

my duty, on account of the glass being on my side, to shut the pipes; I tried to do so, but could not, as they were a little tight; I called my mate (Holmes), who came to my assistance, during which time we must have over-run our mark: I didn't know anything further till the collision took place.

By Jurors—The steam did not injure us, it prevented us from seeing our mark; in the gauge broke we were within two miles of Winona; sometimes we don't stop at Winona, but the rule is to have the engine under full control there.

By the Coroner—I couldn't see anything until the accident took place.

It was now found that the driver, Holmes, was well enough to be spoken to. Accordingly the Coroner, for man and several of the jurors went into his bed-room and had an interview.

Holmes said he had heard Collison's statement and had nothing more to add, and no explanation to make; in fact, he did not know if it would be right to say much, as he did not know what action the Railway Co. were going to take.

The jury then retraced their steps to the Police Court, and on being reassembled a juror asked if there was any more evidence available.

Coroner WHITE replied, none that he knew of.

The Juror observed that, as far as he could see from Collison's evidence, the accident which took place on the engine of the eastern-bound train was such that they could not have prevented it from happening.

The Coroner then addressed the jury and asked that a verdict be brought in according to the evidence without prejudice. He observed that as to the cause of the death of Dio Chiaretto there can be no doubt. The man was alive after the accident, but received such injury that he died before he could be extricated from the debris of the cars. Then, what caused the accident? The facts, as proved in evidence, appear to be these: The trains left Hamilton and Clifton on the morning of 24th Nov. last, on time or nearly so.

They were to meet and pass each other at Winona station at 2.22 a.m. According to regulations, as proved, if the trains arrived at Winona on time, or nearly so, the east bound train would enter the siding, and when safely in would show a green head-light, and its train, No. 12, the west bound train, would then pass on. To insure this being properly done, the regulations required that the trains approaching the crossing place should be brought under control, so that they might be brought to a standstill, if necessary, and that neither train should pass the crossing point until the driver saw that the other train was in the siding. It requires no special railway knowledge or experience to see that if this simple regulation had been complied with, the accident would not have happened. Is there any doubt upon your minds that if neither train passed Winona until the other train was in the siding the accident would not have occurred? There can be only one answer to that question. Was the accident caused by one of the trains passing the crossing before the driver saw the other train in the siding? Which train so passed? Who is the person whose duty it was to see that the train did not so pass? When you have come to a conclusion on these points, and it seems to me you can have no difficulty as to them, you will, I think, have really settled the question of responsibility, so far as we are concerned, for the accident. Other rules have been referred to in the evidence. For instance, the rule requiring the driver of the west-bound train to wait five minutes after his time-card time before leaving Winona, when No. 13 train was not in the siding. There can be no doubt that there was no stop whatever. If No. 12 had been in the siding, it does not appear it would have been necessary for No. 1 to stop, but the train should have been slowed up and under control. No. 12 was not in the siding, and therefore No. 1 was bound to stop. Under that rule, the driver of No. 1 should not leave Winona until 2.27, unless No. 12 had in the meantime gone into the siding. Both conductors agree that it was only 2.23 when they compared watches, immediately after the accident, and all the evidence leaves no room to doubt that the accident happened before 2.22. It is also proved that there was

the jury discharged.

## Grand "Smash Up" on the Grand Trunk.

TWENTY-FIVE TRAINS DELAYED.

On Thursday evening, between seven and eight o'clock, an accident occurred at the junction of the Grand Trunk and Toronto, Grey & Bruce Railways, about a mile east of Weston, whereby considerable damage was done to the property of both companies and a serious delay of over nine hours caused in traffic along their respective lines. In yesterday's issue a short account of the accident was given, but since then fuller particulars have been learned. It will first be necessary to state that the Grand Trunk Railway bridge crossing Black Creek, about a mile and a quarter this side of Weston, was materially damaged by the September freshets, and during its reconstruction an agreement was made with the Toronto, Grey & Bruce Railway Company, which provided for a loop line from the Grand Trunk Railway being formed along their track for about a mile. A temporary flag station was erected at the western junction of the railroads, and a telegraph operator placed in charge, whose duties it was to receive orders from the despatcher and give the drivers clearances before they passed the junction. The Grand Trunk Railway had a right of way, although they were encroaching on the other Company's property, and while the Toronto, Grey & Bruce Railway trains had to come to a standstill when approaching the loop line, the G. T. R. trains were only obliged to slacken up to receive a signal before passing on.

