

QUEENSON
ACCIDENT.

NIAGARA FALLS PARK + RIVER RLY

JULY 7, 1914.5

the dimensions before the plans are finally approved. The seating capacity of the proposed car is 42.

The Electric Railway Accident at Queenston.

The charge against E. J. Dickson, Vice President and General Manager, International Ry., of criminal negligence in connection with the accident on the Niagara Falls Park and River Ry., at Queenston, Ont., July 7, when several persons were killed and a number injured, came before the local magistrate at St. Catharines, Ont., Sept. 2. After some of the evidence taken at the inquest was read, the magistrate stated, in dismissing the case, that the General Manager could not be held responsible for any negligence on the part of the crew of the car, or of the men in the car barns, as each division of the railway is operated under a separate executive head. All the evidence showed that all rules regarding safety had been complied with and the car had all the necessary equipment. The fact that there was no sand on the car, was not the fault of the General Manager. It is a set rule of the company, that sand shall be used. Regarding track construction and curves, he pointed out that plans and specifications of the road had been submitted to the Ontario Railway and Municipal Board, and no member of the Board, nor any one else had made any suggestions in regard to making any of the curves safer. The line had been operated for over 20 years without an accident, and the company was perhaps justified in thinking that an accident could not be possible at that point.

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On Sept. 17, the case against S. Boyt, the motorman in charge of the car at the time of the accident, was heard before the magistrate at St. Catharines. The only witness heard was Jas. Milne, electrical and mechanical engineer in the City of Toronto service, who stated that he would have insisted on the use of sand both in descending and ascending the hill in question. He stated that he believed the cause of the accident was that some of the brake rods must have broken unknown to the motorman, as he had found one of the brake rods with a clean break in it. In such case, the use of sand would have been unavailing. In the face of this evidence, the magistrate held that it could not be contended that the accident was due to the neglect of the motorman, and the charge was dismissed.

This
for

Regina Municipal Railway Earnings, Etc.

1915

fare passengers carried 1,000,400.

Compensation for Injuries in the Queenston Accident.

The International Ry. of Buffalo, N.Y., which operates the Niagara Falls Park and River Ry. in Canada, is said to have paid upwards of \$30,000 for damages, for injuries to children alone as a result of the Toronto church picnic excursion wreck at Queenston Heights, Ont., July 7, 1915. It is said that other sums have been paid in settlements which were not taken into court. In 22 cases have settlements for various sums been ratified by the courts. They are as follows: Beatrice Goodman, \$250 and medical expenses; Elizabeth Harris, \$400 and medical expenses; Annie Hall, \$100; Emily Hall, \$425; Beatrice Hall, \$125; J. R. Hall, \$100; Geo. L. Walters, \$1,500; Calvin de Witta, \$800 and \$180 for medical expenses; Wm. Mitchell, \$350; Norman A. Bent, \$325 and \$205 for medical expenses; Louise Symonds, \$325; Hazel Deverning, \$405; Bessie B. Yule, \$350; Sarah Grelsman, \$650 and \$425 for medical expenses; Earl A. Russell, \$700; Harold F. Hargraves, \$400; Wm. C. Keates, \$3,000; Gordon Dowling, \$700; Ralph, Rayner, \$500; Fred Draper, \$800; Calvin J. Sloan, \$1,800; Hannah Crombie, \$1,500; A. J. Hall, \$120; Katie Grant, \$8,855; Janet Rayner, \$2,500; Gladys Newton, \$1,500; Costs, etc., are said to have brought the total up to \$30,790.

Increased Service on British Columbia

April
1916