

employed repairing the bridge and it is expected—by working all night—that trains can pass over safe 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, then sent to Ingersoll as Miss McLeod, as 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 cloak 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. There is a curve at the west switch, or between the west switch and the bridge. There are several more abrupt curves on the road than the one at St. George. The one at Hamilton is more abrupt. There is only one south of the curve at St. George. I have never heard this particular part of the road spoken of as dangerous. Think this is as safe as any portion of the road. Do not know whether the train checks speed at this point or not. I do not have to look after that. I have no experience as to running a train. I could not say beyond the state of repairs whether the road was safe or not. I examined the switch yesterday morning about 7 o'clock. It was in first class repair then. I examined both switches. The east switch was damaged, both rails being bent about two or two-and-a-half feet from the end at the switch bed. I found the switch rails bent. I had the switch fixed about 10 o'clock. The night of the accident the lamp was knocked off at the switch, also the signal board that is near the bridge. I made these alterations in the switch so as to get the construction train to work. The bent rails are lying at the switch yet. I found the track spread a little east of the switch; did not find anything wrong west of the east switch. I had made an examination of the switches about two weeks before. I saw where the train had run off. I found the rails spread on the south side, but very little on the other side. On the east end of the bridge I found the rails torn off altogether. The rails were spread more as they advanced towards the east 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.

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 HOPK, 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.

A Smash-Up at Paris, Ont.—A Woman and a Child Killed. 3/2 1889

PARIS, Ont., March 1.—This afternoon about 4 o'clock a special freight train on the Buffalo and Lake Huron railroad ran into the rear end of the local train going west, which was standing on the same track at this station. The local train was made up of the engine, baggage car, two flat cars, and one coach. The engine of the freight train struck the passenger car and drove it forward into and under the flat cars. The wreck was a terrible one. There were four passengers in the coach—Mr. Inglic, Mr. Yates; Mrs. Law, of Drumbo, Ont., and her little granddaughter, aged 6 years. The two men saw the danger in time to save themselves by jumping. Mrs. Law and the little girl were both killed instantly.

Another dispatch says that the name of the woman who was killed was Mrs. McKay, of Ridgewood, Ont., and that the child was her daughter. The child, it is said, was killed instantly, but the mother was alive when taken out of the wreck, and died shortly after. They were sitting at the end of the coach nearest the engine when the collision occurred. The wreck of the coach caught fire, and it was feared that the unfortunate lady would be burned before the rescuers could get her out; but happily this additional horror was averted by hard work and a plentiful supply of water. The front of the engine is badly smashed. It is not yet known who, if any one, 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, presided over the chair at the head of the table,

cations 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. Lancefield to the position of librarian.

Mr. Staunton, at the request of the chairman, read the testimonials of Mr. Lancefield, who is an old Hamilton boy, and was at one time proprietor of Lancefield's lending library in this city. Mrs. Lancefield'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. Lancefield. 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 wanted to get a man on whom the whole of the members could agree so that it would not be said that there was a split in the board over such an important matter as the appointment of a librarian.

Rev. S. Lyle said that he had assisted in placing Mr. Witton in the position he was in, and both had been actuated by the best motives for the good of the library.

Mr. Witton said that if the amendment was carried it would be an act of unparalleled discourtesy to the committee.

Mr. Rutherford recalled reminiscences of his civic career, and said it was a common thing in the city council for a report to be amended; but it was desirable that there should be no hard feeling on the free library board. He would change his motion to refer that part of the report back to the committee.

Mr. Leyden agreed to this; but, he asked, where would that sort of thing end?

Mr. Witton wanted the board to act in a business like way and without undue haste.

Mayor Doran said that in the city council such an amendment was quite common, and in fact the reports were only referred back when the council thought a committee had not sufficiently considered a clause. It was considered no discourtesy.

Mr. Leyden got up with the list of applicants in his hand and spoke against Mr. Lancefield's appointment. He said he was fully posted on that gentleman's qualifications and he saw on the list the names of several gentlemen who would make better librarians.

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. Staunton, 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 a ballot, but were apparently unsuccessful, and Messenger Smith was sent out to invite the other members to return.



# THE PITCH-IN AT PARIS

## THE FINDING OF THE CORONER'S JURY.

Driver Mapplebeck; Conductor Reed and the Grand Trunk Railway Held To Be Responsible.

