

NEWTONVILLE

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NEWTONVILLE INQUEST.

Unfortunate Oversight of Agent
McDougall.

FINDING OF THE JURY.

Trainmen and Operators Give
Their Evidence.

Agent McDougall Explains His Over-
sight—A Long and Spotless Re-
cord in His Favor.

(C. P. R. Press Despatch.)

Port Hope, Jan. 28.—After a short and unimportant session last night the inquest on the remains of Fireman Thomas Matthews and Brakeman Benj. Everist, victims of last Wednesday night's disaster on the Grand Trunk west of here, was resumed at the Town Hall here this morning at 10 o'clock, Coroner A. G. Aldrich, M.D., presiding. The wit-
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Conductor Prescott's Story.

Conductor Prescott of extra west No

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Conductor Prescott's Story.

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Conductor Prescott of extra west No. 895 received order No. 82, giving him the right of way to Newtonville to meet No. 84, engine No. 926, for which place he left at 6.10. The witness, who rode in the engine, then proceeded to give the details of the collision, and told how he had immediately afterwards walked to Port Hope. On cross-examination by the company's solicitor, Mr. W. W. Pope of Belleville, he stated that the eastbound freight, without orders, had the right of track, and it should have received from the Newtonville operator a duplicate of order No. 82, which would have held the freight there until the arrival of the westbound.

Fred. Stoke of westbound engine No. 895, who has been an engineer for only three months, corroborated the evidence of Conductor Prescott as to their arrival and departure from Port Hope. He was looking at the water gauge when he heard Prescott's exclamation, "My God, here comes a train." He immediately set the brakes, and, noticing that Fireman Matthews did not appear to realize the danger, pushed him to the south side and jumped himself to the north. His recollection was that Fireman Matthews wore a pair of blue overalls and a blue smock, the burnt remnants of which he afterwards failed to identify.

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All Agree as to Facts.

Conductor W. Young of the east-bound train saw the white board and light displayed when passing Newtonville station about 8.13, and after the accident walked back to the station, where he found order No. 82, addressed to him, lying on the agent's desk.

Engineer John Cooper of the east-bound was the first to notice the approaching headlight of the westbound freight, and after putting on the brakes he jumped to the south side of the track. His impression was that Brakeman Everist, who was in the engine with Fireman Butler and himself, did not get clear of the engine.

Train Despatcher Clement French of Belleville gave order No. 82 to the operator at Port Hope, and also to the Newtonville agent, both of whom acknowledged receipt in the usual manner. He first heard about 6.20 that the eastbound had passed Newtonville, and asked Agent McDougall if he had received order No. 82, to which the reply was "No." The chief despatcher then asked McDougall the question, and this time the answer was "Yes." Then Despatcher French produced his books, showing that order 82 had been acknowledged by Newtonville at 5.55, and that the eastbound had passed there at 6.15, just 20 minutes later.

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Agent McDougall.

Alexander McDougall was the last witness called, and with tears in his eyes told the sad story of the accident. He has been employed with the G.T.R. at various places since October, 1883, during which time there has not been any fault found with him as regards the management of trains. In reply to a question by the Coroner, he stated that his duties at Newtonville consisted of telegraphing operating, attending to incoming and outgoing freight, looking after baggage, fires and cleaning the station premises, selling tickets and any other duties that might come up. Against the wishes of his counsel, H. A. Ward, M.P., he then proceeded as follows:—"At 5.47 p.m. No. 84 passed Newtonville. I put the board out for the block. At 5.55 the main despatcher put out an order at Newtonville to 3rd (84) to meet extra west 895. I was making out two forms, one for Montreal and the other for Toronto, to go on the evening passenger train. I had the lamp away from the telegraph window when doing this work. When the operator at Port Hope reported 84 I went over to the telegraph window and pulled the order board off, overlooking the order that was lying there. On account of it being rather dark I did not notice it. I was still working with these forms when the accident took place. I reported third 84 by at 6.15, and as soon as the train was far enough away I again put the order board on for the block and went about finishing these forms." Mr. Ward brought out that Mr. McDougall has

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