On Thursday evening at 7.15 a Toronto, Grey & Bruce freight train, No. 15, left the Weston Station bound for Toronto, and about five minutes later a heavily laden G. T. R. freight train, No. 31, started from Weston in the same direction. At the West Junction flag station the former train stopped and got orders to go through to Carleton. In the meantime the Grand Trunk train came thundering along, and the operator displayed a red light as a signal of danger; then he signalled the T. G. & B. train to move off. Doubtless the driver of the Grand Trunk engine thought the white light meant a clearance for him, and his train still kept moving forward. The T. G. & B. engineer started off and entered the loop line, but when his train had half crossed the junction, the other came along and went crashing through it. Two Toronto, Grey & Bruce cars, which were loaded with wood, were sent a distance of fifteen feet to the north side of the track, and their undergearing completely shattered. The Grand Trunk engine and three cars, laden with corn, to the rear of it, were damaged considerably, having their trucks knocked from under them and being otherwise injured. The track was covered with the debris. Fortunately none of those aboard the trains were hurt, the engine driver and fireman on the Grand Trunk train having left the engine when they found that a "pitch in" was inevitable. A number of section men were set to work at once to clear up the wreck, and they continued until about five o'clock yesterday morning. During the night no less than twenty-five Grand Trunk trains were delayed between Georgetown and Toronto. Four of these were passenger trains, and a number of the remaining twenty-one were loaded with live stock, which would suffer much from this delay. No accurate estimate can be made of the loss by the accident, but when considering the delay occasioned by trains along the line together with the property destroyed, it will be great. Like the rest of the accidents, this one seems to have been caused by a misunderstanding on the part of the employees, and in all probability an investigation will be made by the Company in order to avert the matter.

## The Wimbledon Team for 1879.

WASHINGTON, Dec. 14.—Despatches from the American Consul at Tangier give a deplorable account of the condition of affairs in Morocco. Cholera still ravages the country, and unless the outside world comes to the relief of the people fearful starvation threatens the land. At Casablanca 1,300 deaths by cholera, small-pox and typhoid fever occurred in 37 days. The misery at Tangier is caused by the cessation of business as well as the epidemic, which is on the increase, the only communication with the outside world being with Gibraltar sent monthly, for food. The cholera and famine are carrying off hundreds in Morocco. At Beff and Mogdor the epidemic still prevails. At a small village near Alcazar the cholera and fever swept off thirty-six out of thirty-seven of the inhabitants.

## The Recent Bank Failure in the West of England.

### The Disaster Creating Distrust among the People.

LONDON, Dec. 18.—The Times says that more recent news regarding the state of West of England and South Wales District Bank has unquestionably done much mischief. Strong complaint is made that the truth was not made more clearly known at the date of the suspension. The directors suffered the people to nurse the delusion that the suspension was due to a pernicious run. A few knew all along that the whole paid up capital and reserve were probably lost, but the mass of the people believed the more ideal representation of affairs. The result has been to renew and intensify the feeling of distrust which was beginning to die away. Men say with justice that they can no longer believe what they are told by the bankers, and the slightest rumors are endowed with tenfold power for mischief. It is profoundly regretted that the credit of the banking community should be played with and shaken in this fashion.

Advices from Stockholm state that another firm—F. Heirsch—has failed for the sum of three million crowns liabilities, the difficulties having arisen through the fall in price of iron, and also from unprofitable operations in building and land farms which have lately failed and are believed to have been kept going by the bank long after they should have gone into liquidation. A rather better feeling prevails in Sweden now, but it is feared that the bank managers there have been no wiser than in other parts of Europe and hold too many securities and too small a proportion of capital.

### H. & N. W. R. Notes.

The Hamilton & Northwestern Railway Company intend to make application to the Ontario Parliament next session for Acts, etc., to authorize the construction of an extension of their line to Toronto, or to some point on one of the lines of railway leading to that city. A Burlington gentleman informs us that a party of surveyors have been through Burlington locating a line from that village along the lake shore, through Port Nelson, Bronte and Oakville to Toronto and says that no bonuses will be asked for, and full value paid for all land required. This line would have to cross the G. W. R. between Oakville and Toronto. Should this line be built and the C. V. R. completed, Halton will have no less than four lines crossing east and west, and one north and south.