A Paris correspondent writes concerning the fatal railway accident that occurred there on Friday:

"The mixed train that was being made up at this station was placed on the main line, and cars were being shunted to and from it. The caboose of the way freight was crashed into by the locomotive of the local, and it is said that the flat cars following were enough to crush it almost to a wreck. Beaten in the car were Mrs. Jas. Law and her little grand-daughter. They had been on a visit to Paris friends and were on their way back to Drumbo, where they lived. Their presence in the car soon became known after the collision, and efforts were promptly made to reach them. Finally the car was broken into at the side and the body of Mrs. Law found. Life was scarcely perceptible, and the poor woman breathed her last as they bore her into the station. Next came the little girl, a mangled mass of humanity, almost beyond recognition. A groan of horror burst from the assembled crowd as the bodies were removed and taken into the waiting room. They were both frightfully cut and mangled."

The driver of the freight train was Wm. Mapplebeck, who lives at 87 Oxford street, this city. His regular run is on the main line, but since the St. George accident the main line trains go round by Brantford. Mapplebeck had never been on this road before. He said, shortly after the accident, "I have been working as engine-driver on the Grand Trunk for six years. I am alone to blame for the accident, if anybody is to blame. It was my first trip on this branch. They told me that the grade to Paris was a hard one, and said I would have to put on all steam to get there. We were on good time as far as I could see. These ways do not, of course, run on scheduled time, but I knew that we were following another train and fancied it was well ahead of us. When I came around the curve and saw the train on the track before me, it fairly paralyzed me. I at once whistled down brakes and reversed my engine. But, seeing that I could not slow up enough to avoid a collision, I jumped as we crashed into the platform and so did my mate. All I can say in reference to the accident is that I couldn't pull up in time. The semaphore was down, but yet I was unable to hold in my engine. God knows I am innocent of any carelessness. I knew we had a stiff grade and I thought the track was clear. It should have been. There is no reason why the main track should have been taken up with a mixed. I was told not to mind the semaphore anyway. They flagged us at Brantford. We were running on the same rights as the others."

Mr. Inglis, one of the four passengers, was reading an account of the St. George disaster when he saw the freight coming down on them. He shouted to Yates, his companion, and they saved themselves by jumping.

Driver Hall, of the mixed, was at the time shunting cars on the side track, and he left his train on the main line, believing it to be fully protected by the signal. He expected to start at any moment, when the "ahead" was signalled.

Mrs. Law was a widow whose husband lost his life by a falling tree in the township of Alma, Perth county. She had been living in Paris and was on her way to visit her son at Drumbo when the accident occurred. The narrow escape which the other travelers had is most remarkable. W. J. Chavre was on the train and got off just as the luckless lady and her daughter boarded it. Wm. Burns, the fireman, jumped with the driver and got off scot-free. The conductor was Joseph Reid; the brakemen, Warlaw and Henry.

Station Agent Hame says the mixed local train was on the accustomed line when it was dashed into, and the freight should have gone round by St. George, but owing to the recent accident there it had to run on the branch line.

Thomas McKay, of Glenholm, the nearest relative to the deceased, says she went to

Burt, I would have said it was a case of death from shock.

