

CNR-GTR-GWR.

WINONA, ONTARIO.

NOVEMBER 25,  
1878.

## THE WINONA COLLISION.

## The Inquest Yesterday.

1878

TUESDAY, Dec. 3.

The adjourned inquest on the body of the man Dio Chiaretto was resumed this afternoon at the Police Court, before Dr. Thomas White, coroner.

The same counsel appeared yesterday. DENNIS DELANEY, sworn - Am a conductor, in the employ of the G. W. R.; remember the morning of the accident, the 24th of Nov.; was conductor on the express going east; left Hamilton at two o'clock, our regular time; when we got to Winona, close to the switch, we collided with the No. 1 express west, about 2.19; my train was on the main track when the collision occurred, about 25 or 40 yards from the switch west of the west switch; I was in the first car from the engine when the collision took place; the train consisted of a baggage and express car, two second-class cars, and two sleepers; It was not quite 2.19 when the collision occurred; we were due at 2.22 in the siding; the limit as to time is five minutes; the train going west has the right of way, but is supposed to wait five minutes for the eastern train to allow for variation of watches; both trains are due at the same time; I have been in the habit of passing at this time about a year and a-half; this is the first accident which has happened in my time; I'm certain my engineer had a head-light lighted when we left Hamilton; since I have been on the road we have always let ourselves in on the side track, and when the train passes, out again; I believe the brakeman got off to open the switch; there are four switch lamps at the place; all the lamps or signals were burning; when I got off the train the semaphore showed a white light and the switch lights were green; this meant that all was right; our train was going at a rate of three or four miles an hour when the collision occurred.

To a Juror—It is my duty to see that the brakeman goes ahead and opens the switch; I don't think if the switch had been open the accident could have been avoided; had there been a switchman there the accident would have been worse than it was; my duties as conductor are to see to the running of the train, take charge of all the train men, collect tickets, etc., each person on the train is supplied with a key of the train; after the collision I got out and saw steam escaping from both engines, and saw the engine driver and fireman under the wreck; I had no supposition who was to blame; I compared time with the conductor of the Western bound train, and found it then about 2.26; I assisted in carrying the engineer and fireman out of the ditch to the train, and after this met conductor Treble, of the west bound train; the green light indicates that the switch is set for the main line; no one could mistake the green light for the head light of the train; I have never passed a train without the light being shown; never saw any of these lights out of order; it is not my duty to go forward to see if the headlight is burning; these lights are sometimes deceiving; the engineer could tell as long as we were on the track what the headlight was, and could not mistake any other light for it; the train men protect themselves when a white light is shown.

To Mr. Martin—Conductor Treble's watch was a little faster than mine; think there was a minute or a minute and a-half between our watches; there were two of the cars broken, one being telescoped; I met Treble at the side of the engine; when I felt the air-brake go on it was 2.18; can't say where we commenced to slacken; heard no signal, as there was no necessity for giving one; have no idea of the distance the train would run after having applied the brakes; the train was not supposed to run faster; have been a conductor on the G. W. R. eight years; I was at the west end; have passed Winona eight years ago; I believe it is an advantage not to have a switchman at such places as Winona; there is a night switchman at St. Catharines; there is none at Baptist Creek, where we

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I am sure the air-brakes were not applied, as I didn't feel them being put on, and I must have done so had they been put on; when I got out of the train I ran back toward Winona station and kicked up the semaphore to protect the rear of our train; I then went to the scene of the accident and rendered all the assistance I could; can't state as to the rate of speed at which the train was going; there are common brakes attached to every train as well as air-brakes; there were brakes which could be put on if the air-brakes failed; conversed with the engineer and driver of the west-bound train at the time of the accident, when Holmes complained that his arm and leg pained him and Collison of feeling told on the spots where he had been scalded.

To Mr. Martin.—If the switchman had been at Winona I suppose when he saw the trains approaching he would have put up the danger signal on the east end and opened the west end of the switch; the danger signal on the east end would have been a red and white light.

To Mr. Barker.—I would have put up the east semaphore to warn them that a train was coming; no switchman could tell that morning whether a train approaching the station was going to pass beyond its bonds or not; on the night of the accident there was nothing I could see to induce a switchman to keep the train outside of the semaphore; the headlight is the most effective signal which can be given on a track.

CHAS. K. DOMVILLE, sworn—I am Locomotive Superintendent for the G. W. R. in this city; went down to the scene of the accident on the morning of the 24th ult., immediately on hearing the news; saw the wrecked engines, and so soon as I arrived at the scene I made it my business to examine the position of both engines; I found engine 199, which was on No. 12, east-bound train, standing on the line, but with the wheels just off the track; engine 205, which was on the west-bound train, I found rolled over into the ditch and lying on its side; got a torch and examined the levers and state of both engines; found the reversing lever of 199 thrown over and the regulator shut in such a position as a man would have it running into a siding after he had slowed up his train to take the siding; the air-break tap was shut; the reversing lever of engine 205 I found in its working notch, viz., one notch from the centre, and the regulator about one third open; I didn't think it had been tampered with until I arrived; if it had I should have seen some marks, because when I moved the repeater handle I could see a decided mark where it had been left; the air-break tap was shut.

To a Juror.—I think that No. 1 was running at about 35 miles an hour; the handle of the air-brakes in either brake had not been applied; the air-drum of engine 205 was smashed all to pieces; the siding can be gone into at a rate of probably 15 miles an hour; all the drivers know where there are and are not switchmen; 10 miles an hour would be a perfectly safe rate of speed to go into a switch.

CHARLES STIFF, Superintendent of the G. W. R., sworn—Remember the morning of the accident; I went down there, arriving at 4.16.

To Mr. Barker.—(Witness produced a plan of Winona station and sidings, which he explained to the jury at great length). The distance between the semaphores is 450 feet; I regulate the running of trains, and have control of switchmen and other employees; I have been seventeen years in the employ of

Engine  
199

engine  
205

present His Excellency with the address.

