

THE INQUEST RESUMED

FURTHER EVIDENCE REGARDING THE ST. GEORGE DISASTER.

The Railway Company Exonerated—The Body of the Salvation Army Officer Still Unrecognized and Unclaimed—Condition of the Wounded.

LONDON, Ont., March 1.—Henry 'Angles, the fireman who was hurt in the late accident to the St. Louis express at St. George, died at his home here at 1:30 this morning.

St. George, Ont., March 1.—The medical staff's report this morning on the victims of the bridge disaster is on the whole encouraging in every case, although at this early date it is impossible to forecast the results with any degree of certainty. W. Benedict passed a good night. Dr. Lequesne is some easier. Mr. and Mrs. Marshall are doing well. Miss Andrews has slightly improved during the night. Her case is very serious. Miss McLeod and Miss Chaffee and Mr. and Mrs. Budden is doing nicely. Mr. McLaughlin is somewhat better. Mrs. Jennings and daughter are favorable. Conductor Revel and Mr. Doughty are doing well. George Forbes is doing well. Mr. Hilton's improvement is hardly noticeable. J. Hyslop is still in a very bad condition. He is a member of the bricklayers' union. Mrs. Sendall is doing favorably, and the others are improving as well as can be expected. The inquest met at 10:30 a.m., and the evidence of P. Nelson, roadmaster, was given, showing the road and switches to have been in first class condition.

The lady reported as Capt. Moore in the list of killed, is not Capt. Moore, who was here yesterday. The dead lady has refined appearances, and was apparently married, having a wedding ring on her hand. No inquiries have been received, and nothing so far to identify her. She was taken from the dining car a few minutes after expiring. The Grand Trunk company are working unceasingly, and will have the bridge repaired in a short time. All the postal, express and passenger traffic is done by regular bus accommodation to Harrisburg.

Mrs. Evans, superintendent of the children's home, Hamilton, was resting comfortably yesterday, and is slowly but steadily improving.

LATEST FROM THE SCENE OF DISASTER.

St. George, Ont., March 1.—The interest and excitement was but little abated to-day. Visitors from the surrounding country and towns have been pouring in all day to witness the scene of the wreck. The railway company has 200 men employed repairing the bridge and it is expected by working all night—that trains can pass over safely to-morrow. No one has yet succeeded in identifying the lady taken from the dining car. Her remains had been sent to Brantford as Miss Moore, and then sent to Ingersoll as Miss McLeod, where they now remain. There was nothing in her pockets to identify her, and the conductor has no recollection of her. She would be about 30 years of age, and has dark hair and rather thin features. Her clock is at the station. The inquest was concluded this afternoon, and a verdict from each panel of jurors given showing that the accident resulted from the broken tire of the driving wheel of the engine, and fully exonerating the railway company.

The evidence given to-day before Coroner Webster is as follows:

Patrick Nelson, road master, resides in Hamilton. My duties are to keep charge of the work done on the road, such as looking after the men, etc. I go over portions of the road every day. Was over this portion the day before the accident. I should go over the road as often as possible. My beat extends from the Falls to Paris on this line. My visits are nearly a week apart.

but did not examine any of them after death. Dr. Swan was crushed in the chest. There were no external injuries which would cause death; but he had internal injuries which would have proved fatal. Think he might have had concussion of the brain from the shock of the disaster. I carefully examined Mrs. Higgins. Could not say particularly to her injuries. She received injuries sufficient to cause death. There are no others whose names I could give. I saw several deaths, all of which were caused by the disaster.