Oakville and other villages along the proposed route are rejoicing over the prospect of having a railway close to the lake, and consequently nearer them than any line now in existence.

A not uncommon thing occurred on the Collingwood Branch of the H. & N. W. R. the other day. The line sunk into what is technically termed a "sink hole" for a distance of 150 feet and a depth of about fifteen feet, leaving a pond of water instead of dry land. Men and horses were at once put on and the embankment was made up to-day.

The track laying of the branch was resumed the other day and will be completed as rapidly as possible.

BURLINGTON.—Last Wednesday week the house of Dr. Dillabagh, Caledonia, was entered by burglars. They entered through a bedroom window and rifled his pockets of some \$6.50. Besides the money, they took several articles of clothing. No clue has been discovered of the criminals.

## THE ELECTION ROW AT MANITOBA.

### One Man Reported Dead.

WINNIPEG, Man., Dec. 14.—It is reported that McLane, who was shot at St. Agathe, is dead. Talifer is at St. Boniface Hospital.

much distress undoubtedly prevail among the laboring poor, the description in question was exaggerated. There was nothing to cause unnecessary alarm. He read telegrams from the House of Commons at Edinburgh. The Board of Supervision at Manchester, the ordinary means of relief were sufficient to meet all necessities. He tried to enquire into the condition of the Irish districts.

## AMERICA.

WASHINGTON, Dec. 14.—The House of Representatives has passed a bill authorizing the issue of bonds for the benefit of the Manhattan Institution.

Boston, Dec. 14.—A special says that the office of what is considered disreputable, Cornell withdraws their challenge for a race next season.

Chicago, Dec. 16.—A telegram from Shaw, Montana, reports that two Sioux have arrived at the camp of the Sioux in British territory, stated that he left 500 lodges on Powder River intend crossing the Missouri River to reach British territory in about ten days. These Indians are expected to reach British territory in about ten days.

NEW YORK, Dec. 16.—The damage done to the Delaware and Hudson Canal, estimated by the officials at \$1,000,000. The tow path is to be 10 miles and large numbers of bridges away.

POTTSVILLE, Pa., Dec. 17.—No hope entertained of a respite for the John Marlin Bergan, the "Molly Maguires" executed to-morrow. At the parish taken this morning, Knox's wife, aged by her six small children, were first arrested and remained a long time. The parties are still at large.

NEW YORK, Dec. 17.—Go'd has just taken this is the first time that it has taken since the suspension of specie payments.

NEW YORK, Dec. 17.—A telegram received from Gen. McDowell at three Indians were despatched to C from Simcoe after the Indian Court ordering him and his horses to Yakoma reservation. A company raised to attack Moses unless he withdrew forthwith. McDowell says authorized action of a body of citizens apt to plunge us into hostilities. The subject was referred to the Secretary of the Interior, who will take prompt this matter.

MILWAUKEE, Dec. 17.—Last night the alleged murderer of F. Chase at Chippewa Falls, was taken who prepared to hang him. Chase, escaped. To-day he was at Eau Claire nearly dead with fright. The sheriff appointed sixty deputies to take the prisoner back to jail. Chase's partner committed the murder, mother says it was her son.

BUFFALO, Dec. 18.—J. C. Robt. years of age, was found dead in yesterday morning. Deceased had played on the G. T. R. nearly two formerly as road master and at his death as night agent at Black death was the result of apoplexy.

AUSTIN, Texas, Dec. 18.—At Sunday Joe Hemphill shot a Fowler dead. They had been to execution, got drunk and fought. near Crawford Elijah Lane was John Meadows, his brother-in-law the latter's tenants. Lane was Meadows three years ago. They but had become reconciled and going to rejoin his wife for the when he was shot dead. The concerning some property left by father.

BOSTON, Dec. 18.—The freshmen of Yale College last evening voted to elect freshmen to row during the summer arrangement be made, it will be attempted to arrange a race with crew of Columbia College.

## THE DOMINION

OTTAWA, Dec. 14.—The flags on all buildings and throughout the city flying at half-mast out of respect to the Princess Alice, sister of Princess of Wales, who died on Saturday, the 14th of Dec. The Welland Railway Company of apply to the Parliament of the Canada at the next session thereof, convert their first and second mortgage debenture bonds into first and second mortgage stock in such form as may be found most desirable.