## THE WINONA COLLISION.

### Further Particulars of the Accident on Sunday Morning.

Winona is the first regular stopping place on the main line of the Great Western Railway east of Hamilton, being twelve miles distant from that city. The accident of Sunday morning occurred about a quarter of a mile west of Winona station. The following particulars concerning it have been learned from various parties, and may be taken as being very near the truth, though it is not likely that the exact facts will be known until the inquest shall have been concluded.

#### THE TRAINS.

The Chicago express, or No. 1, going west, is timed to cross No. 12, a passenger train going east, at Winona at 1:22 a.m. No. 1 (west-bound) was made up of an engine and tender, baggage car, second-class car, two coaches, and two Wagners, six cars in all, under charge of Conductor William Turner. The men on the engine were John Holmes (driver) and John Collison (fireman), both residents of London. No. 12 (east-bound) was made up of an engine and tender, baggage car, two second-class cars, two coaches, and two Wagners, under the direction of Conductor Delaney, of Windsor. The driver was John Irwin, and the fireman John Clifton.

#### THE STATIONS AND SIDINGS.

Winona is known to the men on the line as a day station, and is so marked in the working time-table. Neither agent, switchman, nor up man are on at night. The sidings are two in number, one on either side of the main line, and very close to it, very long, and take up about a quarter of a mile of the track west of Winona. The main line and sidings are in a perfectly straight line.

#### HOW THE TRAINS PASS.

It would appear that the east-bound train (No. 12) was in the habit of reaching the sidings first, always slowing up enough to allow a brakeman to dismount, run ahead, open the switch, let her on the siding, and then close the switch. The Chicago express (No. 1) would soon come along, run through Winona station, pass the switch at the east end of the siding, and along by the east-bound train standing on the siding, thus never leaving the main track.

#### THE ACCIDENT.

No. 12 (east-bound) reached a point fifty feet west of the western end of the siding, and about a quarter of a mile west of Winona station, on time. She slowed up, the brakeman ran forward to open the switch, but before he could reach the semaphore No. 1 (west-bound) came along at full speed, her pace being slackened neither at the station nor at the western switch. The consequence

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# THE ACCIDENT.

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## AID TO THE WOUNDED.

Some of the men were sent east to Winona Station, the operator was roused up, and a message for help sent to Hamilton. An auxiliary train, with Doctors T. White and O. L. Mackelcan, was soon despatched to the scene of the accident. The passengers were all put in the four coaches of the east-bound train and drawn back to Hamilton. Holmes and Collison, the injured driver and fireman, were taken to the Hotel opposite the station.

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AN INQUEST

was commenced in the City Hall, Hamilton, yesterday before Coroner Thos. White. The jury was made up of the following gentlemen:—John A. Stadelman, Wm. Goering, Thos. Fairchild, Thos. Brayley, Thos. S. Allan, Robert D. Coles, Thos. Meggs, Edmund Brown, John Watt, John A. Barr, George Scott, Wm. Bedcome, David McDonald, Alex. Thompson, Stephen King, W. F. Strong, D. B. Fisher (foreman). After viewing the body of Chiaratto at the dead house, the jury repaired to the station, where a special train was waiting to convey them to Winona. They accordingly visited the scene of the accident, viewed the debris, and then adjourned until Monday next.

THE CAUSE OF THE COLLISION.

What the cause of the accident was is not for anyone to say until the verdict is returned; but it may be safely left to the jury—a very intelligent one—to find out. Somebody is guilty of carelessness.

THE KILLED AND INJURED.

According to papers found in his pockets, Dio Chiaratto bought a through ticket for San Francisco at Castle Garden, New York Harbour, 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 Benzels 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 Benzels, his sister, has a fractured leg, though not as serious as her brother. They come from West Prussia, and are bound for Winona, Minnesota. Marie Ballus, who is a native of Southern France, is badly bruised about the left leg. She was on her way to California. Dominique Petrich, who was travelling with Mathilda Marie and who also comes from the south of France, sustained 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.

The engineer and fireman are being attended to at Henderson's Hotel by their respective wives and other members of Collison's family, and are progressing favourably. The hospital inmates are also doing well, the only doubtful cases being those of the Benzels and the old man Williamson. The two former have the advantage of youth in their favour and may recover, but the latter remains in a very critical condition. The father of the injured fireman Collison was killed some years ago while driver on the same engine which yesterday proved so disastrous to his

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## FATAL COLLISION ON THE G.W.R.

### One Man Killed and Eleven Wounded.

HAMILTON, Nov. 24.

The No. 1 express train west and the No. 12 express east, due to cross at Winona station, twelve miles east of this city, about 3:30 a.m., arrived there this morning both nearly on time. No. 12, which is supposed to give the right of way, was in the act of doing so, when No. 1, arriving it is supposed a little ahead of time, collided with it just at the entrance to the west switch. Both engines were badly injured, and the baggage car of No. 1 telescoped into the second-class car, with the results above stated. One or two gentlemen standing smoking on a platform of No. 12 train were hurt, but not sufficiently to delay them on their journey. News of the accident having been telegraphed to the station here, a special train was at once despatched with medical and other assistance, and the sufferers conveyed to this city. The following is a list of the casualties:—

#### One man, name unknown, killed.

John Holmes, engineer, and John Collinson, fireman of No. 1 train, severely but not seriously burned and scalded. These two are under medical treatment at Henderson's hotel at the station.

Herman Benzel, aged 19, from Western Prussia, en route to Minnesota, fractured skull and leg, and badly torn scalp; condition critical.

Matilda Benzel, aged 21, compound fracture of the leg and injury to the breast.

Heinrich Hender, aged 22, also a Prussian, severe contusions, abrasions, and cuts.

Edmund Williamson, English, aged 60, laceration of the ankle, and terribly cut about the face and head; very critical.

John Ryan, Irish, aged 29, foot badly lacerated and bruised; amputation probably necessary.

Marie Balle, French, aged 20, abrasions of a not very serious character.

B. Dominique, French, had abrasions about the lower extremities. The two latter were en route for California.

An investigation will take place to-morrow afternoon at two o'clock, when depositions of all those able to give evidence in the matter will be taken. Meantime the unfortunate sufferers are receiving the most careful attention at the hands of Dr. Mills, the hospital men, and his assistants.