A. H. Smith, recalled, stated: I examined the remainder of the tire this morning. Found the other portion of the tire, which, with this, makes a complete tire. It was perfect so far as could be seen, beyond the continuance of this mark or slight seam for the distance of one quarter of an inch longitudinally along the interior face of the tire. The seam extends all the way across the face of the piece produced. This seam went about a quarter of an inch into the remainder of the tire. I cannot say that that mark was caused by the breaking of the tire or whether it was the occasion of the break. If it were established that it was an old flaw it might have been the cause of the break. It proved unequal to the strain that was put upon it. The breaking of the tire was the cause of the accident. The tire has been turned down two or three times—I think twice. About one quarter of an inch is generally taken off when turned down. Could not say that the seam was in when turned down last. The seam goes about seven-eighths of an inch through the tire. If the flaw existed before the accident it would show a weakness at that point. From existing circumstances I should say that the flaw existed before the accident. If a flaw existed before the accident it would naturally give way at that point. The flaw on the inner side of the tire could not have been caused by a blow on the outside. The tire is not taken from the wheel to be turned down. They are put on hot and never taken off. A tire will last from three to four years. It would depend upon the usage it received. If any imperfection was observed at the time of the boring out of the tire it would be rejected at once. A tire will break sometimes before it has had any wear.

Dr. Kitchen called: I saw all the dead, and the effect of the accident was the cause of the deaths. Mrs. Higgins survived until the following morning, when she died from the effects of the accident.

The verdicts rendered by both panels exonerated the railway from all blame in the matter, but recommended that trains, especially those eastbound, should slacken speed when approaching the bridge.

The medical report to-night is still encouraging regarding most of the cases. It will be a day or two yet before the full extent of the injuries of a few are fully known.

PORT HOPE, Ont., March 1.—The body of the late Thos. McLean, who was killed at St. George on Wednesday night, arrived in town to-day. The funeral will take place to-morrow.

STILL UNRECOGNIZED.

INGERSOLL, Ont., March 1.—The body of the Salvation Army lass, Capt. Moore, who was killed at the St. George accident, was sent on here last night, supposed to be the daughter of Wm. Moore (colored), a well-known resident of the town. Mr. Moore has a daughter in the Salvation Army at Brantford, and when the body arrived here neither Mr. Moore nor his wife could recognize it. Inquiry was at once instituted with the army at Brantford, and it was found that Capt. Moore was there alive and well. She came home to-night by the 6:15 train all right. It is not known who the party is who was killed.

ANOTHER RAILWAY CALAMITY.

AN ABORTIVE MEETING

THE LIBRARY BOARD COULDN'T AGREE ON A LIBRARIAN.

That Clause in the Committee's Report Which Recommended the Appointment of Richard T. Lancesfield Was Referred Back.

The free library board met last evening in the city council chamber. There were present: Judge Muir (chairman), F. W. Fearman, Rev. S. Lyle, B.D., Mayor Doran, Fred Walter, Charles Leyden, Adam Rutherford, H. B. Witton, George L. Staunton.

The chairman read a letter from John Eastwood & Co., requesting that the local booksellers should have a share in supplying the books for the free library.

Mr. Fearman reported that on the morning he received the telegram authorizing him to offer \$10,000 for the old postoffice he had had a conference with Sir Hector Langevin, and, after discussing the matter, the minister asked him to put the offer in writing. He was frankly told that the property was worth more than \$10,000, and the government might be held to account if the property was disposed of for less than its value. The matter was subsequently discussed by the senators and members for Hamilton, and he decided not to put in the written offer until he had consulted the board. It was understood that \$15,000 had been offered for the property by another party. Mr. Fearman moved that the offer of \$10,000 be made in writing and sent to the government. He said that he thought one object in making the offer would be that the property would soon be offered for sale by auction.

The motion was put and carried.

LIBRARY COMMITTEE.

Mr. Witton read the report of the library committee as follows:

Your committee respectfully reports that it has written to several of the leading publishers and wholesale booksellers in England, Scotland and Germany, so that it may be able to advise the board what are the largest discounts from usual prices to be obtained when books are bought in such quantities as will be required by the Hamilton free library. Your committee begs also to report that it has received and considered twenty-two applications herewith submitted for the librarianship of the free library. Attached to these will be found unexceptional testimonials regarding the fitness of the applicants to discharge the duties of a public librarian. Most of the applicants are, moreover, known to your committee, which therefore reports that, in its belief, a competent librarian can be chosen from the applications now submitted. Your committee further reports that, while many of the applications now presented are worthy of the attention of the board, it is the opinion of a majority of your committee that the interests of the free library will be best served by the appointment of Richard T. Lancesfield to the position of librarian.

