

CNR-GTR.

IROQUOIS,  
ONTARIO.

JANUARY 31,  
1873.

from a stove pipe.

## COLLISION ON THE GRAND TRUNK

INOGROVE, Jan. 30.

A collision occurred this morning on the Grand Trunk Railway at this station between two freight trains going West. One train standing on the main line was run into by another train following, and supposed to be running at the rate of 25 miles an hour, telescoping the van and one freight car, besides doing considerable damage to the engine. The accident was caused, so it is said, by the carelessness of the engine driver in not seeing the signal until it was too late to stop the train. The driver sustained slight injuries by jumping off the engine.

January 31,  
1873

Inogrois



Montgomery, as the other remains had not yet been found.

James McDonald, being sworn, stated : I was in the same car with deceased; knew him; he resided at Roxborough, county of Stormont, where I also live; was going in company with deceased and Shea with our teams to Port Hope, thence to the lumber district; our horses were in the car with us, next to the engine; he was asleep when we passed Brighton; the first I knew of the accident was being thrown violently out and found myself lying outside with deceased and Shea; Shea was fastened in the wreck; deceased was groaning.

The next witness called was James Shea. Dr. Fife stated that Mr. Shea was unable to be moved and could not attend. After a consultation between the Coroner and Mr. Bell, Solicitor, the inquest was adjourned until tomorrow at nine a.m., Dr. Fife being ordered in the meantime to make a post mortem examination of the body of the deceased, which he accordingly did, and will make known the result when the proceedings are resumed.

The following

STATEMENTS OF DIFFERENT PARTIES



STATEMENTS OF DIFFERENT PARTIES  
may be interesting:

RALPH HUTCHINSON, fireman No. 15 train, one of the injured men, said: Our train received orders at Colborne to cross No. 10 at Brighton; we were on our way to Brighton, within three or four miles of Brighton, when the head-lamps of an approaching train within 100 or 150 yards of us was seen by the engineer, who called out, "Jump, Ralph, for God's sake," or words like that. I sprang on the step, the engineer with me, where we held on for a few seconds, I suppose until the two engines could not have been further than a car length apart, when we both jumped together; I struck first the ground and then against the fence. Not one half a minute could have passed between the time we saw the train ahead and when they came together.

R. W. WARD, night operator at Brighton, said:—I was ordered to take the duty of Mr Ryan, the station-master, who was arrested for alleged embezzlement last Thursday week. I am not capable of doing the duty of this station alone; I was promised assistance last Saturday, a week ago to-day. I telegraphed Thursday again. I have not had any sleep for ten nights, and can hardly keep my eyes open. No. 10 train passed out of the station before I knew it. I can't tell you any more now, I am so played out. If they had sent me assistance this accident would not have happened.

T. TRAVIS, engine-driver—I was in charge of a special, No. 20, following after No. 10. I got to Brighton

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station a few minutes after No. 10. The station master seemed stupid for want of sleep; when he was standing on the floor he seemed as if he could not stand but would fall over asleep; I found out the mistake immediately and uncoupled my engine from the train and dashed with a full head of steam hoping to catch No. 10 and save them; I kept blowing my whistle; they collided before I got to them; the two trains were immediately in flames; I got off my engine and uncoupled 12 cars that were uninjured, and saved them from the flames.

J. STEVENSON, Superintendent, stated that he might have received a message last Thursday from Ward, asserting that he was unable longer to do the duty at Brighton station on account of exhaustion, but does not recollect. Mr. Stevenson further stated that Ward had the assistance he required in the person of the switchman, who was an operator, and could relieve Ward while he slept.

Mr. CLUTE, switchman, states that he is not a telegraph operator, never received or transmitted a message in his life, and never represented to any person that he was an operator.

Soon after the occurrence of the accident Mr. Winn, operator at Colborne station, was sent for.

#### TRAINS DELAYED.

Of course traffic was considerably delayed throughout the greater portion of the day, goods and passengers having to be transhipped. The train due here at 11:07 on Saturday night did not arrive until 4 a m yesterday, being delayed at Brighton until the track was cleared, and at the time (about midnight,) when the cars passed over the scene of the disaster, the debris was still considerable.

#### THE DAMAGES.

The total amount of damage done is estimated at \$250,000, which sum includes the two locomotives, as they may be looked upon as worth nothing now but for old iron. The boilers and bodies of them are crushed into one another, and it is next to impossible to tell to which of the two they belonged. The track was not damaged much; a few of the ties were consumed, but they were soon replaced.

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December 5  
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Y, DECEMBER 7, 1870.

WHOLE NO. 6461.

# FRANCE. DISASTROUS ACCIDENT.

## A BROKEN BRIDGE.

### A PLUNGE INTO THE RIVER.

#### TWO LIVES LOST.

##### NINETEEN CARS DESTROYED.

(By Telegraph from our own Correspondent.)

MONTREAL, Dec. 6.