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Winona

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### One Man Killed and Eleven Wounded.

HAMILTON, Nov. 24.

The No. 1 express train west and the No. 12 express east, due to cross at Winona station, twelve miles east of this city, about 2:30 a.m., arrived there this morning both nearly on time. No. 12, which is supposed to give the right of way, was in the act of doing so, when No. 1, arriving it is supposed a little ahead of time, collided with it just at the entrance to the west switch. Both engines were badly injured, and the baggage car of No. 1 telescoped into the second-class car, with the results above stated. One or two gentlemen standing smoking on a platform of No. 12 train were hurt, but not sufficiently to delay them on their journey. News of the accident having been telegraphed to the station here, a special train was at once despatched with medical and other assistance, and the sufferers conveyed to this city. The following is a list of the casualties:—

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ankle were badly scalded; the right  
hand was scalded and fractured; the  
left arm fractured about two or three  
inches above the wrist; on examination of  
his back a large wound about four inches  
in length was observed at the lower angle  
of the scapula; this wound extended to the  
axilla; the skin was peeled from a large  
portion of his back, the result of the scald;  
on examining the internal viscera the lower  
portion of the right lung was found en-  
gorged with blood; the liver was also  
much congested; the other viscera of the  
thorax and abdomen were found in a healthy  
condition; on removing the skull the brain  
and its membranes were found to be highly  
congested; I consider that death was caused  
by the injuries and shock to the system re-  
ceived by the deceased on Thursday morning.

Dr. Charles O'Reilly, Superintendent of  
the Toronto General Hospital, gave evidence  
corroborative of that of Dr. Thorburn as to  
the cause of death, and stated that the young  
man had died shortly after midnight.

Owing to the fact that several of the Grand  
Trunk employees who were on the colliding  
trains, and whose evidence will be required,  
being at Stratford, the Coroner found it  
necessary to adjourn the inquest until this  
evening at seven o'clock.

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dent; I asked him what orders he gave the  
down special; he told me, "On arrival of  
18, Darche's down special will cross 16 at  
Toronto ahead of 5;" we never  
send such orders in that form; If  
such a message had been sent we  
would have worded it thus:—"On  
arrival of 18, Darche's down special may run  
to Toronto ahead of 5 to cross 16;" I re-  
plied that no such order had been sent; I  
got the despatcher who works with me  
(named Happer) to ask the operator at the  
round-house (McMurphy) if he heard the  
orders I telegraphed to the agent  
at Carleton; he replied "Yes;"  
I then asked Happer to get Mc-  
Murphy to send a copy of the order he  
heard me send to the agent at Carleton; he  
immediately telegraphed back: "Agent,  
Carleton—On arrival Darche's down special,  
18 will cross 5 at Weston;" the next  
order, he said, was: "Agent, Carleton—On  
arrival 16, Darche's down special may run  
to Toronto ahead of 5;" both were signed  
"W. J. Spicer;" It is not the business of the  
operator at the round-house to keep a copy  
of these orders, but he happened to be at  
the key at the time; operator Fred. Hill, of  
Weston, tells me he heard the same orders;  
the reason why the special required an order  
ahead of No. 5 (which is a superior class  
train) is that all trains of inferior class  
require an order to go ahead of su-  
perior class trains; if a special or  
other inferior class train is ten minutes  
ahead of a superior class train it does  
not require an order; No. 5 was reported to  
me to be forty minutes late that morning  
leaving Brampton; at Georgetown it was  
reported to be forty-five minutes late.

Dr. Thorburn, sworn, said—Between the  
hours of five and six o'clock on Thursday  
morning I was summoned to visit some men  
at what is called Queen-street Junction, said  
to be seriously injured by a collision on the  
Grand Trunk Railway; I proceeded to Park-  
dale station, where I found the deceased,  
Frederick Still, in a tavern near by; he  
complained of great pain and intense thirst;  
I removed him by train to Berkeley-street,  
where a cab was procured, when we proceed-  
ed to the Toronto General Hospital, where  
we arrived at 8:30; after his clothes were taken  
from him his wounds were dressed; I should  
have stated that at Parkdale I placed a splint  
on his left fore-arm, and dressed his wounds;  
his faculties were clear; his pulse was fre-  
quent, weak, and small when admitted into  
the Hospital; I saw him frequently in the  
institution that and the following days.  
every attention was paid him by Dr.  
O'Reilly and others; on Saturday afternoon  
in company with Dr. O'Reilly, made a post  
mortem examination of the body viewed by

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Witness continued—Carleton is the regu-  
lar crossing station for trains 5 and 16; both  
are due there at 5 a. m.; No. 16 was report-  
ed to me as leaving on time; the operator  
at the round-house (McMurphy) reported  
this to me; it is his place to notify the dis-  
patcher when the trains leave; No. 16 is  
due to leave at 4:35 a. m., and it left on  
time; the operator at Carleton reported  
Darche's down special about 5 o'clock as  
having left at 4:50; Darche's special should  
have waited at Carleton until the arrival  
of 16, as per order telegraphed to the agent;  
the time I first knew there was going to be  
a collision was when the agent reported the  
special as having left at 4:50, as 16 had left  
Toronto at 4:35; I had then no means of  
preventing the accident.

To Detective Flynn, of the Grand Trunk  
—The operator at the round-house had re-  
ported 16 as having left, and the train had  
also been reported as having left Queen-  
street before I heard from Carleton.

To the prisoner—It was reported to me  
at 4:53 that the train left Queen street at  
that time; that was before I got  
the telegram from Carleton; when or-  
ders are issued that an inferior train  
shall pass a superior train they are  
repeated by the agent; this was done  
by the Carleton agent immediately after  
receiving the orders; had my orders been  
obeyed the accident could not have oc-  
curred; I have the Carleton agent's repeti-  
tion of one order, and the other is checked  
by the time of the train; No. 5 and the  
down special run east; No. 5 is an express,  
and the "special" here mentioned is an  
ordinary freight train; Nos. 18 and 16 were  
ordinary freight trains running west; all  
trains of even number run west, and trains of  
odd numbers run east; a "special" is an  
extra train not shown on the time table.

