

CORONER'S JURY CLEAR THE CREW IN KERR INQUEST

Find They Did Not Receive
Proper Instructions as to
Speed.

COULDN'T SEE AHEAD

Engineer and Fireman of Num-
ber Three Did Not Know
They Had Struck Man

"We, the jurors empaneled to inquire into the cause of death of Mr. James Kerr, who was killed on the Grand Trunk Railway, at Lobo station, on the 19th of November, 1913, find the employees of passenger train No. 3, on the said railroad and at the said date, did not receive proper instructions as to the meaning of order given to the words 'caution,' as to how many miles per hour constitute 'caution.'"

"The engineer, Mr. Crawford, of said passenger train No. 3, stated in his evidence he thought the speed of his train was about 35 to 38 miles per hour. Owing to the great storm he could not see ahead at the said station mentioned only about two car lengths. We exonerate the crew from all blame."

A Prolonged Sitting.
In the above verdict the jury which at the county building Wednesday evening inquired into the cause of death of Mr. Kerr, who was struck and instantly killed in a blinding snowstorm on the morning of Nov. 19, near Lobo, expressed its opinion as to the cause of the accident. The sitting, over which Coroner Dr. C. C. Ross, of Hyde Park, presided, was a prolonged one, and the verdict was not rendered until after midnight, the jury being out for nearly two hours.

The number of witnesses heard was somewhat larger than usual, but none could shed much light on the actual occurrence, as nobody saw the dispatcher struck.

R. M. McLeod, conductor on the extra train No. 534, was the first witness called.

This train was carrying men to repair telegraph wires between Hyde Park Junction and Strathroy. The train was out at night, and Mr. Kerr, who was between the diamond near Komoka and London, and in searching for this they came to Lobo.

They only reached Lobo station about half a minute when the accident happened. The witness got off the train before it stopped and stepped into a shanty nearby to get certain tools for the engine, when No. 2 went past. Driving snow prevented a clear view of the track for more than three or four car lengths.

The train was going about 35 miles an hour. He did not see Kerr until he saw Mr. McDougall and the section man throw themselves down, and thought they were hit. Kerr was a few feet further down the track and out of his view.

Couldn't Hear Train.
The witness heard no bell or whistle, nor did he hear the rumble of the train. "In a snowstorm," he said, "a train just goes along as though it was on a carpet."

Mr. J. Mulholland, engineer on engine 954, then took the stand. He left Lobo Sunday night and went to Hyde Park, where men were taken on, and they proceeded to Strathroy, repairing lines as they went. Arriving at Lobo, conductor got off the caboose. Two section men and Mr. Kerr also got off. He corroborated the evidence of the previous witness as to getting the tools. He saw Mr. Kerr walk past the engine, but could not tell where he went. Two section men were on the track in front of the approaching express, and he shouted to them, and they jumped.

One of them, McDougall, fell to his knees, and when he reached him he found that he had been struck on the hip but not seriously injured. A moment later he came across the body of Mr. Kerr lying near the engine. He was dead when he reached him.

The witness stated that Mr. Kerr would have to cross the westbound track to repair the wires.

Line Man's Story.
Frank Doe, a line man, who was assisting in the work, told practically the same story as the engineer in regard to the finding of the body. He did not see the express until it had passed him. He could not see two car-lengths, owing to the driving snow, and heard neither bell or whistle. The train he judged to be travelling at about 40 miles an hour, and passed so close to him that it brushed

A WONDERFUL CASE

Three Months in Hospital and
Came Out Uncured

Zam-Buk Cured Him in Few Weeks.

Mr. Fred Mason, the well-known
ephotographer and art director, manufac-
turer of St. Andrews, N. B., says:

"I had eczema on my knee, which caused me terrible pain and inconvenience. The sore parts would itch and burn and tingle, and then when rubbed or scratched, would become very painful. When the knee got warm, it burned worse, and the itching and burning and smarting were almost unbearable. I tried various remedies, but got no better, so I decided to go to Montreal and take special treatment. I received treatment at the Montreal General Hospital for thirteen weeks, but at the end of that time I was not cured, and almost gave up. A friend advised me to give Zam-Buk a trial.

"Almost as soon as applied Zam-Buk, the itching and smarting began to subside, and by the time I had used a few boxes of Zam-Buk I was quite cured."

"Since then Zam-Buk has cured blood poison in my finger, and at a time when my finger was in such a terrible condition that I feared it would have to be amputated."

For eczema, blood-poisoning, piles, ulcers, sores, abscesses, varicose veins, bad leg, cold sores, chapped hands, eczema, eruptions, and all skin injuries and diseases, Zam-Buk is without equal.

50c. box all druggists and stores or post free from Zam-Buk Co., Toronto, for price. Refuse imitations.

his arm. Had he been on the track he would also have been killed without the slightest warning.

How narrow an escape the others had was well shown in the evidence of Mr. D. A. McDougall, the section man, who was knocked down by the passing train. He knew nothing of the approach of the train, although he was looking for it. He heard a shout from the engineer and jumped, but not in time to prevent being struck by the bumper beam of the engine. He was thrown down, and the train went past so quickly that he did not see it at all. Kerr was ahead of him on the track a few feet, but he could not see him on account of the snow. He must have been struck a second later, and without the slightest warning.

Wm. Martinson said that on reaching Lobo they got on the caboose, and Mr. Kerr said "Come on, boys, and we'll have another crack at it."

Jumped Just in Time.

Kerr started off up the track, the two

men following, when suddenly they heard a shout and jumped just in the nick of time to save their lives. Both were carried off their feet by the rush of the train, which crept upon them without the slightest sound, the falling snow deadening every noise.

The fireman on engine 554, Mr. S. F. Faulkner, could shed no light on the tragedy.

Engineer Crawford's testimony involved considerable reference to special orders issued, regarding the operation of the train during the blizzard. A number of the jurymen required minute information as to these, with the result that much irrelevant matter was introduced and the proceedings greatly lengthened. The sum of his testimony amounted to his having passed several trains on the road that morning, and he had paid no particular attention to the one at Komoka, and did not know that he had struck anyone.

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he had already signified his willingness to allow his name to go before the Liberal convention, and he could not go back on his word. He had made clear to both the Temperance Alliance and the Liberal convention that if elected he would hold himself free to support the most advanced measure of temperance legislation brought forward by either side of the House.

Bartenders Must Be Temperate.
When hotelkeepers advertised for bartenders they almost always stipulated that applicants must be temperate men, showing that they realized how the evil of liquor unfitted men for business and work. The bar had not a single redeeming feature to be advanced in its favor.

Rev. Mr. Hannan, before closing the meeting, expressed his personal complete satisfaction with the straightforward position taken by Mr. Laidlaw.

Another Meeting at Thorn-
dale.
Close on to one hundred people, including a number of ladies, were present at the meeting. Many Conservatives were in the audience, which was an unusually attentive one. Some of those present evinced a desire to be informed relative to the respective powers of the Provincial and Federal Governments in restricting the liquor traffic in its various branches, and their questions along these and other lines were apparently quite satisfactorily answered by Mr. Spence.

Another temperance meeting will be held at Thornedale in Harding Hall on Tuesday evening, Nov. 25, when Rev. John Coburn, of Toronto, will speak, and Mr. H. Ruthven McDonald will sing.

MAN