This morning, about 7 o'clock, a fatal accident occurred on the Grand Trunk at Great Francis Bridge, this side of Richmond. A man repairing the line had a lorry on the track loaded with rails, when a way and freight train from Montreal came along, ran into the lorry, and was thrown from the track, breaking through the bridge.

It is stated that the man with the lorry mistook a previous train for that which met with the accident, but the latter was nearly on time.

The engine and nineteen cars were thrown into the river, and the engine-driver, Patchett, and brakeman Peltham, were killed.

The cars were loaded with freight from Montreal and the way stations.

## QUIBIC LEGISLATURE.

(By Telegraph from our own Reporter.)

QUEBEC, Dec. 6.

The House opened at 3:30.

BILL.

Mr. Beaubien presented the Bill to give powers to wooden railways north of Montreal.

REPORT.

# THE BRIGHTON ACCIDENT.

## THE INQUEST.

(By Telegraph from our own Reporter.)

BRIGHTON, December 6.

The adjourned inquest on the body of Montgomery, killed in the recent collision near here, was resumed this morning before Dr. Cook, Coroner. Mr. Stephenson, Superintendent, and Mr. John Bell, solicitor to the Company, were present watching the proceedings on behalf of the Road. At the suggestion of the Coroner, the enquiry into the deaths of Chandler and Wright was taken by the same jury.

Great interest was manifested in the enquiry.

After hearing the unimportant evidence of parties on the wood train,

WM. BROWN, sworn, said—I am the driver of No. 15. We left Toronto at 3:45 p.m., going east, 30 minutes late; our delay was caused by waiting for the train from the west, for which we waited to make connection; Johnson I think makes up the train usually and he did on the night in question; the time that we were late in leaving we did not make up; we arrived at Colborne at 1:05 a.m., but were due at 9:50 p.m.—4 hours late; the cause of this additional delay was crossing trains at Newtonville and Scarboro'.

THE CORONER—Is the business usually done as quickly as possible?

WITNESS—Yes; we had to wait for the arrival of an empty engine.

THE CORONER—The delay was unavoidable, then?

WITNESS—Yes; the engine by which we were detained was disabled between Port Hope and Newtonville. Coming from the west we were four hours late at Scarboro', but arrived at Colborne at 1:05 a.m., and left at 1:13 a.m. I got my order to leave

here for the making of the crossing, the signal would have been red; there was nothing to prohibit our going; I left here at twelve minutes past one; I saw nothing till we were struck, and then thought that it was only a car off the track; the first thing I did was to send a man back to warn the train coming on behind me; I then went to where the engines were and called to my driver; a voice replied from the other side of the track, and when I crossed I saw the driver, fireman, and conductor of No. 15; I asked whether they had seen Tommy Wright, my driver, and they said "no, they supposed he was killed," we then searched to get the men out who were among the horses; I heard a whistle by Wright, but it was the whistle always given before turning the grade; it was not a danger whistle; I did not hear any danger whistle.

In reply to Mr. HAGUE, witness said he received no orders whatever about crossing No. 15. The red signal would only be exhibited. It was the duty of conductors to be always on the look-out. If the pilot engine at Kingston had been ready we should not have been here before.

By a JURYMEN: I was about five minutes at the station; we generally ask "if it is all right," I did not expect to get any orders here; the answer to my question was "Yes."

By Mr. SMITH: I got no orders at all about No. 15; I got no orders to cross No. 15 here at any of the previous stations, although I was a long way behind time; if I had got orders to cross here I should not have gone on, except that order had been rescinded; if the crossing had to be made here, I should have got my orders here.

By Mr. HAGUE—I spoke to the agent at Trenton about No. 15, and he said that it was likely that I would cross it at Brighton. She left Cobourg at twelve o'clock, while I left Trenton at 12:25.

Mr. BALL put in an employe's time-table and special guide.

WITNESS said that he had always received a copy.

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"C, Dec. 3, 1870.—Agent, No—15 will cross 10 at Brighton.

"(Signed) W. J. SPIGIER."

Mr. BELL explained that "No" were the telegraphic signs for Colborne, and "C"

here for the making of the crossing, the signal would have been red; there was nothing to prohibit our going; I left here at twelve minutes past one; I saw nothing till we were struck and then thought that it was only a car off the track; the first thing I did was to send a man back to warn the train coming on behind me; I then went to where the engines were and called to my driver; a voice replied from the other side of the track, and when I crossed I saw the driver, fireman, and conductor of No. 15; I asked whether they had seen Tommy Wright, my driver, and they said "no, they supposed he was killed;" we then searched to get the men out who were among the horses; I heard a whistle by Wright, but it was the whistle always given before turning the grade; it was not a danger whistle; I did not hear any danger whistle.

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By Mr. HAGUE—I was aware that the operator had not been relieved for some time. Knowing his state, I was so particular that I looked at all his papers on the desk. He was awake when I came in, and by the time I left he was dozing—about four minutes.