To the Coroner—After Hay telegraphed  
at five o'clock that the down special  
had left at 4:50 I knew there  
was no possibility of stopping it,  
as there is no signal office between Carle-  
ton and Queen-street; I had a conversa-  
tion with Hay over the wires after the acci-  
dent; I asked him what orders he gave the  
down special; he told me, "On arrival of  
18, Darche's down special will cross 16 at  
Toronto ahead of 5;" we never  
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John Still, of Stratford, father of deceased, was the first witness called. Having been sworn, he said—I identify the body of the deceased as that of my son; he was 19 years of age at his death; he was born in Brighton, England; he was a brakeman on the Grand Trunk; he was a very steady, sober lad; I know nothing of the cause of the accident.

David Hill Purdon, sworn—I am a trainman at the Union Station, Toronto; I remember the date of the accident, Thursday last; I gave the order at 49 minutes past four a.m. from the Despatcher's office to Mr. Alex. Hay, the agent at Carleton, as follows:—"On arrival of 16, Darche's down special may run to Toronto ahead of 5. Signed, W. J. Spicer." Mr. Spicer is general superintendent of the Grand Trunk; I produce a copy of the order; the original will be in the agent's book.

The Coroner remarked that the original would have to be produced.

The witness continued—I sent the agent at Carleton another message before the one I have just read; the first message sent read as follows:—"To agent, Carleton: On arrival Darche's down special, 16 will cross 5 at Weston. Signed, W. J. Spicer." All telegrams of this nature are transmitted in Mr. Spicer's name; (copies of these despatches were filed); the accident occurred about 4:55 or 4:56 a.m.; I have the first telegram I sent, entered in a blank at the station; I have not the second despatch entered; we do not keep copies of such despatches as the second, as it is not a crossing order, but merely an order that one train shall proceed ahead of the other; the check we have on such telegrams as the latter is the time the train leaves the station, according to the running sheets.

The Coroner asked the prisoner if he wished to ask the witness any questions.

The prisoner said he would not do so in the absence of his counsel. There was a number of witnesses whose evidence was material to his case, but who were not present.

Witness continued—Carleton is the regular crossing station for trains 5 and 16; both are due there at 5 a.m.; No. 16 was reported to me as leaving on time; the operator at the round-house (McMurchy) reported to me it is his place to notify the da-

November 28  
1878

Winona

THE DAILY GLOBE, TORONTO, MONDAY, NOVEMBER 25, 1878.

**QUICK.**

## FATAL COLLISION ON THE G. W. R.

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### Mr. Langovla

Damage by  
by Bonds—Mr.  
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led.

(continued)

REC'D, NOV. 24.

HARTFORD, NOV. 24.

This No. 1 express train west and the No. 13 express east, due to arrive at Winona station, twelve miles east of this city, about 9:30 a.m., arrived there this morning both nearly on time. No. 13, which is empowered to give the right of way, went to the head of the run, while No. 1, meeting it as supposed doing so, stands No. 13 until it has cleared a little ahead of time, continued with it as far as the entrance to the west viaduct. Both trains were handled in hand, and the passenger cars were held in hand, and the baggage

come and sweet-toned instruments of considerable power. The church is heated by two No. 10 hot-air furnaces, and brilliantly lighted throughout with gas supplied through fixtures of elegant design. The entire work, as previously stated, is about \$29,000.

The opening services commenced to-day

with the prayer meeting at 7:30 a. m., conducted by the pastor, and another at 8:15, conducted by Rev. Dr. Stone. Both were well attended. At the regular forenoon services, which was densely crowded, there were associated with Rev. W. Williamson, D. D., pastor, Rev. Bishop Carmichael, Dr. J. E. B. Hatcher, Rev. Mr. Abbott, Rev. J. E. Woodson, of Baltimore; Rev. Dr. Stone, Rev. B. Abbott, N. Y.; Rev. Dr. Stone, Rev. B. Hatcher, Rev. Mr. Abbott, Rev. J. E. Woodson.

accounting the boy loaded the weapons, and just as he was about to discharge it the policeman presented himself. The lad made motion to run, but the officer caught him and took him to No. 4 Police Station, where he gave his name as Thomas Mizen, living at 88 Minto-street. He was afterwards released on bail.

ONLINE business is a hot word. Stephen King and Babson, Olmsted, Son, of Hamilton, are preparing to ship early in December several thousand dollars' worth of ornamental iron work to Babson, and other points in Australia via New York. The rare named gentleman was in the city yesterday soliciting samples from his specialty agency. In addition to those gentlemen—one of whom, Mr. Babson, will

to "the question of the importance of excitement of an exceptionally strong nature as a segment of performance." For this defect in the subject has stage action of the play is doubtless partly responsible, for this fact has been in many places materially and gratifyingly changed, to the disadvantage of the large of Shakespeare's conception of the leading character. The passages in

which as a last are the courtship scenes, which he wrote first, and the very similar one in which he pleads with *Queen Elizabeth* for the hand of her daughter, in both cases *Richard* was acting in part, and for this reason almost everyone who assumes to the red woman to be better able to to represent him in—do we are to *Elizabeth*—an apparently natural manner. The second, a better woman *Richard* also

## A SHOOTING A

AND A FOLKLORE

A shopping aisle took place at  
and Gerard strewn between an  
Thursday morning, the parties to  
a policeman. Happily no one  
second course. The field of

Some time after one of the Pullman Car approached two of the men at the north-east corner of the street, and asked them to get into the car. They were ordered to move on both sides of the car. The latter called to one man, while the other man, who was standing in the middle of the street, refused to get into the car. The latter man was then ordered to move on both sides of the car. The latter man was then ordered to move on both sides of the car.

November 25 1878  
Winona

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## THE WINONA COLLISION.

### Inquest at Hamilton on the body of Dio Chiarotto.

HAMILTON, Dec. 2.

