

majority of the workmen were supposed to be Moss, and had the privilege been granted on polling day, there might have been more ground to stand on; but as it was not, it is only another in a long line of the old Tory tactics of trying to convert a bridge into a mountain, for the sake of a little political effect. With them, anything will justify that.

The Railway Disaster.

Since our last issue, two more victims have been added to those who had previously lost their lives by the burning of the railway car near Komoka, on the night of the 27th ult., namely, Mr. J. O. Komoka, of Simcoe, who died at Mr. Larty's Hotel, son of Watford, who died at the Tecumseh House, London, on Tuesday evening. Mr. H. ten, it appears, was an American, who came to this Province about thirty years ago; and has for some time past been following the occupation of a patent right vendor. He has no relatives in this country, nor has he been keeping up any correspondence with his former friends, having separated from them in consequence of a disagreement, and never having written to them up to the day of his death. Mr. Robinson, who followed the occupation of a cabinet maker at Watford, was about 28 years of age, and leaves a young widow and three children to mourn his untimely death. He had his head almost split open by coming in contact with the end of one of the ties while jumping from the car, and also suffered serious internal injury, besides severe burns about the head and face, from the effects of which he never rallied.

Mr. John Hay still lies in Daly's Hotel, Komoka, and though there is reason to hope that he will recover, his recovery is slow, as well as irregular; for although at times apparently much better, he has had frequent relapses, so that he can hardly yet be pronounced out of danger. Mr. McKellar, another of the sufferers who is still at Komoka, and whose injuries at first were supposed to be slight, is also in a critical state. None of the other patients, so far as we have ascertained, are in a dangerous condition.

The Inquest was resumed on Monday. The jury first examined the car, which had been placed at their disposal by the General Superintendent. The lamp, Miller coupling, and general furnishings of the car were inspected, as also the working of the bell rope over an oil car. A number of witnesses were then called, among others Mr. B. Zavitz, Mr. John McKellar, and Mr. Dougald W. Graham, but nothing was elicited to throw any fresh light on the catastrophe. Mr. George Williams, the engine-driver, who has been on the road ever since it was opened, was the next witness, and detailed what took place as to the stopping of the train when the conductor came up to tell him the car was on fire. Immediately on hearing this, he threw the air-brake on and reversed the engine, and brought the train to a stand, after running from 100 to 150 yards. He gave the same evidence as to the difficulty of using a bell rope with oil cars, as was previously given by the conductor; but admitted that the rules required a bell rope to be used with all passenger trains. Had the rope been brought to him, he would have fastened it, but it was the brakeman's duty to bring it to him. He was not aware of anything being wrong with the train till informed by the conductor, both himself and his fireman being on the look out for signals at Komoka.

Mr. Muir, the Superintendent, was also examined, and read a number of the rules of the company, among them several which made it imperative for the engineman not to start till a bell-rope was fastened to his engine-gong. He never knew of passenger trains being run without a bell-rope; and did not think there was any difficulty in working a rope on such a train as that in question.

Wm. McGregor, oil trimmer at the Sarnia station, was examined as to the care of the lamps, and the quality of oil used. His duty is to see that the cars are all right before starting, and to trim and fill the lamps in the cars. He always saw that they were all right after cleaning them; he cleaned the lamps on the train which met with the accident; they were in a perfectly good condition, and the holders safe. He was also examined as to the quality of the oil used in the lamps, which he considered perfectly safe.

The Inquest was further adjourned until Monday next, at ten o'clock, for the purpose of hearing the testimony of Mr. George Morrison, of Petrolia, who was unable to be present, and of others whose evidence is deemed of importance.

The weather has been exceedingly cool here.

FIGURE. A little after midnight, on the night of Wednesday last, our citizens were aroused from their slumbers by the clang of the fire bell, and what locality the fire fiend had fixed his quarters, it was found he had done so in the moulding shop of Blaikie's foundry and machine shop, at present leased to Messrs. O. Jenks & Co.; and from the fact that no fire had been used in that part of the works for about three months, and moreover, that it was first discovered in a shed at the rear of the moulding shop, not connected with any other part of the foundry, there can be no doubt that the fire was the result of incendiarism. The fire was confined to this shed, and was just beginning to take hold of the roof of the moulding shop when those who first observed it arrived at the spot. The steam engine arrived soon after, and had the apparatus been in proper trim, the fire would in all probability have been extinguished before doing much damage. In the first place, the hose was attached to one of the plugs near the corner of the market, which are connected with the iron pipes laid from the river along the north side of Lochiel St.; but from some obstruction in the pipe, or the opening at the river being stopped up, it was soon discovered that no water was to be procured from that source. The hose had consequently to be extended to the river, and no sooner was a connection made in this way that the hose burst, so that the engine was practically useless in subduing the fire. Fortunately, however, a small hand engine, belonging to Mr. King, was in the foundry, and there being a good supply of water in one of the tanks connected with the foundry, it was got into play, and by its means, aided by Mr. Glynn, with one of his Babcock engines, the fire was confined to the moulding shop, otherwise it must have inevitably communicated with the engine-room, and from thence to the machine shop, and the whole would have been destroyed. As it is, however, the loss is very heavy, for not only is the moulding shop unroofed and generally wrecked, but all the "core-boxes" connected with the foundry—the accumulations of over a quarter of a century—are entirely destroyed, and nearly all the moulding-boxes as well, with a good many patterns, the loss of the "core-boxes" being estimated at between two and three thousand dollars; a loss which cannot be easily replaced, as no casting of any account can be done without them. And what makes the loss the more annoying is, they could all have been saved had the fire-apparatus been in proper working order. The buildings are partially insured, probably to the extent of four or five hundred dollars on that portion of them, which is burned; but that will go but a very little way in repairing the damage done. It was fortunate, however, that by means of the other appliances above referred to, the fire was kept from getting hold of the engine-room and machine-shop, as the loss would have been very much greater. The "Babcock" engine did good service in this way; and being the first time our citizens have had an opportunity of witnessing its effects, its operation was watched with considerable interest, the conclusion arrived at being, that in situations it can reach, and where it can be properly applied, its power of extinguishing fire is really wonderful. As an evidence of the confidence of those who saw what it effected in this instance, Mr. Glynn, the agent, has already secured an order for one of the machines from Mr. Blaikie, the proprietor of the foundry, for the protection of his dwelling house; and from the favorable expression of opinion on the part of others, he feels satisfied other orders will follow as fast as he is able to fill them.

ST. PATRICK'S CONCERT!—The Sons of St. Patrick propose celebrating the anniversary of Ireland's patron Saint this year, by a grand Concert of Vocal and Instrumental Music, in the Court-house, and have secured some of the best musical talent at home and from abroad, for the purpose of giving the affair proper eclat. While the Concert may be regarded as a national affair, one which will possess greater claims and afford greater attractions to the sons of the Emerald Isle than to those of other portions of the Queen's Dominions; they hope to be honored with the presence of many of those connected with the Sister Societies of St. George and St. Andrew; the Committee having resolved to spare no pains to make the Entertainment worthy of the patronage of all classes.

LOVELL'S GAZETTEER OF BRITISH NORTH AMERICA. We have to acknowledge the receipt of a copy of the above work, which has just been issued from Mr. Lovell's Press, Montreal, and is compiled and edited by Mr. P. A. Croux. It is a handsome duodecimo volume, of 264 pages.

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Komoka