By Mr. BELL—He was working the instrument during the time—his hand, at least

December 7 1870 Brighton



## QUEBEC LEGISLATURE.

(By Telegraph from our own Reporter.)

QUEBEC, Dec. 6.

The House opened at 3:30.

### BILL.

Mr. Beaubien presented the Bill to give powers to wooden railways north of Montreal.

### REPORT.

The House received the report on the Subsidy.

### ARBITRATION.

Hon. Mr. Chauveau, in proposing the resolutions respecting the Arbitration question, said he would give the House the chief points in the question, the right solution of which was of extreme importance to the future of the Province and its prosperity. During the discussion of the Union, delegates from the different Provinces considered this question the most difficult, and New Brunswick and Nova Scotia wished not to assume the responsibility of the total debt of Canada. They agreed; the Federal Government assumed \$62,000,000, and the balance, \$10,000,000 would be divided between Upper Canada and Lower Canada. The British North America Act of 1867 decided that the excess of the Canada debt be referred to arbitrators, to be divided so as not to injuriously affect the interest either of Province. It was agreed that two arbitrators should be named by Upper and Lower Canada, and a third by the Federal Government. Quebec has been accused of stubbornness because she objected to the injustice of Colonel Gray's acting as arbitrator, but seeing he had left St. John with the intention of remaining in Ontario, he could not act with perfect justice to Quebec. He put all the facts of the case under three classes: First, the judgment of the arbitrators should be unanimous; secondly, one arbitrator withdrawing the arbitration should cease. As to the first point there was no law in England, Scotland or the United States, applicable to ordinary arbitrations that could not apply. The Act of Union left no other course than international law. Suppose two powers wished to settle differences by arbitration. It is evident this must exact respect for their interests. He quoted trials relative to British and United States possessions where article 7 of the preamble orders that if the decisions of the commissioners be not unanimous the proceedings would be null and a new arbitration would

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Mr. BILL explained that "No" were the telegraphic signs for Colborne, and "C" for central station, Toronto; and that the message was sent by the train despatcher at the Bay street office, who signed, as customary, the name of the Superintendent to the order. The order was called a crossing order, and it was on the authority of it the driver proceeded.

WITNESS continued—I got a written order before leaving a station, provided I am on another train's time; otherwise I do not; I got no order except I cross the Merchants' Express, Mixed, and Express; on approaching the Dangers, on turning a sharp curve, I saw a head lamp under the trees; I reversed my engine, and sounded the whistle for brakes; this light appeared, I knew, to be an engine; the train was about one hundred yards away when I spoke to my mate; my mate and myself then got on the step of the engine and jumped; I did not either hear the whistle or see the steam from the approaching engine; when I recovered my senses, I found myself lying on the ground by the side of a car, by the aid of which I lifted myself off the ground; I could not see either engines for the broken cars, the wreck being piled up on them. Smoke came from the body of the pile, and soon afterwards it broke out into flames. I could see nothing of the engine-driver and fireman of the train, but I heard a voice crying out from the top of a van, saying, "For God's sake come and help me out." I could not attend to the cry for a short time in consequence of looking for the engine-driver and fireman. When I found I was unsuccessful in the search, I directed my attention to the other parties, and assisted in getting the body of Daniel Montgomery from the wreck. We sent the

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Mr. Joly moved the debate be adjourned to Friday.

The House then went into Committee on the subsidy.

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Witness continued—I got a written order before leaving a station, provided I am on another train's time; otherwise I do not; I got no order except I cross the Merchants' Express, Mixed, and Express; on approaching the Dangers, on turning a sharp curve, I saw a head lamp under the trees; I reversed my engine, and sounded the whistle for brakes; this light appeared, I knew, to be an engine; the train was about one hundred yards away when I spoke to my mate; my mate and myself then got on the step of the engine and jumped; I did not either hear the whistle or see the steam from the approaching engine; when I recovered my senses, I found myself lying on the ground by the side of a car, by the aid of which I lifted myself off the ground; I could not see either engines for the broken cars, the wreck being piled up on them. Smoke came from the body of the pile, and soon afterwards it broke out into flames. I could see nothing of the engine-driver and fireman of the train, but I heard a voice crying out from the top of a van, saying, "For God's sake come and help me out." I could not attend to the cry for a short time in consequence of looking for the engine-driver and fireman. When I found I was unsuccessful in the search, I directed my attention to the other parties, and assisted in getting the body of Daniel Montgomery from the wreck. We sent the conductor away to get an engine. I think everything went on perfectly regular with regard to blowing the whistles and leaving the station.

In answer to a juryman, witness said that fragments of his engine were lying to the north. He could see a breakman in the middle of a train which was ahead, but did not see any one on the train in question. The conductor gave me no reason for our running on No. 10 time.

In reply to Mr. BELL, witness said:—We run from orders we receive from Bay Street; there were despatchers who give orders to run.