The inquest on the body of the Italian Dio Chiarotto, who was killed in the col-  
lision at Winona Station on the Great  
Western Railway on the morning of Sunday,  
Nov. 24, was begun this evening in the  
Police Court, before Dr. Thomas White,  
coroner. Mr. Richard Martin, Q.C., ap-  
peared for the friends of deceased, and Mr.  
S. Baker, the solicitor of the road, on behalf  
of the Company.

The jury was made up of the following  
gentlemen:—D. B. Fisher, foreman; Wm  
Herman, Edmund Brown, John Watt, John  
A. Barr, George Scott, John Stadelman, Wm  
Gearing, Theodore Fairchild, Thos Brady,  
Robert D. Cole, Thos Meade, William  
Bedcombe, David Macdonald, William F  
Strong, Alexander Thompson, and Stephen  
King.

Only two witnesses were examined—the  
driver and fireman of the east-bound train.  
It will be six weeks before the driver of the  
west-bound train can be put on the stand.  
The Company endeavoured, through the two  
witnesses already heard, to show that the  
accident was due to neglect of orders  
on the part of Holmes, the driver of the  
west-bound train. Counsel for the friends  
of deceased tried to make out that the  
danger of accident would have been less-  
ened had there been a man on duty at  
Winona Station on the night in question.

John Erwin, the driver on the train going  
east, testified as follows:—I am an engine-  
driver on the Great Western Railway; on  
the morning of the 24th ult. I was driving  
engine 199, on passenger train No. 12, east;  
left Hamilton at 2 a.m.; got to within 200  
feet of the west end of Winona siding at  
between 2:18 and 2:19; I had slowed up  
then—had almost come to a standstill—and

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grooving, the following witnesses were examined—Robert D. Coles, Thomas Meade, William Bedcombe, David Macdonald, William F. Strong, Alexander Thompson, and Stephen King.

Only two witnesses were examined—the driver and fireman of the east-bound train. It will be six weeks before the driver of the west-bound train can be put on the stand. The Company endeavoured, through the two witnesses already heard, to show that the accident was due to neglect of orders on the part of Holmes, the driver of the west-bound train. Counsel for the friends of deceased tried to make out that the danger of accident would have been lessened had there been a man on duty at Winona Station on the night in question.

John Erwin, the driver on the train going east, testified as follows:—I am an engine-driver on the Great Western Railway; on the morning of the 7th ult. I was driving engine 199, on passenger train No. 12, east; left Hamilton at 2 a.m.; got to within 200 feet of the west end of Winona siding at between 2:18 and 2:19; I had slowed up then—had almost come to a standstill—and at the moment No. 1 Express west collided with us; I saw No. 1 coming when she was in front of the station, and a little beyond the east end of the switch on the main line; I thought she was going at a good speed; I was going; not faster than three or four miles an hour when I saw the engine coming; I and my mate jumped from the cab; I fell in the ditch, being tripped by the semaphore wire; I got up as quickly as I could, and saw nothing but escaping steam; I next saw both engines off the track; some of the cars were also off the track, and damaged; there are eight of us drivers who run No. 12, taking turn about with it; I have been running it close on two years; we are both due there at 2:13 a.m.; the train going east is supposed to clear the train going west—that is, the former is supposed to be in the siding; the train going west has to wait five minutes at the crossing for variation in watches; had No. 1 got there before us she should have waited the five minutes on the siding; I was ahead of time, and intended going in the siding when the accident happened;

I am not required to whistle at a crossing; going east at this point you can see a train eight miles ahead, and coming west you can see four or six miles; when in a siding, and when the switch is closed behind us, a green screen is shown on the head light; this green light tells the approaching train that the track is

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the approaching train that the track is clear.

To a jurymen—I do not think that if there had been a switchman in attendance, with the switch open, we would have been in the siding in time to avert the collision; I had not time to blow my whistle; neither had the other engineer; the west-bound train was at least three minutes ahead of time; he should not have come on till 2:27 at the earliest; the semaphores and switches were all lit up; the west-bound, if waiting for the other, should remain on the main line, east of the west end switch; there is no switchman there; the west-bound never takes the siding.

To Mr. Martin—I began to slow up between a mile and a half and two miles west of the colliding point; I would not have run right in had there been a switchman there; I could go in a switch at the rate of seven miles an hour; there was a night switchman there at one time, I cannot exactly remember when, but it was when the road had more business; I do not know who took him off; I have had no communication with the driver of the other train; he is considered a first-class driver; I cannot account for his coming on on the night in question; I cannot say that if there had been a man at the station, and had he seen me where I was and the other train where it was, the other driver would have slowed up.

To Mr. Barker—I have run No. 1; I know how to run both these trains; Rule 131 says, "The speed of all trains when approaching others must be kept under control, so as to admit of being brought to a stand if necessary"; in compliance with this rule, on approaching Winona I brought my train under control; there is about 600 yards between the semaphore lights and the switches at either end; seeing that I was there on time, the west-bound should not have passed my switch until I was in

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To Mr. Barker—I have run No. 1; I know how to run both these trains; Rule 131 says, "The speed of all trains when approaching others must be kept under control, so as to admit of being brought to a stand if necessary"; in compliance with this rule, on approaching Winona I brought my train under control; there is about 600 yards between the semaphore lights and the switches at either end; seeing that I was there on time, the west-bound should not have passed my switch until I was in the siding and had displayed my green shade; coming west from Grimsby it was the duty of the driver of No. 1, under the rule already quoted, to slow his train on approaching the siding; No. 1 has plenty of time, three to four minutes extra, to slow up between Grimsby and Winona; No. 1 would know he was approaching the east switch by the semaphore light; if No. 1 saw no train with a green light in the siding and No. 12 on it it was his duty to stop in the station five minutes; had a switchman been there it would have been the same; had the driver of No. 1 observed the rule quoted the accident would not have happened; a collision is only possible on a neglect of the rules; he was neither stopping the five minutes nor approaching the crossing point with his train under control, according to Rule 131; the observance of either of these rules would have averted the accident; drivers and firemen are the most exposed, and as a driver I think these rules are sufficient for the protection of the trains; I had not time to do anything when I saw danger impending.

