

GREATER PROTECTION NEEDED AT CANNIFTON ROAD CROSSING

Wellman Inquest Jury Recommend Flagman on Gates-Billboard Considered a Menace to Public Safety--Engine Crew Exonerated From Blame--The Evidence.

(From Thursday's Daily.)

Deep interest was manifested last night in the inquest at the police station into the G.T.R. Cannifton Road crossing fatality of Saturday afternoon last, in which Charles Wellman of Theow lost his life and his wife was very seriously injured. Evidence was given by railway employees and by citizens, who conflicted on the points of the speed of the eastbound flyer No. 14 and of the ringing of the crossing bell. After the evidence had all been submitted, the jury were not long in reaching their verdict. After the statement that Wellman was struck by the train in question, the finding read:

"The evidence though somewhat conflicting would indicate that the train hands used all necessary precautions and did everything in their power to avert an accident.

"In our opinion the billboards referred to in the evidence are a menace to the travelling public.

"We would recommend that the Grand Trunk Railway either have a flag man stationed at the crossing or have gates provided as we consider the present bell inadequate."

James Murray, brakeman for the past fifteen years, testified that he was on train No. 14 eastbound on Saturday. The baggage man told him someone was hurt. He personally saw nothing of the accident. On his approach to the station after being called in from flagging he saw a pair of sleighs.

Mr. Shorey—Witness did not know how far the electric connections were made west of the alarm bell.

Mr. Carraw—The train when it began to whistle was moving perhaps twelve miles per hour.

General Marshall, employee of the G.T.R. for eleven years as train baggage man, testified as to the sudden stop of the train east of the crossing. He looked back and saw a team trotting up the road and some people around some sleighs in the track. The train of six coaches and the baggage car was stopped in less than its length.

"When we struck the crossing, we must have been going 20 miles per hour." There is no attempt to make up speed in the yard. Witness heard whistle and train bell ringing and after the train was stopped, the alarm bell was ringing.

He recalled the injured couple into his car and they were brought to the station. The man was breathing at first, but died in the car. The woman could only ask what had happened.

Mr. Shorey—Any one near the track would only have a few seconds warning by the whistle.

Sidney Thompson, conductor, testified that he was due at 11:51 at Trenton, but the train did not reach Trenton until 12:15. About fifteen minutes later Cannifton crossing was reached. He heard the engineer give the signals at the five crossings. When the train stopped, he got off at the parlor car, the fifth car back and west west. Part of the last car was west of the crossing. He saw the lady supported by some one. He saw the man down the embankment, where a young doctor was giving first aid. As both were alive, he had the train backed up and they were put aboard.

The woman was between the rails of the westbound track. The man was 50 feet further east and north. The conveyance was badly smashed up. The people had been thrown in a north east direction.

"We had gained 2 minutes coming from Trenton." The speed was about 17 miles per hour at the time of the accident.

Mr. Shorey—The "running" was done between scotchmen. The train slowed down when coming into the city. There is no speed limit in the yard.

John Johnson, engineer, said he had been in the service of the railway for 42 years. He was on engine No. 190. He started from the Union Station

Toronto 48 minutes late. The train should leave Toronto at 9:00 a.m. and arrive in Belleville at 12:11.

He first scanded the station whistle one long whistle, and his next duty was to sound the crossing whistles (two long and two short). He gave one long whistle between the overhead bridges and began reducing the speed at the college overhead bridge. Then he made the second application of the brake when he was midway between College street bridge and the river bridge. He gave the necessary signals in approaching the station.

The first he saw of any danger was when the team was coming up on to the crossing. The engine was then 30 or 40 feet west of the crossing planks. The man made no effort to pull back his team. The left side of the cow-catcher struck pretty near the center of the sleigh. The man did not know the train was coming. He could not have heard the whistles or he would not have driven up. He was wrapped up. He was sitting on the right side of the sleigh. Neither occupant seemed to know of the presence of the train. When he threw the brake into emergency he was not going over 12 to 15 miles per hour. He could not have seen the train when it was on the crossing. He stopped the train within the length.

He knew no cause for the accident. The team was under control. Only great carelessness on the part of the deceased would explain the accident.

The billboards would prevent any one seeing the approaching train, it prevents the engineer seeing a team coming up the approach.

When he saw the team, he did not whistle because he had no time to do that, but he took the only precaution of throwing the emergency brakes on.