Mr. BELL—The operator and station agent is merely a tool to dispatch the train in accordance with instructions.

Re-examined—No. 10 was running down the sharp grade with steam shut off; it is a very steep grade, and the train was making about 35 miles an hour.

RALPH HUTCHINSON, sworn—I am the fireman of No. 15; I did not know anything about the time, having merely to attend to the fire; on approaching the Dangers the engineer called out, "Look ahead, for God's sake jump;" we jumped, and on coming to my senses I asked Meredith, the conductor of No. 10, who was the driver; I was told, and then tried to find the body, but could not.

HENRY MEREDITH, sworn—I was the conductor of No. 15; I have been in service of Grand Trunk about four years; my trains have been off the track sometimes, but this is the first serious accident I have had; when I have been detained it has been of necessity; I received the order produced at Colborne, where we were four hours behind; we had a late start, owing to the station being blocked by trains from the East and

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#### EVENING SESSION.

The Municipal Code passed a third reading.

ISRAEL IN ROME—KING VICTOR EMMANUEL'S EMANCIPATION OF THE JEWS IN THE HOLY CITY.—The *Official Gazette*, of the kingdom of Italy, contained, a few days ago, a royal decree, extremely brief in its terms but pregnant with an amount of human happiness, or at least putting an end to human misery, such as rarely is secured or averted by the acts of modern sovereignty. The decree, which is to take effect immediately, is that all citizens of the annexed Roman provinces are placed on the same footing as regards civil rights. Four thousand eight hundred Jews huddled together in the Ghetto, and who, until a very few years ago, were forcibly penned up there by the huge iron gates being closed at nightfall, and neither ingress nor egress permitted by the guard until the following morning, are thus emancipated. What episodes of misery, what epochs of persecution are not suggested by their bent forms and their querulous cries! The horrid den in which they are cooped up was assigned to them about the middle of the sixteenth century, by Pope Paul IV., with the benevolent view of preserving Catholics from the fatal contagion of their intercourse. In 1847 permissions were given for the first time to Jews to dwell beyond the precincts of the Ghetto; but even then only in its immediate vicinity. The permissions, however, were never granted in a

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CORONER—Delays are of no consequence when orders are properly given, are they?

WITNESS—No, sir.

CORONER—It is not a criminal matter, then, so long as you obey your orders and know where you are?

WITNESS—No, Sir.

CORONER—Is it usual for you to run on time?

WITNESS—Well, at this time of year, and with this class of freight, we are very often late; when we got to Colborne, at 12:50 a.m., we received an order to cross an up special engine at Colborne; I left Colborne about twelve minutes past one, and when a "Dangers," about the bottom, I was looking out, as usual, on the inside of the track, to see if there was anything the matter with the train; on looking out I saw the head-lamp of what I supposed was No. 10; I shouted to the brakemen and held on to the car, for I saw that we must meet them before we could apply the brakes; it did not shake as very much in the van—a kind of pushing motion; after the collision we got our lamps and went up to where the engines were, and found the driver and fireman of No. 10; we heard some one shouting "woa, woa," as though to horses; we found three men there; one of them was dead; I assisted one out, and afterwards came along to Brighton, meeting Travers' engine; I sent a report



averted by the acts of modern sovereignty. The decree, which is to take effect immediately, is that all citizens of the annexed Roman provinces are placed on the same footing as regards civil rights. Four thousand eight hundred Jews huddled together in the Ghetto, and who, until a very few years ago, were forcibly penned up there by the huge iron gates being closed at nightfall, and neither ingress nor egress permitted by the guard until the following morning, are thus emancipated. What episodes of misery, what spoils of persecution are not suggested by their bent forms and their querulous cries! The horrid den in which they are cooped up was assigned to them about the middle of the sixteenth century, by Pope Paul IV., with the benevolent view of preserving Catholics from the fatal contagion of their intercourse. In 1847 permissions were given for the first time to Jews to dwell beyond the precincts of the Ghetto; but even then only in its immediate vicinity. The permissions, however, were never granted in a legal form; not even in writing. The Jews were in all respects the pariahs of society. To vex and oppress them was a thing pleasing to God and man. Their testimony was not considered as valid in any court of law, so that a Christian who killed a Jew in the presence of twenty Jewish witnesses remained unpunished for want of proof. They could not possess real property, a disqualification which unhappily existed too long in countries more enlightened. They were debarred from all the liberal professions, from attendance at the public schools and academies—the only exception in their favour being the permission to attend the medical lectures at the University. It has required the whole influence of the house of Rothschild, brought with a direct pressure on the Papal Government, to obtain, but very recently, from Pius IX. permission for some of the young co-religionists of the great financiers to attend the mathematical lectures at the University. A Jew was not allowed to be a locksmith. Jews capable of making locks and keys would likewise be capable of entering, without the knowledge of the owners, Christian houses.