Wm. Mapplebeck, of Hamilton, engineer of the train, was next called and sworn. I have been connected with this road since 1874 as fireman and driver. Have been in the habit of going from Hamilton to Toronto, Hamilton to London, Hamilton to Fort Erie and Hamilton to Tilsonburg. These are the only portions of the road I have been over, except yesterday from Brantford to Paris. Yesterday I took charge of train No. 81, from Hamilton to London, by way of Brantford, on account of the break at St. George. Left Brantford at 3:15 for Paris, arriving there about 3:50. There were on the train Fireman Wm. Burns; George Warlaw, brakeman on the engine; Conductor Reed and Train Brakeman Henry. There was a man in the van in charge of a span of horses at Brantford. I was told by the yardman and by the brakeman on No. 81 that the grade was very heavy until I came to a point, and from the Grand River bridge into Paris. My train consisted of eleven loaded cars and two empties. I left Brantford without any assistance. On striking the bridge at Paris I was coming at the rate of eight or ten miles an hour, and then used all the steam I could to get up the grade into Paris. When I rounded the curve I saw the semaphore was nearly over me at danger. I did not notice it until I was within twenty yards of it. I reversed the engine with one hand and called for brakes with the other. I looked out on the left-hand side, but could see nothing in front of me on account of the curve on that side. When at Ayr road crossing I saw a coach in front of me on the same track. I jumped off on the platform and before I could get up the locomotive had struck the coach. The effect of the collision broke both ends of the coach, and my engine and the flat cars in front of the coach were forced into it. The coach was badly broken. I helped to pull the coach to pieces, having heard someone on the platform say there were two persons in it, and got some water out of the tender, as I heard it was on fire. I gave it to Brakeman Henry to take into the coach. Did not see the people taken out of the wreck. The only knowledge I had of the road was what I heard from the yardman and the brakeman at Brantford. Noticed no signal between the bridge and the station except the semaphore referred to. Could not say in what distance a train like that could be stopped. Yesterday the rails were greasy and wet. Have been on this road just as far as the cattle pen siding, which is just west of the semaphore.

Q—Had you been acquainted with the road would you have seen the semaphore sooner?

A.—No; but I would not have used so much steam.

Q—Did you not ask for a pilot at Brantford?

A.—No; I did not know there was one. I had a red flag on No. 7, which showed that I was a part of that train which immediately preceded me. The train is run under the conductor's orders, and we are not allowed to run a train without one. It was my duty to stop at the semaphore if at the danger signal. In consequence of the deep cut and the curve I couldn't see far enough ahead to see the semaphore. No. 7 left about twenty minutes ahead of me, and the locomotive, with the official car assisting No. 7 out of Brantford, returned to Hospital crossing, took out a wounded man to the hospital, and then returned to Brantford, before I left. I found the grade a very heavy one, and in passing the semaphore was running at about 12 or 13 miles an hour. The brakeman who rides on the engine applied the brake as soon as he came around the curve and saw the semaphore; but with the heavy train and the speed at which we were going it was unable to stop the train.

The inquest was adjourned at 1 p.m. till 2:30 p.m.

Paris, Ont., March 2.—The inquest was resumed at 2:30 this afternoon, the first witness being Joseph Reed, of Hamilton, conductor of the freight train. He said: I had charge of train No. 81 from Hamilton to London, and left Brantford at 3:15 for Paris. At Harrisburg I asked the engineer if he could take twenty cars up the grade into Paris. He said he did not know, as he had never been on that road before. I told him the others were taking

city of Brantford, and the jurors afterwards, upon their oaths, do further say that a certain railway coach belonging to train No. 7 was then and there standing on the track at the Paris railway station; that the engine No. 815 ran into the rear of the said coach, the consequence of the said collision being that two flat cars were driven and telescoped within it, piling the contents and passengers thereon upon the said passengers, and causing their death, and the jurors afterwards, on their sworn oaths, do further say that the said collision was caused by the driver, Wm. Mapplebeck, not being able to bring his engine to a stop before reaching the semaphore, upon which the danger signal was displayed, and the said engine being run at too great a speed; also that the said Wm. Mapplebeck, not being acquainted with the grades and peculiarities of the said railway track, being a stranger thereto, should have applied for a pilot at Brantford to instruct him concerning the said road; and the conductor, Joseph Reed, in charge of the train, should have insisted upon a pilot being supplied when his engine driver was uncertain as to his knowledge of the track; and we consider that the Grand Trunk railway should adopt more positive regulations for securing this object than appears in the instructions filed in the evidence; and the jurors afterwards, upon their oaths, say from the evidence and examination of that portion of the road from the bridge over the Grand river on the Buffalo and Lake Huron division that the position and location of said semaphore and the arrangements for giving warning to the drivers of trains approaching from the direction of Brantford, both in the deep cut and the curves near Paris station, are not sufficient to protect the traveling public from the danger of collision; and the jurors afterwards, also condemn the practice of placing flat cars in immediate connection with passenger coaches."