"You can't see through that board fence," stated the witness to a juror. If those boards were down, a person would have a chance to see up the track for some distance. The billboards are on private property and are close up to the railway property.

To Mr. Shorey—The crossing bell is set to ring when a train is about a quarter of a mile west of the Cannifton Road. He blew for Cannifton crossing about four hundred yards west of it. He was going about 18 miles per hour.

The man and woman were about 20 feet away from the crossing when he first saw them.

All the whistling in the world would not have prevented the accident.

Dr. W. J. Gibson testified that he saw the man in the men's waiting room. The man was dead. The woman was lying in the women's waiting room. She was complaining of pains in the back and legs. She was hurried to the hospital. An examination showed a fracture of the pelvis.

She is somewhat better. There is a possibility of her recovery although it may take months before she is able to walk. She made no statement as to the cause of the accident. She is a woman of between 35 and 40 years of age.

"These billboards should never have been allowed in a civilized community. They obstruct the view absolutely."

To Mr. Shorey—The bell always seems to be working, although it had been heard at times when no train was visible west of the crossing.

Mrs. Minnie Hill, who lives at the Cannifton crossing in the first house on the east side across the track and her widow faces the track. The first thing she remarked was the noise of the train coming. She was expecting a nephew. She went to the window, moved away and later returned. She did not see the train strike the sleigh, but saw the people thrown into the air with the sticks flying about and the horses dashing away.

Her attention was first attracted by the ringing of the crossing bell, William Henry Doran, fireman on the train, had his first intimation of trouble when the engineer put on the emergency about a car length west of the crossing. Witness was ringing the bell. He noticed the team appear on the left side of the engine and then the people flying towards the ditch. He thought the train was going about ten or twelve miles per hour.

The engineer whistled for the Cannifton Road crossing just across the river bridge.

Mrs. James Little who resides near the crossing, said the train was coming in pretty fast. When it got to the crossing, she saw the sleigh with the man and woman in it. They were hurled out. The witness ran to the door but her son did not want her to go

to the track. The man and woman did not appear to have any idea of the train's approach. She heard the whistles on the west side of the river bridge, but none after the train left the pump house.

The billboards prevent the public from seeing the track. One billboard is in her yard.

Mrs. Sarah Keller, mother of Mrs. Little was visiting her daughter. She saw the train approaching, but did not see the accident.

When she went out, the train was all east of the crossing. It later backed up. The injured woman lay where the cattle guards are. Witness did not hear the crossing bell until the men came and fixed it.

Witness had been a fly caught several times on the crossing, by reason of the bill boards.

The train was coming in very fast. To Mr. Shorey—The men were fixing the bell inside one hour after the accident. Then it rang. She was at the crossing that did not hear it ringing at the time of the accident.

Edward Haldeman, switchman at the west end shanty, about 215 yards east of the crossing, heard the semaphore and crossing whistles. He saw the train coming, and the farmer trotted his horses right up to the crossing. The woman was found lying 23 feet from the crossing. The bell on the engine and the crossing bell were ringing.

As far as he could see the billboards obstructed the view.

R. Stanley, jr. took charge of the horses after the accident.

Walter Brown, of Messrs. Tiesckel and Sons Company told the jury of the removal of the body of deceased.

Alfred Horn of Thurlow testified that the team driven by Wellman was a quiet one.

The billboards impede the view of the track.

The crossing bell was not ringing while No. 14 was still on the track. He heard two or three remark that it was not ringing.

Mr. T. H. Coppin, said the bell was connected up about 1600 feet west of the crossing.

Coroner Boyce in addressing the jury said the evidence apparently advised that the men in charge took every precaution for protection of the passengers and travelling public. Perhaps the Cannifton Road crossing is more dangerous than any other in the city owing to the heavy road traffic and the proximity of the station.

It is a question whether the automatic bell provides sufficient protection. Even if the public is careless, why should not they be made to protect themselves? It seems as if it would be in the public safety if a person were stationed there. The billboards were objective evidence that they were obstructions to the view.

He gathered that the duty of the train crew was to keep a clear lookout straight ahead, and not be looking up side roads.

Mr. Pratt of Montreal was present in the interests of the G.T.R. Mr. W. D. M. Shorey for the relatives of the late Chas. Wellman. Crown Attorney Carnew conducted the examination of the witnesses.