Mr. Staunton, at the request of the chairman, read the testimonials of Mr. Lancesfield, who is an old Hamilton boy, and was at one time proprietor of Lancesfield's lending library in this city. Mrs. Lancesfield's application was endorsed by Mayor Clarke, of Toronto; Mr. Bain, librarian of the Toronto free library, and other influential gentlemen.

Adam Rutherford moved in amendment that the name of Wm. Harcourt be substituted for that of R. T. Lancesfield. Mr. Leyden seconded the amendment.

Mr. Witton objected to this. He held that if there was any objection to the report of the library committee it should be referred back to the committee; otherwise he should consider it an act of discourtesy.

Mr. Staunton said he did not feel inclined to vote on it if the chairman took it as a personal matter to the committee. He was in favor of Harcourt, but he would be sorry if it should go forth that the committee had been snubbed. The board

Hughson street; grocer, Cannon; plumber, James; at angles, Spectator; non's grocery, King.

THE

The differences the foundrymen yet. Some settle made at once, into between the to-day. The foundry the proper molders in which reduction of 10 agree to any which is \$2.25. Y tion from the John H. Tilden, company, and. They decided at night not to make Yesterday at place between a ers' union and settlement was ing will be held.

A RAIL

At a meeting the city council a deputation w on Monday in railway inter consist of M. Moore, Mason from the board number of pr any the join stood that th array of talen duce the Do aid to the St.

H. C. I

At the regu collegiate in following progr the Glee club Harding an Rodgers; voc tion, Mr. A Burns; readi duet, Misses Miss Hardy, lent remarks after singing

Conv

Parents, y your childr rely every and prompt lines of teas Mocha coffe retaining th for every on the popular east.

TRADE

Hamilt

Reported stock broke No new d quietness p tendency to Bank of sales, 2 at 139 offered. 1204 offered offered. offered. offered. Ban Bank Jac Union Ba offered. I dard Bank Telegraph at 26.275 asked: 85 200 offer Railway, and Onta

Mr. John and Miss Loomis, Mr. Lewis, and Mrs. Macpherson, H. F. Mason, and Mrs. Madison (Toronto), G. and Mrs. Miss McPherson, Miss Macpherson, H. Morton, Miss Macklem, Mr. Miss Martin, Miss McKelvie, D. Mc (Berlin), Lyman and Mrs. Moore, Neil, Mrs. Mason, Miss Manning, nail, Mr. and Miss McIntyre, Mr. J. and Miss Mount, Mr. and Mrs. J. Muir, Mr. McNeil, Mr. McNeil, Mr. and Mrs. Mackenzie, Mrs. Moore, Mr. Marshall, Mr. and Mrs. McLean, W. P. and Mrs. Moore, Henry Moore and Miss Moore, Dr. Mullock, Miss M. McKee, Miss A. McHenry, Mr. and Mrs. Mitchell, J. J. and Mrs. Mason, Mr. McMillan, F. MacKelcad, Q. C., and Mrs. Macklem, Thos. and Mrs. Macklem, John and Mrs. Morton, Dr. and Mrs. Malloch, Geo. and Mrs. Mahieson, Dr. and Mrs. McCargow, Dr. and Mrs. Mullip, J. F. and Mrs. Monck, David Morton, Dr. and Mrs. Miller, Dr. McConachis, Huxid and Mr. McKinnon, John W. and Mrs. McArthur, Mr. and Mrs. Middleton, Dr. and Mrs. Mackelan, Hugh and Mrs. Murray, Mr. and Miss McKay, Ian McKenzie, Mr. McMahon, M. P. L., and Mrs. MacMahon, Robert Morton, John McCarthy, P. O. McEwan.

Mr. and Mrs. Neil, J. W. Nesbitt, J. Nye, the Misses Nymroe.

Dr. A. B. Osborne, Dr. Mrs. and the Misses O'Reilly, Dr. Olmsted, J. E., Mrs. and the Misses O'Reilly, H. S. Osler, D. U. and Mrs. O'Brien, Fred Oxenham.

Adolphus and Mrs. Pettit (Grimsby), E. G. and Mrs. Paine, Fred and Miss Paisley.

