falling slowly.

PORTSMOUTH, N. H., Dec. 11.—The storm was very severe. A washout at Wells, Maine, detained the trains.

WOODSTVILLE, N. H., Dec. 11.—The through express freight from Boston, with two engines, went into the river near Wentworth, where the trestle was swept away, and both were badly wrecked. No one was seriously injured. The bridges also were swept away at Warren and East Haverhill.

POUGHKEEPSIE, N. Y., Dec. 11.—It is expected that all trains on the N. Y. O. & H. R. R. will run regularly by noon.

BATH, Me., Dec. 11.—The heaviest freshet known for years prevails here. The trains are all cancelled. Southdown's starch mill was carried away. The water is rising.

TROY, N. Y., Dec. 11.—The most extensive freshet ever known in this vicinity now prevails. The water in the river is fifteen feet above the low water mark and is still rising.

WHITEHALL, N. Y., Dec. 11.—At Ticonderoga, the large hardware store of Hooker & Co. was flooded, damaging most of the stock. Twenty-five bridges that cross the Millbrook between Minerville and Port Henry, were swept away, leaving only two standing. The iron bridge and 60-foot embankment at Port Henry, on the line of the New York and Canada R. R., were washed away. Passengers are transferred at that point.

SEYMOUR, Conn., Dec. 11.—The effects of the severe storm are apparent on the railroads leading out of Bridgeport, and a number of washouts are reported. Green River Bridge below Barling was carried off. At Seymour an iron bridge in course of erection was swept away.

WILKESBARRE, Pa., Dec. 11.—The Susquehanna River is twenty-two feet above low water mark and rising rapidly.

The Milton Champion tells of a farmer in its neighborhood who erected large buildings for the raising of poultry, and putting up a stove to warm them, the chickens roosted on the stove-pipe and burned their feet badly. How perversely things will turn out from what they were intended. Councillor McCulla, two weeks ago tried to raise a chicken when he had the resolution prepared and passed by the Council, which was to put this town to the expense of taking a census of the inhabitants, with the view of granting another hotel license. The feet of his chicken have been so terribly burned that the poor thing will never be able to stand up again, and he himself was very badly scorched on Monday night.

#### Facts that We Know.

If you are suffering with a severe cough, cold, asthma, bronchitis, consumption, loss of voice, tickling in the throat, or any affection of the throat or lungs, we know that Dr. King's New Discovery will give you immediate relief. We know of hundreds of cases it has completely cured, and that where all other medicines had failed. No other remedy can show one half as many permanent cures. Now to give you satisfactory proof that Dr. King's New Discovery will cure you of Asthma, Bronchitis, Hay Fever, Consumption, severe Coughs and Colds, Hoarseness, or any Throat or Lung disease, if you will call at

A. HAMILTON & Co's., Hamilton.

Drug Store will give you a trial bottle free of cost, or a regular size bottle for \$1.00, 2 to 5.

posed transfer of Mr. Schurz's vice claimed any per control of the Ind the department's some and thank that he cor the service and that the managen main where it is, advocate it. He entitled to human only be tendered lization and edu This he said in hi to promote. Th ernment he did r patient labor reg the Indian's hand use it.

BUFFALO, Dec. that the old Fe were formerly v Bochejer, are a active operation. do not hesitate freeing Ireland view of a prosper land and Russia inevitable. The a strong alliance other names in ( event of a war, to in Canada, in t the people will r that all the ar Government in Fenian agents, i are. They are asserting the all in Canada, and g that Canada is r Sr. Louis, Mo Metcalfe and St charged with pr married women died last Wedn maltreatment.

BUFFALO, Dec. a verdict of \$ Receiver of the young man thre ployees.

POTTSVILLE, P laborers at May Colliery, Shamok wages. The strik employment.

WHEELING, W discussion at a night, Joe McC with a razor. The Tribune s some new disco light which are practical for gen

#### NORTH

#### Comple

On Saturday on the North E meets with the Crossing and te It is thirty-four a very sparsely only was cecu despite many d paratively unset little to our cre were mainly i quickly are res the way, has of railway cor Hendrie, son had the ent work and carried all concerned. known in Ham the successful o trestle works, of gn the line. Of timber work ed, it is already co inhabitants of t of Penetapungah newly made re passenger trains before Christma

12/21 1878



## GOVERNMENT OF ONTARIO.

### REASON FOR THE INCREASE.

Mr. MOWAT said: In connection with the matter of expenditure, I have pointed to the cost of having been greater than Macdonald's time than it was. But it is manifest that as its population increases, and as its government must increase, the expense everywhere. (Hear, hear) this, take a single fact, the expense of the government in the old Province of Ontario a year before Sir John A. Macdonald obtained the power was only \$144,000, and thenceforward year by year it amounted to more than \$186,620, and that ours has even increased.