To Mr. Martin—I do not think that these rules are got up to clear the Company; they are expected to be carried out; I always try to carry them out.

John Clifton was the next witness. He said—I am a fireman on the Western; I remember the morning of the collision; I was fireman on Engine 199, along with driver Erwin, the previous witness; we left Hamilton at 2 a.m., and got within a short distance of the west-end switch at Winona between 2:18 and 2:19; we were then slowed up to about four miles an hour, in order to allow a brakeman to dismount, run forward, and open the switch; before he got to the switch No. 1 was through it and into our train; when I saw her coming I jumped off the engine; I looked at my watch, and in this I know that we got there at 2:18.

To Mr. Martin—I do not think that these rules are got up to clear the Company; they are expected to be carried out; I always try to carry them out.

John Clifton was the next witness. He said—I am a fireman on the Western; I remember the morning of the collision; I was fireman on Engine 180, along with driver Erwin, the previous witness; we left Hamilton at 2 a.m., and got within a short distance of the west-end switch at Winona between 2:18 and 2:19; we were then slowed up to about four miles an hour, in order to allow a brakeman to dismount, run forward, and open the switch; before he got to the switch No. 1 was through it and into our train; when I saw her coming I jumped off the engine; I looked at my watch, and by this I know that we got there at 2:18.

To Mr. Martin—I have been in the employ of the Company since 1866; have known Winona Station for five years; never knew a night watchman to be there; we saw the other train six or seven miles off; we began slacking up when within a mile and a half of the colliding point; we saw the other train all the time we were slacking; the brakeman of our train was running to the switch when I jumped off; the brakeman would have to run sixty to a hundred yards to open the switch; had this switch been open we could have gone into the siding at the rate of five miles an hour; I do not know any night crossing places besides Winona; when we run the west-bound we always slack up on approaching the east end semaphore; a red light is the danger signal; when we are in the siding, and our green light shown, the other driver whistles "off brakes" and comes on.

This concluded Clifton's evidence, and

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# THE WINONA COLLISION,

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## Continuation of the Inquest on Dio Chiaretto.

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HAMILTON, Dec. 3.

The inquest on the body of the Italian Dio Chiaretto, killed in a collision on the Great Western Railway at Winona station on the 24th ult., was continued this afternoon at the Police Court building before Coroner White. Mr. Richard Martin appeared for the friends of deceased and Mr. S. Barker for the Company.

Through their solicitor and the witnesses examined—so far all employees of the road—the Company are trying to maintain that at a station where passenger trains cross one another at night-time a switchman or man of any kind is unnecessary. It also came out in the evidence that though the signals at the Winona station are lit every night they are never moved, that the lights always show white light and that the main line being clear.

The Coroner, on opening the case, stated that since last night he had given some consideration to the course which they should pursue, and he now stated it for the information of the jury and the guidance of those concerned in the inquest. It appeared to him that the most convenient course was to examine at once those of the trainmen whose attendance could be procured, taking first the conductor, brakeman and baggageman of the east-bound train, and then the conductor, brakeman, and baggageman of the west-bound train. He also wanted to have some evidence as to the condition in which the locomotives were found. Having obtained all the evidence which might be forthcoming except that of the injured engine driver and his fireman, a question might arise how far it would be proper to compel these men to testify unless they volunteered a statement. Without prejudging the case, he might say that such a state of things might be shown which would lead to a reasonable conclusion that

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forthcoming except that of my engine driver and his fireman, a question might arise how far it would be proper to compel these men to testify unless they volunteered a statement. Without prejudging the case, he might say that such a state of things might be shown which would lead to a reasonable conclusion that the neglect of driver Holmes of the orders to have his train under control and to stop within the station limits caused the collision. Assuming for the moment that that might be the result, it was evident that Holmes would be subject to a charge for criminal neglect of his duty, and so it would be improper to require him to incriminate himself. As he (the coroner) understood the law he (Holmes) would not only be bound not to give evidence but it would be his (the coroner's) duty to warn him that he would not be obliged to do so as his statements might be used against him. He would say no more on this point. He only mentioned it at this stage because it seemed to have been assumed that Holmes should be sworn. He might or might not be willing to make any statement; and if it was likely that a charge was to be preferred against him it would not be according to British law to compel him to make one.

Mr. Martin said they should not hold Holmes guilty till something was proved against him.

Dennis Delaney, sworn, said—I am a conductor on the Great Western; remember the accident; I was conductor of No. 12 express going east; we left Hamilton at two o'clock, our regular time; at about 7:19 we collided with No. 1 express west, my train was on the main track twenty-five or forty yards west of the western switch; we had a baggage car, two second-class cars, two coaches, and two sleepers; I was in the fourth car from the engine; we were due to the siding at 7:22; the train going west had right of way, but it is supposed to wait five minutes for the east bound before proceeding; I have been passing at Winona for a year and a half; our engine had a headlight when we left Hamilton; we always send a brakeman forward to let our train into the siding; I noticed immediately after the accident that the four signal lamps were burning; the two semaphore lights showed white and the switch lights green, indicating that the track was set for the main line; we were running not more than three or four miles an hour.

To the Jury—It is my duty to see the switches opened. I do not think that the switch had been opened by a switchman stationed there the accident would have been averted; the engine driver would probably have made slower time had there been a switchman at the siding. I assisted to carry Holmes and Collison, the driver and fireman of the west-bound, out of the ditch, after

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To the Jury—It is my duty to see the switches opened. I do not think that if the switch had been opened by a switchman stationed there the accident would have been averted; the engine driver would probably have made slower time had there been a switchman at the siding; I assisted to carry Holmes and Collison, the driver and fireman of the west-bound, out of the ditch, after that I met the conductor, Treble, of the west-bound train, with whom I compared watches; it was then 2:21 by both our watches; I do not think it reasonable that a driver should mistake the green light of the switch for our green headlight, indicating that we were on the siding. I have never passed a train without our showing a green headlight; the driver of the west-bound could tell by our light when he was at the station that we were on the main line; the semaphore is turned when there is someone there; but at Winona the semaphores always show white—that is that the main line is open.