The result of the election to the Prussian Parliament is the return of about 200 Liberals, 150 Conservatives, 50 Ultramontanes, 20 Poles. The Liberals have lost, and the Ultramontanes and Conservatives have gained some seats.

The Colusa, California, Sun relates a thrilling scene in a court room at that place. The justice and an attorney disagreed, and the irate judge brought a revolver into requisition, and "made for" the attorney, who retreated to the hall, the court in full pursuit. The attorney stopped, the court hung fire, the prisoners, shaking with fear, made their exit by means of the door and window, and the firemen, who involuntarily rose from

time?

WITNESS—Well, at this time of year, and with this class of freight, we are very often late; when we got to Colborne, at 12:50 a.m., we received an order to cross an up special engine at Colborne; I left Colborne about twelve minutes past one, and when at "Dangers," about the bottom, I was looking out, as usual, on the inside of the track, to see if there was anything the matter with the train; on looking out I saw the head lamp of what I supposed was No. 10; I shouted to the brakemen and held on to the car, for I saw that we must meet them before we could apply the brakes; it did not shake us very much in the van—a kind of pushing motion; after the collision we got our lamps and went up to where the engines were, and found the driver and fireman of No. 10; we heard some one shouting "woa, woa," as though to horses; we found three men there; one of them was dead; I assisted one out, and afterwards came along to Brighton, meeting Travers' engine; I sent a report to Spicer from Brighton station. We had an engine sent from the other side also; there was plenty of people to assist.

By Mr. HAGUE—The locomotive department ought to have seen that there was a stove in my van; if they had we would have saved the delay at Port Union, but this would not have made any difference in the time of arrival at Port Colborne; owing to the engine not getting to Newtonville on time, I had not time to get to Port Hope before the express came along; then I had some shunting to do, all of which delayed me.

By a JURYMEN—The track is in a good condition; there are no accidents from the condition of the rolling stock; the cause of this delay was a car being blown off the track, and an engine striking it, breaking off part of its cylinder head; freight trains sometimes lose time by slipping on wet rails.

JOHN BULMAN, sworn:—I came on in November, 1862; I have been conductor since Sept., '69, and was conductor of No. 10, which has the right of track over all other trains; the Merchants' Express No. 10 requires orders only against passenger trains and down merchants' express; he required no orders to go on from this station; he started from Kingston at 5:30 p.m., and reached Brighton at seven minutes past one; we were due to leave Kingston at 1:15 p.m., the delay being caused by waiting for the train coming from the east; when we got here I walked into the office and saw the operator, who was acting as agent; he said to me—"Well, John, which train are you on?" I told him—"I am on No. 10," and asked him "if it was all right;" he replied "yes;" I asked him "how long the special engine running before me to Port Hope was ahead?" I cannot recollect the reply; when we go

December 7 1870

Brighton



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December 7  
1870

Brighton



trains would have crossed at Colborne. My orders disarranged the natural course of events, and made a specialty of it. I made the change because I thought it would be better for the traffic. I did it because there were two trains coming up, and only one going down, and also to save time.

Mr. SMITH—Was there no other reason?

WITNESS—Well, down freight is more important to expedite than up freight.

Mr. SMITH—Oh!

WITNESS continued—I do not know anything about Ward's application for relief. He applied for relief after the collision had occurred. He sent a message to our office to Mr. Stephenson's office. I was told to send a woman from Colborne as soon as possible.

By Mr. BAQUE—It might have been 4 or 5 minutes after I had received a message from Colborne that I heard that No. 10 was gone.

JNO. V. CLUTE, switchman at Brighton, sworn—I was in the office when the conductor of No. 10 came in; and after he had left, and when No. 20 came in, Ward asked me—"Is that No. 10?" and I said, "No, it is 20." He said that there was a crossing here between 10 and 15. I did not sign the crossing reply; I sometimes do so. Ward has been on duty about ten or eleven days; I am only responsible for switching; Ward has been in the office all that time, night and day; I know nothing about telegraphing, except the Brighton "call"; Ward often complained of fatigue, and that he could not keep his eyes open; I heard him reading a message he got from Mr. Stephenson; this was before the collision; it must have been three or four days; I know nothing about the crossing order till the afternoon; I did not authorize Ward to sign my name.

By the CORONER—I generally sign my own name.

Mr. BALL—It is the company's rule that I should always sign my own name.

The evidence of the following persons was taken:—James Jones, brakeman; Samuel Cook, Thos. Stevens, Joseph Rany, Thos. Travers, Robert Steunett, Jas. Wilson, M. P. Winn.

The enquiry again adjourned for an hour to get tea.

On resumption the first witness called was

ROBERT W. WARD, who, before being sworn, was told by the Coroner that he need not answer any questions that might tend to incriminate himself. He answered: I was a night

December 7  
1870

Brighton



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The enquiry again adjourned for an hour to get tea.