You see, therefore, how those who believe in the men who take place to preserve it is a decisive argument, against a Government which has been an increase in the administration. There are some increase should be in Ontario, even if there is in the business done; and upon these, and supposed to be no increase in the work we had been able to retain an officer without any increase of work should not be additional expenditure, increase in the work has been in the expenditure.

merchants, or other employment double the work, you expect being the same, that the will be increased likewise, to get double the work increasing the expenditure, you would consider your own men. To what extent our civil government in the instance my own department. Attorney-General and the Hon. You will easily understand must have arisen a large business from our surplus addition to all the old classes municipal by laws had to maintain that they correspond, and this entailed a consideration and correspondence the aid given from to railways was the examination of every was asked for. We have liabilities of the road, and which bear on the propriety

necessary business that we have been doing, I myself am greatly surprised that we have been able to accomplish so much with so little additional expense. We should not have been able to do so but that I have able colleagues in all the Departments, and that the officers in the various Departments have been becoming more and more efficient. As they became more efficient and entitled to an increase of salary we have recommended that they should receive the increase. If we had refused it we could not have expected useful officials to remain, or if they remained we could not expect them to work as heartily as the public interests require that they should do. Most of these officers were appointed by our opponents, and the sympathies of most of these have been with our opponents. For their increased salaries they have done more work; and as a rule the increase of the work they have done has been more than the increase of salaries which the Legislature has given to them. So much for the finances of the country.

### THE END OF THE WINONA ACCIDENT INQUEST.

#### THE FIREMAN'S TESTIMONY SHOWS THAT AN ACCIDENT HAPPENED ON THE ENGINE.

The Verdict Censures the Railway Company.

The adjourned inquest on the death of Dio Chiaretto convened for the fourth time in the Police Court Monday night.

Coroner WHITE intimated that having seen Collison, and he being in a fit state, and having signified his willingness to give evidence, if the jury wished to walk to the Station Hotel they might examine him through the Coroner, but neither of the lawyers would be permitted to cross-examine him. He would only be asked to give as much of a statement as he wished.

The jury being willing, the Coroner adjourned the inquest to the Station Hotel, where it re-assembled in the wounded fireman's bed-room.

J. COLLISON, being questioned by the Coroner, then said—I am a fireman in the employment of the G. W. R. Co.; remember the morning of the accident (24th Nov. last); I was fireman on No. 1 express going west; there is a curve about two miles east of Winona siding, and when rounding it I put on a fire, which, of course, took my sight for a few moments; immediately after I shut the door the water gauge burst and filled the cab with water and steam; I could not see then, as the steam was all around; it was my duty, on account of the glass being on my side, to shut the pipes; I tried to do so, but could not, as they were a little tight; I called my mate (Holmes), who came to my assistance, during which time we must have over-run our mark: I didn't know anything

The CORONER asked that the jury might decide.

Mr. MARTIN, in reviewing Collison's evidence, contended that if the signal had been up the driver would have seen it and stopped.

The CORONER said but the engine had no business to be running at such a high rate of speed. Collison acknowledged that the train was not under control.

After a deliberation of two hours the jury brought in the following

#### VERDICT:

"Having carefully considered all the evidence submitted to us upon this inquest, we, the undersigned jurors, find that the death of Dio Chiaretto was caused by the colliding of the western bound passenger train of the Great Western Railroad Passenger Company with the eastern bound train of that Company, while such eastern-bound train was, pursuant to the rules and orders of such Company, preparing to enter its proper switch at Winona Station of that railway, in order to let such other train pass, and we find no blame attributable to the driver or any one in charge of such eastern-bound train; but in the absence of the driver of such western-bound train, who alone can know the actual cause of that train running into such eastern-bound train as it did, we are wholly unable to find whether any blame is attributable to the driver (he refusing to give us the information) or any one in charge of such western-bound train or not. We, however, feel it our duty in the interests of the travelling public to say that the evidence taken convinces us that the policy of dispensing with a night-switchman at that point, when such fast trains are about to pass each other, is a very mistaken policy, and that if the usual course adopted by all, or almost all, first-class railways and by the Great Western Railroad itself until about a year and a half ago, of so employing a competent switchman, had been continued, in all probability such collision would not have occurred."

D. B. FISHER, Foreman, and 17 other Jurors.

The CORONER thought the verdict was not in accordance with the evidence. He objected to the statement as to Holmes.

Mr. MARTIN thought Holmes was the only man who could give a clear account.

A JUROR concurred in this, and it was his impression Holmes had been advised not to give any information.

The CORONER said he had advised him that way the day after the accident.

Mr. BARKER called attention to the fact that the statement as to there being a switchman required at Winona was not verified by evidence.

Mr. MARTIN thought proof had verified it. Mr. BARKER denied this.

The inquest was concluded at midnight and the jury discharged.

Grand "Smash Up" on the Grand Trunk.

## TELEGRAPH

### Daily Selection

### DEATH OF

#### A Remarkable

DARMSTADT, Dec. 18. — Prince of Hesse, Darmstadt, died at 7.30 of diphtheria. The Prince died April 25, 1843. His father, Albert, died on Saturday. A remarkable coincidence.

### CRIME IN WISCONSIN

#### Desperadoes

#### NINE MURDERS

Arrest of a Supposed

OMAHA, Dec. 16. — Orders on Gov. Garland in the western states that he is expected to pursue criminals. He has not a cent at purpose. He might but the counties in occurred have no funds.

The Omaha Herald reports that a mob, kill and burn. The necessities of the leading citizens of the to devise some plan. Richards, the superintendent in Kearney at Falls City. Lyman

### MOROCCO PL

#### Deplorable S

#### Ravages

#### Pox and

#### Call for O

WASHINGTON, Dec. 16. — American Consul account of the cholera still ravage outside world come fearful starvation of blanca 1,300 deaths hold fever occu