To Mr. Martin—There was a slight difference between my watch and that of the other conductor, but we agreed as to it being then 2:23; when they were putting on the air brake it was 2:28; the air brakes were on nearly one minute; I suppose when the air brake was put on we were running twenty-five to thirty miles an hour. I have been a conductor on the Great Western Railway for eight years; I ran past Winona eight years ago. I don't know whether a night man was there; I think it is safer to be without a switchman at crossing points; there is a night switchman at St. Catharines; there is no night switchman at Baptiste Creek, where a passenger crosses a freight train; there is a night switchman at Paris; this is the only night crossing I know of where there is no night switchman; I can't say whether there were night switchmen on the Erie road when I was on it; rule 43 says, "That no train must, under any circumstances, leave a station before its card time, unless under special orders;" if No. 1 was ordered to make speed he would receive such order from the train dispatcher; if I was on the siding and my green light shown the west bound would not need to stop; the semaphores showed white, and that told the west bound train that the track was clear; there was a distance of 200 or 400 yards between where the west bound should have stopped and where it struck us.

Mr. Mr. Barker—We have express orders

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Where it struck us.

To Mr. Barker—We have express orders to stop there, and signals are therefore not necessary; if there had been a switchman at Winona the west bound would still have run in; a signal, if put up at the east end, would only be to protect the rear end of the west bound train; a switchman, if on duty, would have to be at the switch to let us in; as the west bound came through the yard there was no obstruction to prevent him seeing our head-light; had the driver of the west bound train been on the lookout for a switchman's light he could not have failed seeing our head-light.

John McLennan, a worn said—I was brakeman on the train going east on Sunday, Nov. 24; as we were approaching Winona siding the driver put on the air brake; I came out of between the second and third car, and ran up to open the switch, when I got about one car length I heard the express from the east approaching; saw the head-light, and did not realize what was the matter until they struck; I hoped to lift people out of the wreck; this was my first trip on this train.

Wm. Meacham, the baggage-man of the east bound train, gave little information other than that he gave the previous night instructions about opening the switch.

Horace Field, the baggage-man of the west bound train, said he saw the driver at the bridge, but could not say in what condition he was; the west bound train generally went through at a good speed, as the east bound was generally on the siding; he had been stopped outside of a station by the semaphore being turned by some switchman in that station when there was danger to be avoided, but he had never been stopped at Winona under such circumstances, whenever the east bound train was on the siding the west bound never stopped but ran through.

The inquest was then adjourned till Fri.

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## THE WINONA COLLISION.

### Another Adjournment of the Inquest.

Reman Collison not Likely to Recover  
—Both he and Driver Holmes Decline  
to Testify.

Winona, Dec. 10.—Little progress was made to-day at the adjourned inquest into the death of Dio Chiaretto, the Italian, killed at the Winona collision on the G. W. R. last month. On the opening of the proceedings,

Coroner White said he had seen Collison, the fireman of the west-bound train, this morning, when he said he would not give evidence before the jury, thinking that he might incriminate himself, as the master of the company supposed firemen, when not tending to other duties, to be on the look-out as well as drivers. He (the coroner) was to state that he thought Collison would never be examined, as he had been sinking rapidly for the last few days, and he thought the worst would happen before he could legally be examined, he was at present in an unfit state to be heard. At a consultation of doctors in the morning it was agreed that Collison was in a very critical state. He could not be made to give evidence, he refused to give it. Holmes, the driver, also said that he would refuse to give evidence.

Mr. King, a juror, said they had not branded Collison as a criminal, and he did not think it was right that only one side should be heard. It was their privilege to inquire into the cause of the accident as well as its result. So far not one word had been heard as to how the accident occurred.

The Coroner said they had no right to examine a man who might be liable to a civil action.

Mr. King asked what right they had to examine one engine-driver without hearing the other.

The foreman said they could not examine

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The foreman said they could not examine him, and that was his ultimatum.

Mr. H. Martin, Q.C., said the fireman might be examined, and he could answer some, if not all questions, without incriminating himself.

Mr. King said that so far the evidence had been one-sided. Only the men of the east-bound train had given evidence of a material nature, while those on the west-bound, who really knew the case, had not been heard. They should give these men (Holmes and Collison) a chance to say whether the machinery was out of order, or whether that at the time of the accident, as had been said, a cock had been broken and the engine-men prevented from seeing to escaping steam.

The Coroner said both men had absolutely refused to testify. Collison was asked this morning, when he was in his right mind (for last night he was not), he would testify, and he refused. He had not been told that he would not live by reason of the accident.

Several jurymen said that they did not think the fireman was responsible. Besides, the Coroner had told them that driver Holmes had acknowledged to him that he was in fault.

The Coroner said he had not said so. What he (the Coroner) said was that Holmes told Dr. Ridley that he got to Winton before his time, and that he got there before he thought he was there. The Coroner said he had told the jury that Holmes told Dr. Ridley that the accident was his fault.

A jurymen asked how it would be if they heard the evidence of some experienced driver who was not in the company of the

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A jurymen asked how it could be if they heard the evidence of some experienced driver who was not in the employ of the Company.

The Coroner did not see how they were to be got at. The evidence showed that the accident happened at 1.11 a.m. and that Holmes should not have left Winton yard, east of the accident, till 1.15. This and the other evidence would enable them to bring in an intelligible verdict.

The jury then retired, and after some discussion it was determined to adjourn the inquest till next Monday, by which time it would be possible for them to ascertain if

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## NOTES FROM THE CAPITAL.

### GOVERNMENTAL DIFFICULTIES.

**Removal of Mr. Luttrell Denied**—The Quebec Affairs—Embarrassing Position of the Premier—The "Working men's" Association and the Government—Mr. Tilley's Return—Mourning for the Princess Alice—The City Council and the Princess' Death—Civil Economy.

(From Our Own Correspondent.)

A petition will shortly be presented to the Minister of Public Works from certain Halifax Tory malcontents, praying for the dismissal of Mr. Luttrell, the Traffic Superintendent on the "Intercolonial" Railway. What the specific complaint against Mr. Luttrell is is not known.