Sidney Tp. Council.

The following persons duly elected (by acclamation) filed their declarations of qualification and declaration of office with the clerk and took their seats in council:

Chas. Ketcheson, Reeve; John W. Hess, Deputy Reeve; Harry L. Ketcheson, Merritt Finkle, Wm. A. Reid, Councilors.

A letter was read from the Sick Children's Hospital, Toronto, requesting a grant.

Moved by John W. Hess, seconded by Merritt Finkle:

That a grant of five dollars be made the hospital of Sick Children, Toronto.—Carried.

A letter was read from Mr. S. Howells, manager of the Molsons Bank, Frankford thanking council for the township account and requesting a continuance of the same.

Moved by Harry L. Ketcheson, seconded by John W. Hess:

That the township account be left with the Molsons Bank, Frankford for the year 1916.—Carried.

Moved by W. A. Reid, seconded by Merritt Finkle:

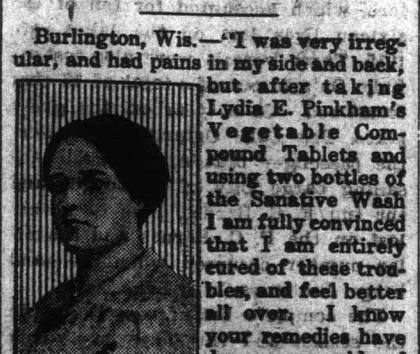
That the following accounts be paid—Morton & Herity (printing) \$7.50; Tickell & Sons Co. (102 folding chairs for Town Hall) \$86.70; The Municipal World (account 40c, 7 subscriptions) \$5.70; W. C. H. Nobes (grocs. for Geo. Carr) \$1.95; John Kiernan (rent for spring 1916) \$1.00; J. G. Shaw \$1.70; Treasurer (war tax on cheques) \$2.80.—Carried.

The following By-Laws were passed through their various stages, signed, sealed and numbered 676, 677, and 678.

PAINS IN SIDE AND BACK

How Mrs. Kelly Suffered and How She was Cured.

Burlington, Wis.—"I was very irregular, and had pains in my side and back, but after taking Lydia E. Pinkham's Vegetable Compound Tablets and using two bottles of the Sanative Wash I am fully cured of these troubles, and feel better all over. I know your remedies have done me worlds of good and I hope every suffering woman will give them a trial."—Mrs. ANNA KELLY, 710 Chestnut Street, Burlington, Wis.



The many convincing testimonials constantly published in the newspapers ought to be proof enough to women who suffer from those distressing ills peculiar to their sex that Lydia E. Pinkham's Vegetable Compound is the medicine they need.

This good old root and herb remedy has proved unequalled for these dreadful ills; it contains what is needed to restore woman's health and strength.

If there is any peculiarity in your case requiring special advice, write the Lydia E. Pinkham Medicine Co. (confidential), Lynn, Mass., for free advice.

6.3 consecutively.

A By-Law appointing Township Assessors for 1916. Thomas H. Ketcheson and Wm. J. Gallagher appointed Assessors.

A By-Law appointing a Medical Officer of Health and Sanitary Inspector and to fix their salaries, also appointing a member of the Local Board of Health.

Chas. Ketcheson, chairman B. of H. Dr. H. V. Malone, Medical Officer of Health, Robt. Armstrong, member of B. of H., Wm. H. Weese, sanitary inspector and A. M. Chapman, secretary.

A By-Law appointing Township Auditors for 1916. Clem. H. Ketcheson and Walter Boardman, auditors.

Moved by Merritt Finkle, seconded by W. A. Reid:

That the 80th Battalion for Overseas, be granted One Hundred Dollars as a contribution towards a regimental fund to be paid to Colonel Wm. George Ketcheson, colonial commanding 80th Bn. C. E. F.—Carried.

Moved by W. A. Reid, seconded by Harry L. Ketcheson:

That the Reeve be authorized to give an order on the Treasurer for any money required to be advanced to the Road Supt. for road purposes to the extent of \$300.00.—Carried.

Moved by John W. Hess, seconded by W. A. Reid:

That Council now adjourn until Monday March 27th, at 10 a.m.—Carried.

