

CONTINUED FROM PAGE 168.

we were at Georgetown station, and for some time before, the bell-cord, which runs along the whole of the train and connects with the engine, was not attached as it should have been; it was on the train when we left Sarnia, but at some station between that place and Georgetown we had shunted off several cars, and the bell-cord was taken off and not put on afterwards; I said to Kennedy, the conductor, 'You had better put on the bell-cord, as I do not like to run without it,' he replied, 'We have some shunting to do, and we can get along without it,' or something to that effect, and we accordingly went on without it. There are express orders against running without the bell-cord, as it is dangerous; if it had been on our train when the cars parted it would have conveyed the information to me by ringing the bell or pulling it down, so that I would have known that something was wrong with the train; or the men on the train would have pulled it, and thus have notified me to stop, which would have been done before we reached the bridge; or if the brakemen had been at their places on the top of the cars, they could have informed me that something was amiss, and have stopped the train. When we were within about four hundred or five hundred yards of the bridge crossing the Credit river, one of the axle-trees of a car near the engine broke off, as I afterward discovered to the shoulder, near where it enters the box of the wheel; the broken axle-tree then must have dropped to the ground, and have been drawn along between the rails, and I think, threw the car off the track. As soon as one of the trucks struck the bridge it produced a sudden sharp jerk, breaking the engine loose from the train and also severing the two last cars of the train from the rest; that was the first intimation I received of anything being amiss; I then turned round to look back at my train to see what was wrong, and discovered that the engine was running on by itself with the train following on after it; in order to avoid a collision between the engine and the train, I had to keep on the move until such time as the cars stopped, which they did not do till they reached the east end of the bridge; the train then had been severed into three pieces, the engine being first; the greater portion of the train met, the two last cars of the train being in the rear by themselves; these two last cars, by the momentum they had received from the speed they had been moving at, kept in motion till they had reached the middle of the bridge, when from some to me unknown cause they ran off the track and over the side of the bridge, falling about one hundred and thirty feet to the river beneath; hearing the noise made by the fall, I left my fireman, in charge of the engine, and ran with all possible speed down to the river, and found the cars lying there in a heap of ruins with the conductor and two brakemen buried and dead in them; I think that one of the men gasped once or twice after I got to them; I at once sent word of the affair to Georgetown, and assistance was sent as soon as possible I considered that the accident was caused by the breaking of the axle-tree mentioned, whereby the train was injured in its running, and the cars thrown off the track; the Company keep two men at Sarnia, two at St. Mary's two at the Queen's Wharf, two at the Union Station, and two at the Don, for the express purpose of sounding the wheels of each train that passes, to see whether or not they are defective; they are all mechanics and well fitted for the situation; those in the west tested the wheels, and pronounced them all right; if they had seen anything wrong with any of the wheels the defective cars would have been taken off at once; from the position of the break in the axle-tree it might have been passed over; in fact if it were only a slight crack previous to the final breaking of it, it could not have been seen unless placed in a powerful fire; I think that the crack might have been caused by the unusual brittleness of the metal on account of the cold weather; the road is at present in good order; the bell-cord, according to the rules of the Company, ought to have been running along the train, and the brakemen also should have been at their posts on the top of the cars; if such had been the case the accident, in all probability would not have occurred.

William Brown, the fireman on the engine attached to the train, gave his evidence which was simply corroborative of that of the engine-driver, given above.

Two brakemen and the conductor of a train which was standing at the Georgetown station at the time the other train passed; so that the road was in good order; that there were men appointed by the Company for the express purpose of testing the car wheels. When they saw the train pass the conductor and the brakemen were in the train, and no one on the top of the train as they could see. It was the duty of the brakemen to be on the top of the train, to attend to the brakes. They corroborated that the breaking of the axle-tree was

owing to the recent cold weather having made the metal more than usually brittle.