On resumption the first witness called was ROBERT W. WARD, who, before being sworn, was told by the Coroner that he need not answer any questions that might tend to criminate himself—He deposed: I was a night operator at Brighton station; I came here on the 8th of November, Mr. Dickson being removed to Collin's Bay as night operator; I then worked until a week ago last Thursday night as night operator—from the 8th till the 25th. I came on duty that night about half-past eight, and was put in charge of the whole station by Mr. Willey, travelling auditor of the company; I asked him if he meant day as well as night work, and he said "Yes;" I worked Thursday night and Friday, and on Friday night I asked the dispatcher at Toronto if he had heard or knew anything about any assistance coming; he replied that he thought Mr. Hunt was coming down that evening, but it seemed not; I could not tell the dispatcher's name; I then worked Friday night and Saturday, and I was looking at every down train for assistance; I waited till the last train going east on Saturday night had passed the station, and then called "C" office and asked him again whether he knew anything about anyone coming to assist me; he said he didn't, but would see "J. S.;" he called again in a few moments, and told me that—"He says he will send you assistance on Monday."

By a JUROR.—J. S. is John Stevenson.

WITNESS—I then worked the remainder of Saturday night and Sunday until No. 4 came up, the express from the east, about 2 o'clock; I then went home; I had had not a particle of sleep from Thursday night up till this time; I went to bed about 2 or 3 o'clock on Sunday afternoon and slept till about half-past ten at night; I was then awakened by my wife, who told me that Clute was down stairs waiting for me; I got up and had my supper, and started for the station again; I think I arrived here about half-past 11 or 12, and sat round here and smoked till about 5 minutes past 12; I then went to work at my weekly reports, and worked the remainder of that night and all day Monday until after the last train, and no assistance came to me after all the down trains had past; and then I thought I would write to Mr. Stevenson; I did so; I have not a copy of the letter.

Mr. BELL.—Mr. Stevenson has a copy.

It was produced, and is as follows:—

"BRIGHTON, Nov. 28, 1870.

"J. STEVENSON, Esq.:

"DEAR SIR,—You are undoubtedly aware that I have been on duty since last Wednesday, night and day, and have had no sleep or rest, with the exception of about seven

December 7  
1870

Brighton



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o- that I have been on duty since last Wed-  
nesday, night and day, and have had no sleep  
at or rest, with the exception of about seven  
it hours yesterday, and I now begin to feel the  
— want of rest. If you have no competent  
re operator to send me, I could get along with  
ce one that only knew the call. I could sleep  
d- on the deck at night, and he could wake me  
when the office was called. One of the day  
men here understands the art of telegraph-  
ing very well, and I could get along with  
an him if you could give me an order, changing  
ot him with Fleet, the night man, and makin  
him responsible. Please reply.

"Yours truly,

"R. W. WARD,

"Acting Agent."

I did not get a reply till Tuesday night,  
and then by telegraph; I worked on till  
then; it was a little after 6 o'clock; it was as  
follows:—

"November 29th.

"Can you manage to get along by changing  
your men, and allowing the night man to do  
the telegraphing for a few days.

"Signed,

"J. S."

My reply was, by the telegraph:—"Yes  
but I can only depend on him to awaken me  
when the office is called; I will stop near the  
instrument; he can tell the call without  
hesitation; I would not like to depend on him  
any further.

"Signed,

"WARD."

I received no answer to that  
making Clute responsible; Mr. Clute then  
asked me late in the evening of Tuesday if  
he had not better stop on that night, and I  
told him, "perhaps he had, he might be an  
assistance to me;" I worked the remainder of  
Tuesday night and Wednesday, and Wed-  
nesday night, and found that Clute was of  
no assistance to me; on Wednesday night I  
found myself about "played out," and I  
worked on Thursday; on Thursday afternoon  
I found that I must have rest, I needed it so  
badly; I then wrote out a message to Mr.  
Stevenson, as follows:—

"I have persevered as long as I possibly  
can without sleep or rest; November's as-  
sistance to be entitled; I can fix them up

December 7  
1870

Brighton



worked on Thursday; on Thursday afternoon I found that I must have rest, I needed it so badly; I then wrote out a message to Mr. Stevenson, as follows:—

"I have persevered as long as I possibly can without sleep or rest; November's accounts are to be settled; I can fix them up all right if you can give me rest; can you send me an operator at once? Please reply."

Mr. STEPHENSON, in reply to the Coroner, said he had not got a copy of this.

WITNESS continued—This was the reply (produced):—

"Dec. 1st, 1870.

"WARD—I shall send you assistance on Saturday, so that you can make up your November accounts. I cannot do so before.

—(Signed,) "J. STEPHENSON."