Kingston to Ask Seymour Company For Power

The Utilities Commission at its inaugural meeting yesterday afternoon at which T. J. Rigney was re-elected chairman and commissioners Richardson and Elliott were installed, took an interesting stand regarding the solution of the power question. All were agreed that cheap power was one of the most important essentials for industrial development. The matter was brought up by Commissioner Elliott who submitted a resolution asking that the Seymour Power Company be asked to quote rates and terms on a contract to supply power for Kingston for a number of years. He reported the dropping of negotiations with the Hydro-Electric Commission because of Sir Adam Beck's statement that Kingston could not expect any relief from the Commission but did not oppose the commission's move to also ask the Hydro-Electric Commission for a definite statement, along with the request for terms and rates from the Seymour people.—Standard.

Carry Local Option.

Montreal, Jan. 11—The ratepayers of the town of Sorel, Que., voted in favor of prohibition today by a majority of 522, but by a judgment of Mr. Justice Chabonneau in the Superior Court, the prohibition law shall not take effect until judgment has been rendered in an action taken by Oneisme Valois in behalf of the Licensed Victuallers' Association, attacking the constitutionality of the Provincial law.

CASTORIA
For Infants and Children
In Use For Over 30 Years
Always bears the signature of *Chas. H. Hitchcock*

Mr. Flavelle Again on the Job

Toronto Telegram: Chairman Flavelle, of the Ontario License Board was back on the job this morning, after having been laid up for a week with a fractured rib.

"Worth a dozen dead men" laughed Mr. Flavelle.

Tonight the Board leaves for Ottawa minus Mr. Ayeckst who is confined to his home with grip. As the result of the vote in Ottawa, the liquor licenses have to be reduced. The Board must cut off 35 licenses, and the session will take at least a week. It is one of the biggest jobs which the commission has been called on to deal with since its appointment.

VIGOROUS ACTION

While in Ottawa the Board will hear charges against the management of Mrs. Duffy's liquor store at Cornwall and the Palace Hotel at Smith's Falls. It is alleged that after being warned, Manager Frederick, who runs Mrs. Duffy's store, sold over seven dollars' worth of whiskey to a disreputable character, who in turn sold it to an Indian. Both the Indian and the bootlegger were given terms in jail, and now the License Board is after the liquor store. It is charged that the Palace Hotel at Smith's Falls broke the law regarding the hours of sale to soldiers.

License Commissioners Dane and Ingram, told a story Monday of how, while they were in Burlington last week, they took personal charge of the rounding up of the proprietors of a blind pig. Their visit to the town was on quite another matter, but hearing they were there, the local constable came to them asking what to do about the establishment in question. He was uncertain what steps to take.

Inspector John Sturdy, of Hamilton, was present with the members of the commission, and they asked him to go and assist the constable in the "job."

Twenty minutes later the pair came back with the proprietor and his wife, announcing that things had been cleaned up.

"This is the first I've heard of it," protested Mr. J. D. Flavelle, chairman of the commission.

"When the cat's away the mice will play," was the explanation Mr. Dane offered.

German Army Entering Period of Exhaustion

General Joffre Declares in Letter to Friends That the Signs of Weakening Unmistakable.

Paris, Jan. 12—A dispatch to the Matin from Athens says that the Paris prints statement made by General Joffre to M. Fourgeres, director of the French school at Athens in which General Joffre said:

"We have every reason to be sure of final victory. We are beginning to get proofs which show beyond all doubt that German power is waning. The signs are such as cannot be mistaken by competent persons.

These signs and proofs relate more particularly to the morale of the German army. The quality and material condition of the troops permit us to conclude that our enemy is now entering upon a period of exhaustion. Germany is beginning to wear out. The fact is certain, but of course it does not mean that she is already worn out and we still have a great effort to make. But with the admirable endurance of our army and the perseverance of the whole French nation and of our allies we are sure of a final triumph."

FOXBORO.

Some of our farmers have been busy cutting ice, thickness 14 inches. Miss Flora Wootton, Belleville, returned home on Tuesday, after spending a few days with her aunt and uncle, Mr. and Mrs. W. E. Wickett.

Miss Verena Derry spent Sunday with her friend Miss Mabel Bird.

Mr. and Mrs. Neil Davis and girls spent Thursday with the former's mother, Mrs. Davis of Madoc Jct.

Miss Sarah Kilpatrick returned home last week after visiting her sister Mrs. Downey, Thomasburg.

Mr. and Mrs. Will Cooke and Vera spent Sunday evening with Mr. and Mrs. A. Bailey.