### WATERDOWN.

At the regular meeting of the high school literary society on Friday evening there was an unusually large attendance, partly owing, no doubt, to the fact that the two previous meetings had been postponed on account of other attractions in the village. The president, Mr. Stevenson, was unavoidably absent, and as the vice-president was not present when it was time to begin, J. E. Stewart was appointed chairman. The vice-president, arriving a few minutes later, requested Mr. Stewart to continue in the chair. The debate was, Resolved, that Goldsmith was a greater writer than Scott. The affirmative speakers were David E. McMonies and James E. Stewart; and the negative, Arthur Francis and Ernest E. English. The committee to decide the debate, consisting of Geo. Green, Miss Ruth Miesner and Miss M. Davies, gave its decision in favor of the negative. Opening instrumental music was given by Miss Grace Olway Page. The glee club sang several songs, and E. Watson, of the Nelson literary society, gave two comic songs. Miss Laura Springer, also of the Nelson society, gave a recitation, which delighted the audience. John Page also gave a recitation. Readings were given by Miss D. Rymal, Miss Nellie Gilmer and A. Francis. Miss Gilmer's reading was from Goldsmith and Mr. Francis' from Scott. Mr. Stevenson's essay on Self-Reliance was read by Miss R. Miesner, and after the remarks of the critic the meeting adjourned in the usual manner.

### GLANFORD.

On Thursday last Rufus Freeman, a farmer who lives near Rymal, was the victim of a painful accident. He was loading lumber at Degess's sawmill, when one of the men at the mill pushed an oak plank sixteen feet long from the saw, falling on his hand, smashing three fingers and inflicting an ugly cut extending across the palm of the hand. So painful was the wound that Mr. Freeman was unable to drive his team home.

A young man named Peter Anderson lost his foot while hawking feller logs at Ralston's blacksmith shop, but luckily not very seriously.

On Thursday evening a social party was held at the home of Mr. French in the vicinity of Rymal. The evening being good and weather fair, several sleigh loads came from Glanford and Barton and a number of young people drove out from Mount Albion. Everyone was welcome. During the evening an excellent oyster supper was served. Mr.

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the driver and got off scatheless. The conductor was Joseph Reid; the brakemen, Warlaw and Henry.

Station Agent Hame says the mixed local train was on the accustomed line when it was dashed into, and the freight should have gone round by St. George, but owing to the recent accident there it had to run on the branch line.

Thomas McKay, of Blenheim, the nearest relative to the deceased, says she went to Brantford a few days ago to attend the induction service of Rev. Mr. Cookburn. She was devotedly attached to her grandchild, who was a daughter of George Law, of Drumbo, a farmer, and they stayed in Brantford with Mrs. Bell, a sister.

Drs. Sinclair and Burt, of Paris, made a post-mortem examination of the bodies, which were transferred to Drumbo to await interment. There were no bones broken in either body.

Paris, March 2.—The inquest into the cause of the railway accident here yesterday afternoon opened at 10 a. m. to-day, before Coroner Webster of Paris and Crown Attorney VanNorman of Brantford, when the following evidence was taken:

Dr. Burt called and sworn, said: I am a medical practitioner residing in Paris of nineteen years' standing. I was called to the station yesterday about 5 o'clock p. m., on account of the wreck. I found the bodies of two females, apparently 60 and 6 years of age, among the wreck. Saw no wounds sufficient to cause death. Believed death resulted from suffocation by the debris which was piled on top of them and made it impossible to inhale air through the mouth.

Mr. Ingles was called and sworn: I live in Brantford, and came up on the mixed train that left Brantford between 3 and 4 o'clock. To my certain knowledge there were two other passengers got on the train at Brantford—Perry Yates and Mr. Rabridge. It was a combination car, having a baggage department at one end. I reached Paris about 3:40.

Q.—Did you reach Paris safely?

A.—Yes.

Q.—Did the train stop at Paris?

A.—Yes.

Q.—Did you stay in the car?

A.—No; I walked down the platform, and then went back in the other end of the car where the lady was sitting, and she asked me if this was the train for Drumbo. I said yes.

Q.—Did she seem to be quite well?

A.—Oh, yes; evidently nothing out of the way that I could see.

Q.—How long before the other train arrived?

A.—About ten minutes, I should think. I heard a train approaching, but paid no attention to it until I heard my friend calling. I went to the end of the car to see what he wanted when I saw the train coming at such a speed that before I got more than three steps from the car the collision took place.

Q.—Did you notice a semaphore?