I then worked Thursday night, Friday, Friday night, until a little after 12, when Toronto called me; he asked me if No. 10 had drawn up; I said a train had just come up, but I did not know the number of it; I then saw Clute standing near the office door, and I said, "Jack, is this 10?" he said, "Yes;" at that same moment Bulman came in sight, and I said, to make myself sure, "What have you got?" he replied, "10;" I then had my key open to reply to the dispatcher, and the moment he said "10," I made the letters to dispatcher "hr," abbreviation for "here;" as soon as I closed my key he then began to send the order—"10 must cross 15 at Brighton;" I then began to reply to order, Mr. Bulman asking me questions while I was replying; I broke off replying in consequence of his questions; I told him, "You asking me questions put me out;" previous to this when I asked him if he was "10" he walked right up to my side; he then turned on his heel and went out of the office; I then continued to reply that the 10 train would cross at Brighton; in the course of a few minutes, while I was copying the orders, Clute came to the door; I wondered why he was not at the switch to let 10 in, and I asked him "Where's 10?" he replied that she had gone; I then jumped to the signal cord, and I found the danger signal turned; I let it fly to green, and then back to red. I then opened the telegraph key, and could not say whether I called Colborne first or not. The dispatcher's office was using, or began using, the line. The same time that I opened my key I broke in and struck the signal 17. He (the dispatcher) then gave me the circuit, and I told him that No. 10 had left. He immediately began calling Colborne. He called him for several minutes, and then Colborne came into the office, but did not answer the call in the usual way, but began reporting No. 15. He began making "D X" for down train. Toronto made the sign 7 or 17,—I could not say which,—and told him to stop 15. His reply was to the effect that he could not—he had left too long. Within a few minutes a collision took place, which was reported to me shortly afterwards; I worked on the remainder of the night until some time in the morning, about 6 or 8; I telegraphed to Stephenson the next morning that I was thoroughly exhausted and could hardly stand alone for want of sleep: in the course of two or three

December 7  
1870

Brighton



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[CONTINUED ON FOURTH PAGE]

December 7  
1870

Brighton



[CONTINUED FROM FIRST PAGE].

I could not say when I turned it; the usual way is to turn it immediately after getting the order.

By the JURY—The signalman went out before the whole reply was received; the signal was not turned before I got the order, but it must have been immediately afterwards.

By the CORONER—Clute did not sign the crossing order that night; it is always usual to reply to a crossing order before the switchman signs the reply.

Mr. BELL—What is the custom here, you mean.

WITNESS—I have always found it so everywhere.

Mr. BELL—What are the rules?

WITNESS—They are supposed to get the switchman's signature before replying; it would delay the trains to do it; I could not say that this was the instruction; I have read the rules.

By Mr. BELL—This was the only station at which I was at from the 8th November, and so I only know this to be a practice here; I was employed here two years ago, and also at Sharncliffe and the same thing was done there; I have seen the thing done at other stations at which I have been; I never saw anyone doing it at Oshawa or Brighton except myself; I was the night operator at those places.

JOHN BUTLER, on being sworn, was asked by the coroner—What is the practice about railway stations?

Mr. BELL objected. The question had nothing to do with the present enquiry.

The CORONER wished to obtain full information.

The WITNESS was then examined.—I have been switchman for years, and always signed my own signature to crossing orders, sometimes after and sometimes before the train had left.

JAMES STEPHENSON was next sworn, and said—I am Assistant Superintendent of the Grand Trunk Railway; the collision appears to have been entirely caused by a contravention of the company's rules and regulations.

The CORONER—In what way?

WITNESS—When the crossing order was sent from Bay street to Brighton that No. 10 must cross No. 15 at Brighton it was the duty of the operator in charge to at once display the danger signal to secure the train having the right of track; it is then his duty to sign crossing order that he will detain No. 10 or the train having the right of track, and to obtain his switchman's signature before transmitting acknowledgment to the superintendent's office; the signature of the switchman is to further secure the train and

December 7  
1870

Brighton



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**The CORONER—**In what way?

**Witness—**When the crossing order was sent from Bay street to Brighton that No. 10 must cross No. 15 at Brighton it was the duty of the operator in charge to at once display the danger signal to secure the train having the right of track; it is then his duty to sign crossing order that he will detain No. 10 or the train having the right of track, and to obtain his switchman's signature before transmitting acknowledgment to the superintendent's office; the signature of the switchman is to further secure the train and not to depend entirely on one party; the danger signal must still be kept displayed until the trains have crossed; this is a synopsis of the Company's rules for crossing trains; these rules were disobeyed by the operator not obtaining the signature of the switchman before replying that he would detain No. 10 train; had the switchman signed the order the switchman would not have allowed the train to leave the yard.

**By Mr. BARKER—**If the train had started before the order was ready, this order being signed would not have averted the calamity; but if the train was waiting, it would have stopped it.

