

more than eight feet, after the alarm was given, before it was brought to a stand. The bell of the engine and of another engine in motion, near the same place, were ringing at the time, and the whistle signal for backing had been properly given. No neglect can be traced to any person in the employ of the Company. The deceased distinctly stated, when picked up, that it was his own fault; that he had slipped down when attempting to cross in rear of the tender. At the time of the accident, the snow was drifting very much, and the evening was dark.

22ND FEBRUARY, 1854.—Andrew McNamara, head brakeman, freight train, when switching the train past the engine, before entering the city, on signal being given him by the engineer, he uncoupled the engine; after uncoupling it he stood on the back of the tender; when the engine came to a stand, he stepped down on the track, and leaned against the draw bar of the tender, intending, as he afterwards told, the conductor, to walk from the siding to the train; when the train was clear of the switch, the engineer gave the prescribed whistle signal to back up; McNamara did not appear to observe it, and was knocked down, both his legs were broken, and his back injured; he was taken to the hospital and died at midnight. Verdict on Inquest, "Accidental death." No neglect of signals could be traced to the engineer, and the accident appears to have been consequent on deceased's want of caution in leaning against the tender.

16TH MARCH, 1854.—A train, loaded with timber, while switching on the Queen's Wharf branch, the front truck of a car was derailed, and John Connel, a brakeman, either fell off, or, in attempting to jump off, fell under the wheels and was killed. An inquest was held on the body, and a verdict given of "Accidental death." No cause could be