A.—Yes.

Q.—What condition was it in?

A.—With the arm out; but this was some time afterwards. When I returned to the car the woman had been some time under the wreck. It was heaped up to the roof of the car.

Q.—Did you assist in removing the woman?

A.—No; I was looking after the mattresses and comforters inside.

Q.—How fast do you suppose the train was going when the collision took place?

A.—I could not say, any more than that she was going pretty fast.

Dr. Dunston, called and sworn, said: I have practiced medicine three years, and reside in Paris. I was called yesterday afternoon about 4 o'clock to the station to see these persons. I arrived at the station a few minutes after, and saw a crowd around the station. I made my way to the wreck and saw in the car a woman and child bound down by broken timbers, etc. At this time the woman was alive, but I did not detect any life in the child. I have heard the evidences of Dr. Burt, and corroborate it except in that her chest lay upon a block, which had been removed before Dr. Burt arrived, and I think that the pressure from above prevented her breathing, which resulted in death.

Dr. Sinclair, called and sworn, said: I am a medical doctor residing in Paris and am district surgeon in Paris for the Grand Trunk railway. I was sent for between 4 and 5 o'clock yesterday and reached the scene of the disaster about 5 o'clock. Found two dead bodies in the ladies' waiting room at the station. Made no examination then, but did so about 10 p. m. They

Paris, Ont., March 2.—The inquest was resumed at 2:30 this afternoon, the first witness being Joseph Reed, of Hamilton, conductor of the freight train. He said: I had charge of train No. 31 from Hamilton to London; and left Brantford at 3:15 for Paris. At Harrisburg I asked the engineer if he could take twenty cars up the grade into Paris. He said he did not know, as he had never been on that road before. I told him the others were taking seventeen cars up and asked him if he would require a pilot. He said he didn't know. I told him I didn't think the others had pilots. I expected to get information from the semaphore whether the road was clear ahead, and the brakeman on top would be ready to apply brakes when I was rounding the curve at the half-mile signal. I saw the semaphore was up at danger and I then applied the brake. I had no bell rope or any way of communicating with the engineer except by sending a man along the top of the train. Freight cars are not generally supplied with these conveniences. If I had had a bell rope I think that before I could have pulled the rope the engineer would have seen the semaphore. Putting on the brakes may have given the engineer the impression that he had a heavier grade to climb than he really had, and thus caused him to put on more steam. Sitting in the couple of the van, I was five or six feet higher than the engine driver, and therefore could see the semaphore before he could. Just after passing the Grand river bridge I began to apply the brakes, knowing that it was not far from the station. I had heard some one say that it was about half a mile, but had not communicated this information to the engine driver. I think that the collision was caused from the steam being used longer than usual, so that the brakes had not power to stop the train in the short distance from the semaphore to the station. There is no signal further east than the semaphore to warn of danger. It is customary for engines when another train is standing in the station yard to whistle, which we did on coming to the Grand river bridge. It is not unusual to leave a train on the main track. If a train which forms part of that train is known to be coming behind, the semaphore is expected to protect any train inside, while if a train be left outside the semaphore a flagman is sent back to warn any coming train of the danger. It is always the duty of a train approaching any station to go slowly and cautiously, and then, even if the semaphore was at danger, to pull slowly inside and send a flagman back to the rear of the train. It is much harder to stop a train on a wet or greasy track, and this day the rails were wet.

Thomas McKay was next called and sworn. He testified: I reside in the township of Blenheim, and my occupation is farming. I knew the deceased, Isabella Law and Mary Law. Isabella Law is a sister of mine, and Mary Law was her granddaughter. I saw the bodies in the waiting-room and I identified them. Mrs. Law is about 54 years of age and the child 36 years.

R. G. Buchanan, Stratford, called and sworn: I had charge of train No. 7, which left Brantford for Stratford at 2:55, arriving at Paris at 2:25. The collision took place at 3:50. Part of my train was standing opposite the waiting room and partly opposite the spur. I had been engaged in hunting, and had taken five cars out of the freight shed and attached them to our train. The semaphore was put up immediately on our arrival and remained so until after the collision. There are no other precautions than the semaphore ever taken to protect a train, unless it is outside, when a flagman is sent out to warn any approaching train. I knew the other train was coming. I knew that it was the duty of that train to stop at the semaphore. If a train was coming up the grade at a moderate rate of speed and was on the lookout for the semaphore I think he would have had ample time to stop before passing it. I consider a moderate rate of speed about ten miles an hour. This semaphore is a little closer to the station than they are on the Great Western division.