The preliminary objections on behalf of Mr. Tilley in the St. John river election case are to be heard on the 19th of the month.

It is understood that Sir John A. Macdonald is endeavoring to avoid acceding to the demands of the Quebec Conservatives, and in this attempt he is supported by all the members of the Cabinet. The

after the Indian Council of Dec. 1st ordering him and his horses on to the Yakoma reservation. A company is being raised to attack Moses unless he removes himself forthwith. McDowell says this unauthorized action of a body of citizens will be apt to plunge us into hostilities forthwith. The subject was referred to the Secretary of the Interior, who will take prompt action in this matter.

A Congressman at the Point of Death—Washington, Dec. 17.—Representative Williams, of Michigan, will scarcely live through the night.

The Railway War—New York, Dec. 17.—The night and passenger line troubles between the Union and Central Pacific Roads and the Pacific Steamship Company have been settled, a new contract having been executed yesterday.

Dr. Potter of Roman Catholicism—The weekly meeting of the Baptist Conference was held yesterday, and the Rev. Dr. D. C. Potter, of the Sixth-street Baptist Church, read a paper on the Roman Catholic Church in Europe. Dr. Potter spoke principally of what the Roman Catholic Church is doing, and of the impression that Church is creating throughout Europe. It has been said for many years that the Roman Church is losing its power over the masses of Europe, but Dr. Potter declared that it was still believed that it had just begun to live, its power, vigour, and life are manifest in many things. They are seen in the ordinary care of its vast cathedrals and

WHOLE NO. 8975

## THE WINONA COLLISION

### Verdict of the Coroner's Jury

Evening News.

The inquest in this case, adjourned from the 17th inst., was resumed last evening in fore Coroner White.

The jury having assembled in the City Hall, the Coroner stated that he had seen that injured fireman, Allison, every day since adjournment, and he had made no objection to an examination. The jury might go down to the hotel and ask him a few questions. These would also be an opportunity given for one or two jurymen to see the driver, Holmes. An adjournment was then made to 10 o'clock, when the jury returned to the City Hall. The Coroner then asked the jury to give him a list of questions to be asked the driver.

The jury then retired to the City Hall, and a foreman in the employ of the W. R. R. Co., remembered the morning of the collision. He was foreman of No. 1 engine 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 killed the man with water and steam. I could not see him as the steam was all around me. I was not able to account of the glass being in my eye to any of the papers. I tried to get my hand out of it as soon as I felt it, but I could not make it out. I am sure that I was not hurt. I am sure that I was not hurt.

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# THE WINONA COLLISION

## Verdict of the Coroner's Jury

HAMMOND, Dec. 17.

The request in this case, adjourned from the 14th inst., was resumed last evening before Coroner White.

The jury having assembled in the City Hall, the Coroner stated that he had seen the injured fireman, Collison, every day since adjournment, and he had made no objection to an examination. The jury might go down to the hotel and ask him a few questions. There would also be an opportunity given for one or two jurymen to see the driver, Holmes. An adjournment was then made to Collison's bedroom in the hotel, when, in response to a series of questions asked by the Coroner, the following is his testimony as given by him:

I am a fireman in the employ of the W. R. & N. I remember the morning of the Winona accident; I was fireman on No. 1 express going west; there is a curve about two miles east of Winona ending, 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 thought and was as dumb as the steam was all around it, so I got on account of the glass being so hot, and to shut the pipes, I tried to do so, but could not, as there were a half-dozen. I called my mate, Holmes, who came to my assistance, trying to get the water out, but we could not. I had a knife and a saw, but I did not know where to use them.

I saw a fireman, who was on the engine, and he told me that the engine was in the shop.

In another hour, when our gauge began to work again, we were stopped by a fireman of Winona, who could not see the engine, and it was round a corner.

In two hours—I cannot see exactly where the accident took place.

In a hour—Sometimes we have stopped at Winona, but the engine was to have the engine under the car and a fireman coming to the station.

The Coroner then informed the jury that the driver, Holmes, did not feel so well as usual, but would see the fireman and two or three jurors, whereupon the Coroner, fireman, and a few others entered the room. On being asked whether he had any statement or explanation to make, his reply was that he had nothing further to add to the statement made by Collison, which he had heard, and besides, he did not know what it would be right to make any explanation, not knowing what action the Rail-

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Winona; we could not see the semaphore; it was round a corner.

To the Coroner—I couldn't see anything till the accident took place.

To a Juror—Sometimes we don't stop at Winona, but the rule was to have the engine under full control before coming to the station.

The Coroner then informed the jury that the driver, Holmes, did not feel so well as usual, but would see the foreman and two or three jurors, whereupon the coroner, foreman, and a few others entered the room. On being asked whether he had any statement or explanation to make, his reply was that he had nothing further to add to the statement made by Collison, which he had heard; and besides, he did not know whether it would be right to make any explanations, not knowing what action the Railway Company might take.

The jury then returned to the City Hall and were informed by the Coroner that they had heard all the evidence he had to offer.

Collison's evidence having been read by request, the Coroner briefly summed up the evidence. The jury then retired, and after an absence of about an hour and three-quarters, returned with 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 Chiarotto 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 anyone 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 year and a half ago, of employing a competent switchman, had been con-

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

The Coroner said that, with all due deference to the intelligence of the jury, he could not see that the verdict was in accordance with the evidence. He objected to that part of it referring to Holmes, the driver.

Mr. Martin, Q.C., thought that Holmes was the only man who could give a clear account of the accident.

A Juror—Yes; and it is our impression he has been advised not to give any information.

The Coroner—Yes, most distinctly I advised him not to say anything about it the day after the accident.

Mr. Barker called the Coroner's attention to the fact that the statement as to there being a switchman at Winona was not verified by the evidence.

Mr. Martin—I think Froust said so.

Mr. Barker—Not one witness.

Mr. Martin—But the jury are not finding a verdict against any one. They are only giving their opinion.

Mr. Barker—I am well aware of that. I am not finding fault with the verdict, but pointing out what I know to be a fact.

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