Mr. Quinn.
W. Reid, E. Rosenstadt, E. Raynor, Mr. and Miss Ray, Hon. A. M. Ross, Mrs. and the Misses Ross, Joseph and Mrs. Rymal, Mr. and Mrs. Rankin, Mr. Ridout, Dr. Richardson, Peter Robertson.

Mr. and Mrs. Stuart, Hugh and Mrs. Skinner, Walter and Mrs. Soules, Mr. Sleder, Miss Stuart, Daniel Sullivan, Miss Scott, Mr. and Mrs. Stearn, Miss Spence, F. Skerritt, Mr. and Mrs. Struthers, W. Southam, jr., Mr. Sargent, Dr. and Mrs. Stark, Albert Spencer, Alfred Swindall, Mr. and Mrs. Sutherland, Mr. Smith, Dr. and Mrs. Shaw, Mr. Styles, J. Stoddard, John and Mrs. Simpson (London), Dr. and the Misses Spryker, Mr. and Mrs. Southam, James Somerville, M. P. and Mrs. Somerville.

Miss Thompson, W. Turnbull, R. Templar, Mr. Thompson.

Mr. Univier, Mr. Usher.

Miss G. Vercoe (Toronto).
Mr. and Miss Walker (Grimsby), S. F. Washington, Misses Wallace, Mr. and Miss Webber, F. Wray, Mr. and Mrs. Western, Mr. and Mrs. Willis, Miss H. Wallace, Dr. and Mrs. J. M. Wallace and the Misses Wallace, Mr. and Miss Walker, Miss Westbrook, Capt. Walker, Major and Mrs. Walker (Ancaster), Dr. and Mrs. Woolverton, Mr. and Mrs. Webster, W. A. and Mrs. Woods, Dr. F. E. Woolverton, S. C. Wright and Miss Annie Wright, Dr. and Mrs. R. R. Wallace.

Hon. and Mrs. James Young (Galt).
A. J. Zimmerman, Mr. and Mrs. Zimmerman.

An Extension-Stem Pipe.

An elegant long extension rubber stem pipe for house use, which can be reduced in length for use on the street. This is a very handy pipe, with a receptacle to catch the nicotine, for only 25 cents, at Pease's cigar store, 88 King street east.

Invalid Readers

will find that \$1 expended for Dr. Parker's great medical work, the Science of Life, will be of more value to them than \$10,000 expended for proprietary medicines, electric appliances, etc. The book contains over one hundred and twenty-five invaluable prescriptions for all diseases that human flesh is heir to. See advertisement.

Wall Paper Remnants.

J. Eastwood & Co. are offering splendid bargains in wall paper remnants. This is a chance for housekeepers to secure splendid bargains in fine gilt papers. Measure your rooms, and it is just possible you will cure something nice at a very reasonable price.

THEY must go to make room for the new spring gloves. All leather-lined gloves greatly reduced at Treble's, corner of King and James streets.

more as they advanced towards the east end of the bridge. I fancy that the locomotive left the track about 30 feet east of the switch. The guide wheels were on the track. There are no contrivances to keep wheels on the track except the rails, which are spiked at the proper gauge. There are no additional contrivances to keep a train on the track, not even at the Falls. This is an iron bridge. There is a guard timber on the outside of the needle beam: I examined the west switch particularly yesterday and saw nothing that would cause the tire to break. I cannot account for its breaking. There is a curve all the way along at the west switch, but it is very light. I have seen contrivances for keeping trains on the track, but they are not used much.

Mr. Hobson, continued from yesterday: I made an examination of the road from the west switch to the bridge both last night and this morning. I have had the distance from the switches to the bridge measured. The distance from the east switch to the end of the bridge is 352 feet; from the east switch to the west switch, 871 feet, the distance from the bridge to the west switch being 1,223 feet. I have examined the official plans in the office as to the curves. The east end of the curve is 120 feet east of the east switch; the other end of the curve is 259 feet west of the west switch. The radius of the curve is 11,460 feet; that is to say, 900 feet more than two miles. I wish to say a curve of that length is exceptionally easy. I don't know of an easier one in Canada. I have seen guard-rails placed, but do not consider them any more safe. We don't use them at all on our road. We had them on the road, but considered it safer to take them off. I think there is one bridge on which they are yet. Think them better off, and keep the track in the highest possible state of repair. I should be very doubtful if guard rails would be of any use, even were the track not in good repair. In the event of a broken flange the guard-rails would not prevent a train from getting off the track. There are certain bridges on the line of extraordinary size where they reduce the speed and bring it down to perhaps ten miles an hour. If you were running at ten miles an hour and the engine got off the track you can stop it more easily. There are rules of speed. On several roads these rules only apply to certain bridges. I don't think the accident would have been so serious if the rate of speed had been less. The difficulty is, we would not get over the road on time. We have two bridges east of this very much greater than this.