G. H. Hall, Fort Erie, was then called and sworn: I am in the employ of the Grand Trunk railway, and was engine driver on No. 7. We arrived at Paris at 2:55. The collision took place at 3:50. I approached the semaphore at about ten miles an hour. At the rate at which we were going I could, if the danger signal was up, have stopped my train before passing under it. Anybody acquainted with the

ent his foot while hewing roller logs at Ralston's blacksmith shop, but luckily not very seriously.

On Thursday evening a social party was held at the home of Mr. French in the vicinity of Rymal. The sleighing being good and weather fair, several sleigh-loads came from Glanford and Barton and a number of young people drove out from Mount Albion. Everyone was welcome. During the evening an excellent oyster supper was served. Mr. Potts and family of Glanford delighted the company with vocal and instrumental music, all kinds of games were indulged in, a number of young people enjoyed themselves at dancing, and a nice, quiet evening was spent.

#### A CORRECTION.

WATERDOWN, March 2.—To THE EDITOR: In the report of the meeting of the shrub defense association an inaccuracy occurred which I regret, because it might do injury to the Rev. S. Bennette, the clergyman here, who appears to be conscientious in all that he does. I am reported to have said that since his coming and the introduction of some of the changes to which the association objects, members have left the congregation of the English church here. What I did say was that I did not know that anyone had left since his coming. Those mentioned as having left had done so before his coming. JAS. E. EAGAN.

#### The Harbinger of Spring.

I've been run over by the cars,  
I've been in a steamship wreck;  
I've had my share of wounds and scars,  
But nothing so bad or that made me half so mad as this boil upon my neck.

Dauntless I hid me to the war;  
I followed Glory's beck;  
An army mule smote me in the jaw,  
A sharp sword thrust made me bite the dust,

but I don't remember when I passed so copiously as in celebrating this boil upon my neck.

Oa the firm land or on the main  
Of danger nought I reck;  
I have the sand to smile at pain;  
I've been beaten and banged, and was once nearly hanged (of course, by mistake); but nothing has ever broken me up so much as this boil upon my neck.

Oh, ache! O weary, weary throb  
That know no pause nor check;  
Will some philosopher out of a job  
Kindly explain why 'twere not such pain to have my head cut off as to have this boil upon my neck?

Pan Apollo, lo! thy shrine  
These hands with flowers shall deck,  
And fill thy paterae with wine,  
If thou wilt cause to be cured what can't be endured, this keen, intolerable teen, this boil upon my neck!

#### Local Legal Note.

In the high court of justice at Toronto, on Friday:

Carroll v. Penberthy—Delamere, for the defendants, appealed from the taxation, by the local officer at Hamilton of the plaintiff's costs, O. J. Holman contra. Appeal dismissed with costs, no objections having been filed by the appellants before the taxing officer. Order made allowing the defendants to pay money into court as security for the costs of an appeal to the court of appeal.

Mr. T. O. BERNHARD, public school teacher, Norland, writes: "During the fall of 1881 I was much troubled with biliousness and dyspepsia, and part of the time was unable to attend to the duties of my profession. Northrop & Lyman's Vegetable Discovery and Dyspeptic Cure was recommended to me, and I have much pleasure in stating that I was entirely cured by using one bottle. I have not had an attack of my old complaint since, and have gained fifteen pounds in weight."

"I know that you love me," she said sentimentally as he held her to his vest. "I know that you love me," she repeated, "because when I lay my head against your breast your heart beats so loud I can hear it."

"That," gasped the poor fellow as the awful truth dawned upon him, "that is not my heart. That's my Waterbury watch."

Remember that Ayer's Cherry Pectoral has no equal as a specific for colds, coughs, and all affections of the throat and lungs. For nearly half a century it has been in greater demand than any other remedy for pulmonary complaints. All druggists have it for sale.

"May I ask you a question, Miss Dora?" he demanded with a deep meaning in his voice. "You may, Clarence," she

few days, and so of it since, now.

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