**By Mr. SMITH—**Is there a regulation that conductors should get on the rear end of trains and look back for signals?

**Witness—**It is the conductor's duty to stand on the hind end of the last car and watch until the further switch is passed. At Brighton, this is about three telegraph poles distance. The rule referred to is as follows:

"No. 7. As a precaution, all conductors before leaving a station shall ascertain from the agent, operator, or person in charge, whether there are any orders or arrangements affecting the running of their trains. After leaving, and while passing a station, conductors are to stand on the platform of the last car, to see if any signals are made."

**Mr. SMITH—**The evidence of the fireman of No. 20 proved that the signal was changed almost immediately; and if the conductor had looked he would have seen it. It is desirable that the rule should be more explicit.

**Witness—**Trains usually leave the station slowly, and the time if not the distances give good opportunity for the conductor to see and change the signal.

**Mr. SMITH—**The driver of No. 20 saw the danger signal, took off his engine, and was following it before the light of No. 10 disappeared over the "Dangers." It was therefore natural that the conductor of No. 10 should see the red signal.

**Witness—**If would be no warning to return if the signals turned red, because it is necessary to exhibit this for ten minutes as danger signal to trains who follow it. Swinging a red hand lamp would bring a train back.

**By Mr. SMITH—**It was the duty of the conductor, hearing the telegraphing going on, to stop and hear. The conductor ought to have heard the message before he left. I consider that the carrying out of Ward's own suggestion, so far as relief was

December 7  
1870

Brighton



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By Mr. SMITH—It was the duty of the conductor, hearing the telegraphing going on, to stop and hear. The conductor ought to have heard the message before he left. I consider that the carrying out of Ward's own suggestion, so far as relief was concerned, was sufficient.

Mr. SMITH—You see his message on Thursday said he was worn out.

WITNESS—I replied I would send assistance on Saturday. He accepted that by not applying again; he did reference in his message to his November accounts, and I concluded that was what was troubling him.

Mr. SMITH—But you know that he had been there since the previous Thursday night.

WITNESS—I thought that the day switchman would relieve Ward.

Mr. SMITH—But you were told on Thursday that he was of no use.

The message sent was read.

WITNESS—I thought that as there were two operators that assistance was not so needed at the station; I changed Clute from day to night duty in accordance with Ward's suggestions; I told him that assistance would be sent on Saturday; it was not that I could not send him assistance; I thought that he wanted some one experienced in station accounts, as he said that Clute would do for operator.

Mr. SMITH—But he asked for an operator?

WITNESS—I never knew that Clute did not come up to his expectations as an operator.

Dr. FIFE was sworn and gave particulars of the post mortem examination, and of the effects upon Ward of want of sleep.

This concluded the evidence, and the Coroner having briefly summed up, the room was cleared, and the jury proceeded to consider their verdict.

After an hour's deliberation the jury, finding it impossible to agree upon a verdict

December 7  
1870

Brighton



Mr. SMITH—But you were told on Thursday that he was of no use.

The message sent was read.

WITNESS—I thought that as there were two operators that assistance was not so needed at the station; I changed Clute from day to night duty in accordance with Ward's suggestions; I told him that assistance would be sent on Saturday; it was not that I could not send him assistance; I thought that he wanted some one experienced in station accounts, as he said that Clute would do for operator.

Mr. SMITH—But he asked for an operator?

WITNESS—I never knew that Clute did not come up to his expectations as an operator.

Dr. FIRM was sworn and gave particulars of the post-mortem examination, and of the effects upon Ward of want of sleep.

This concluded the evidence, and the Coroner having briefly summed up, the room was cleared, and the jury proceeded to consider their verdict.

After an hour's deliberation the jury, finding it impossible to agree upon a verdict, adjourned at a quarter to 1 till nine o'clock to-morrow. It is said this disagreement arises not on the facts of the case, but a question of presentment.

Captain McArthur of Kingston, had a fearful adventure on the Grand Trunk last week. He got up from his seat and walked out to the platform when the train was near Lancaster, to find out how near he was to that station. He overbalanced himself and fell, but managed to save his life by catching the coupling, and there he hung by his arms in a position which offered him very little hope of recovering the platform above, in the one case, and a sure and awful death were he drop off, in the other. No one could be placed in a more agonising position. Through his great strength, being of strong muscular power, he held himself up while the train travelled four miles, undergoing the greatest mental as well as bodily suffering. No one discovered his danger, as it was night, and very dark. When his strength was exhausted, and he saw a bridge or tunnel on the track ahead, which would increase the danger of his situation, he prepared for the inevitable plunge, and with a prayer of despair on his lips let go his hold. Instant death would have followed in ninety-nine cases out of a hundred, but providentially Mr. McArthur fell, more dead than alive, into a hollow or excavation in the track. The train passed over safely, and he laid there unconscious from his injuries and sufferings for seven hours. After daylight his reason came back, and once more he entered into the contemplation of an awful situation. He was unable to walk, but dragged himself on hands and feet to a house quite far off—some say two miles—and he got that care and assistance which his condition required. A friend he discovered

December 7  
1870

Brighton



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December 7  
1870

Brighton