John Plummer, recalled: I know the working rules of the company. Did say that I considered this a dangerous piece of road. In approaching St. George, at the west switch, I have noticed a lurch in the baggage car. I might say that perhaps I would feel it more than anyone in the train, as I am on my feet sorting letters, and from this fact would feel it more than anyone else. There are other places that we train men consider as dangerous as this, perhaps more so. I might say that I have no reference to the Dundas grade, where the speed is reduced by order of the company, I believe. The speed was not reduced on this occasion. The driver was running on time—the card rate of 45 miles per hour. I beg to make this change in my evidence of yesterday: The officials may not consider this grade as dangerous, but we train men always consider it one of the dangerous places on the road; but I consider the bridge as one of the safest on the road. I can't say that the switch caused the tire to break. I am not an expert in this line. I do not think we run faster on this down grade than on any other place. We do sometimes run faster down grade. We might have been running at 50 or 60 miles per hour, but I do not think so. I think drivers use their own judgment about that. I don't think it is necessary to run faster down this grade to keep up the east grade. The piece of tire came off at the switch, or a little east of it.

Dr. Patten: I saw most of the bodies

by hard work and a plentiful supply of water. The front of the engine is badly smashed. It is not yet known who, if anyone, is to blame for the accident. The engineer and fireman of the freight train saved their lives by jumping.

A JOLLY GATHERING.

Thirty-Fourth Annual Dinner of Hendrie & Co's Employees.

The thirty-fourth annual dinner of the employees of Hendrie & Co. was held last night. Formerly the dinners have been held at Mr. Hendrie's farm, but this year the St. Nicholas hotel was the scene of the festivities. There were about 100 persons present. Thos. McBride, superintendent, graced the chair at the head of the table, and John Batray, the new foreman, who has recently arrived from London, was in the vice chair. The invited guests were: J. Wallace, A. Alexander, Geo. Mason, E. A. Mumford (chief clerk), O. B. Chapman, J. McLerie, A. Cowan, F. Filgiano, A. Richardson, J. Merriman, O. B. Chadwick, P. Neilson, F. Armstrong (station master), J. Hammill and G. Dench of the Grand Trunk railway, Hamilton; J. Gormally, R. Guerin, R. L. Nelles (freight agent), Messrs. Hay, Telfer and Tinning, of the Grand Trunk railway, Toronto; J. McDonald, J. Leggat, J. Thomson, Geo. Bazzard, A. Duncan, J. Harris, Jas. A. Hendrie, city; R. Robertson, Grand Trunk railway, St. Catharines; W. Wilkie and John McGann, agent and cashier of Hendrie & Co., Toronto. The affair was very successful, and the guests enjoyed themselves immensely. The menu was excellent; the speeches were short and pithy, and between the toasts there was plenty of good singing. In opening, the chairman gave a general review of the firm since it was formed 35 years ago, in which he spoke highly of the members of it—Wm. Hendrie and George Hendrie, of Detroit, and referred to the great increase in business. The toasts were proposed and responded to as follows:

The Queen and Royal Family and the Governor-General.

The Army, Navy and Volunteers—Responded to by Major Nelles, Toronto, and Lieut. Duncan.

Wm. Hendrie & Co. (proposed by F. Armstrong)—Responded to by Wm. Hendrie, jr., and John Stewart.

The General Manager of the Grand Trunk Railway (proposed by Wm. Hendrie)—Responded to by Major Nelles, Toronto.