Mr. and Mrs. John Gowsell jr. and baby spent Sunday with the former's parents Mr. and Mrs. Will Gowsell.

The buzz of the sawing machine is heard in our vicinity.

Mr. A. Bailey has been confined to the house with the la grippe.

Mrs. C. C. Davis and daughter Helen and Stella also Mr. Clarence Lang spent Sunday afternoon with Mr. and Mrs. James Stewart.

Mrs. E. Irvine visited her parents on Wednesday at Madoc Jct.

Mrs. Will owell called at the home of Mrs. A. Bailey on Tuesday afternoon.

The United States bureau of standards has developed a thermo-electric test for the purity of platinum.

CASTORIA
For Infants and Children.
Mothers Know That Genuine Castoria Always Bears the Signature of *Chas. H. Hitchcock* Use For Over Thirty Years **CASTORIA**
THE BENTON COMPANY, NEW YORK CITY.

Exact Copy of Wrapper.

Royal Purple Specifics
NOT A DOPE

It is purely and simply a digester and a blood purifier. It is an able assistant in creating efficiency in the herd-flock or in working horses.

Royal Purple Stock Specific. Royal Purple Poultry Specific. Royal Purple Lice Killer. Royal Purple Cough Remedy. Royal Purple Disinfectant.

The Hanley-Netterville Co.
329 Front Street, Belleville. District Distributors

Sheboygan Sleigh

Knuckle Knee Sheboygan Sleighs are the easiest running Sleighs in the market—as each runner adjusts itself to the unevenness of the road.

STYLISH CUTTERS AND LIGHT DELIVERY BOB-SLEIGHS

A few Auto Seat Buggies and Demo Wagons for Sale at Cost

The Finnegan Carriage & Wagon Co.
BELLEVILLE, ONT.

FARMS
Prince Edward or Hastings)
CEO. W. ANDERSON
Office Over Dominion Bank, Belleville

39th Soldier Killed.

Word has reached Belleville General Hospital of the death of William Martin, a young soldier of the 39th (Base) Battalion. Martin was killed in action last spring and summer. He was a patient at the hospital for a short time. His home was in Galt.

Married

On Jan. 11th, at the parsonage, Foxboro, Mrs. Matilda Jane Faulkner, of Halloway and Mr. Samuel Hawley Wright of Sidney, by the Rev. W. W. Jones.

Laid to Rest

The funeral of the late Mrs. Catherine Barrett took place this morning from the residence of her son, Mr. John Barrett, Foster Ave., St. Michael's church. Rev. Father Killean conducted a solemn mass at

ESTABLISHED
THE HANLEY-NETTERVILLE CO.

This Year But Conservative Draw

The ancient County of twenty-eight wards, the wardens, servatives altered harmony discarded on the opening of a straight H. Nugent, Co. Wolfston; was through last year chair was also debate on the and a half.

When Count A. M. Chapman asked the right for nomination.

The Liberals have the words G. Hillis dignity through it was to be elected owing having beauty Mr. J. V. Walsh Vermlies.

The twenty ter a strenuous aspirations of W. H. Rawson with W. H. Nugent of choice. He was Monday morning so the particular is as follows:

N. Vermlies, J. G. Sills, P. McLaren, J. V. Walsh, J. H. Clard, J. L. Newton, U. E. Hubbell, J. A. Stewart, G. E. Tufts, G. E. Laycock

Com. C. H. Ketcheson, J. W. Hess, S. T. Montgomery, E. W. Hawk, W. J. Jeffrey, S. Fox, Mads, C. Thompson, J. Moore, Eli, J. A. Gunter, J. Turfitt, D. C. T. H. Jord, J. Green, B. F. White, M. Wolfaston, W. E. J. Brinkley, R. P. Coulters, S. B. Rollins, R. P. Gray, T. Naylor, D. T. Walker, I.

"I am afraid what is progress," said Mr. Germanic spirit for some time right. The Co. fruits. Then a Liberals appoint nine years.

But this don progressive. In Liberals and 14 Council. He had the warden be tie alternately.

"What the n to kick the m impossible for. Last year the F five conservativ at. All the went to the co

"We may ha dose, but we tercent spirit. won't be resent show a genero harmony. Bu it.

"I do like t of the acts of to see the trul here.

"You break generous cond ed in this cou "There is a I hope that all