The Employees of Hendrie & Co. (proposed by J. McLerie)—Responded by J. Batray and J. Fotheringham.

Toronto Station—Responded by W. Wilkie and John McGann.

The General Freight Department (proposed by W. Wilkie)—Responded to by E. A. Mumford, chief clerk.

Local Freight Department and Connections—Responded to by J. McLerie, A. Cowan, A. Peppal, J. Telfer and G. Bazzard.

The Traffic Department—Responded to by F. Armstrong, station master.

The customary toasts of the press and host and hostess were also honored. The singing was done by Messrs. Leggat, Duncan, Fleet and Mumford. A. Wilson played a flute solo. The company dispersed shortly after 1 o'clock.

Too Sweet By Half.

We do not advertise 18 or 21 pounds of sugar for \$1 with tea, and deceive the customer on the quality of the tea. We do offer and sell the best tea imported, selected by expert, experienced tea firm. Anything else? Yes. The very choicest Mocha and Java coffee obtainable, fresh roasted and fresh ground. Anything else? Yes. Baking powder and cocoa, quality unexcelled. Premiums with all. Best goods, lowest prices, satisfaction guaranteed. Anything else? No. Smart's tea company, the reliable and expert tea and coffee firm, 120 King street east.

THE DALY'S BRANTFORD iron stable fittings. Every horse owner should have our new catalogue, which send for. The B. G. Tisdale company, Brantford, Canada.

of several gentlemen.

Mr. Witton asked that the members of the board inform the committee what man they would like to see appointed and the committee would take it into its serious consideration. He suggested that the library committee should retire and allow the board to continue to debate the question untrammelled by the presence of these gentlemen.

Rev. S. Lyle seconded this suggestion. Judge Muir, Mr. Stanton, Rev. S. Lyle B.D., and Mr. Witton marched out and left the other five members to amuse themselves. They each marked four names on a sheet of paper and attempted to take ballot, but were apparently unsuccessful, and Messenger Smith was sent out to invite the other members to return.

On motion the clause referring to the appointment of a librarian was referred back.

Mr. Witton got up with some show heat and queried if they expected the committee to appoint a man on the strength of "a three-line letter of recommendation from his brother."

Mayor Doran—Who do you refer to, Mr. Witton?

Mr. Witton—I refer to Mr. Harcourt.

The remainder of the report was adopted. After some desultory discussion the board adjourned.

INLAND REVENUE RETURNS.

Receipts at the inland revenue office, Hamilton, during February, 1889:

Cavendish and cut tobacco.....	\$16.60
Cigars ex factory.....	1.54
Cigars ex warehouse.....	38
Spirits ex warehouse.....	7.83
Malt ex warehouse.....	1.99
Bonded manufactures.....	17
Officers' salaries in bonded manufacturing.....	7
Petroleum inspection fees.....	1
Methylated spirits.....	29
Other revenue.....	1

Total receipts during February, 1889..... \$28.48

Total receipts during corresponding period of 1888..... 32.65

Decrease..... \$ 4.16

EXPORTS.

Statement showing the value of declared exports from the consular district of Hamilton to the United States during February, 1889:

Apples.....	\$ 3
Barley.....	17.5
Cotton waste.....	4
Horses.....	9.2
Household goods.....	2.0
Malt.....	3.3
Cinder and scales.....	2.3
Skins.....	15.9
Wool.....	3.3
Miscellaneous.....	\$54.5

CUSTOMS RETURNS.

Receipts during February, 1889..... \$59.6

Receipts during February, 1888..... 63.1

Decrease..... \$ 3.5

OBITUARY.

The many friends of Mrs. Geo. F. sister of Judge Miller, will with regret of her death, which occurred on Thursday morning. She had been ill for some time, but her death was sudden and unexpected. The family moved into the city a year ago, having formerly resided Waterdown. Mr. Foster and his wife have the sympathy of a host of relatives and friends in that place as well as Burlington, Nelson and the city. She will be buried in the city on Sunday at 3 o'clock.

Telephones.

No. 881, residence, Duke, 883, D. Blackley, residence, East at 119, W. A. Brown, livery, Hunter at 877, F. A. Cooper, livery and cab

22/1889