Mr. Banks, Locomotive Superintendent of the western division of the road, sworn, said—'We keep in our employ, at different parts of the road, good practical mechanics, for the purpose of testing the wheels of every train that passes. They test the wheels by hammering them to see if they are sound. This is the method adopted by all railroads. There is no other method of testing the wheels, or of discovering flaws. The wheel connecting with the axle-tree that broke might be examined a thousand times and a small crack in the axle-tree not have been seen. Unless placed in a fire it would not be likely to be discovered. It is the duty of the conductor of every train to see that the bell-ropes are properly adjusted on his train; if it had been in its place on this train, the accident would not, in all probability, have occurred, as the conductor, immediately on discovering that something was wrong, could have pulled the rope, and the engineer, hearing the signal, would have stopped the train. It is also the duty of the brakemen to be at their posts whenever the train is in motion.'

This concluded the evidence, and after a few remarks from the Coroner on the duty they had to perform, they retired, and after a short absence brought in the following

VERDICT.

The Coroner's jury summoned to enquire into the cause of the death of Robert Kennedy, conductor, and James Waddie and Richard Crookham, brakemen on the Grand Trunk Railway, find, that the said deceased parties came to their death by falling, with two cars which ran off the track and fell off the bridge of the said railway, which crosses the river Credit, on the morning of Tuesday, the 9th day of February instant, which accident appears to have been caused by the breaking of an axle. It also appears to the jurors that the train might have been stopped in time to avoid the accident if the bell-cord had been adjusted as required by the Company's regulations, which duty, it appears, was unfortunately neglected. Again, the jury regret to find that brakemen generally on the Grand Trunk Railway, are in the habit of neglecting to comply with the regulation which requires that one brakeman should always be on the top of the cars of every freight train while in motion.

The jury would respectfully recommend that the Company would reduce the rate of speed at which they now allow trains to pass over the bridge crossing the river credit.

INTERNATIONAL HOTEL, HAMILTON, C. W.

WILLIAM RICHARDSON, Proprietor

The subscriber having leased the premises known as the International Hotel, King street East, has had the whole building refitted and furnished at considerable expense, the result of which is that he is now enabled to offer to the travelling public accommodation and conveniences surpassed by no other hotel in the Province. His long experience in the business of hotel keeping will, he trusts, secure to him a share of that patronage which he has enjoyed for so many years.

The locality of the International Hotel—situated in the centre of the business portion of the city—is of itself a flattering recommendation, and in conjunction with other more substantial advantages which the Proprietor has introduced, will earn for this Hotel, the subscriber hopes, the favor and good will of the business community.

The large dining-room of the Hotel—one of the most commodious rooms in the city—will still be open for Dinner Parties, Concerts, and other social entertainments. His sample rooms, for commercial travellers, are by far the best in the city.

In connection with the Hotel will be kept an extensive LIVERY ESTABLISHMENT, where Horses and Buggies can be had at all times, and at reasonable rates of remuneration.

The International Hotel will be the depot for Stages to Caledonia, Port Dover, Dundas, Guelph and other places.

An Omnibus will run regularly to the Station, connecting with trains east and west.

W. M. RICHARDSON, Proprietor.

Hamilton, July 27, 1863.

H. & R. YOUNG,
PLUMBERS
Gas Fitters and Bell Hangers

MANUFACTURERS OF
Gas Fixtures, Brass Work,
GAS & STEAM FITTINGS,
Importers of Coal Oil Lamps, and
sole agents for the English Patent
FUMIVORE COAL OIL LAMP.

Rock Oil delivered at any place in the City.
KING STREET WEST,
Opposite American Hotel.

R. W. ANDERSON,
(FROM NOTMAN'S MONTREAL)
PHOTOGRAPHIC ARTIST,
46 KING STREET EAST, TORONTO, C. W.

FIRST-CLASS Cartes-de-visite, equal to any in Upper Canada, \$3.00 per dozen.

Private Residences, Churches and Public Buildings Photographed in any part of the country.

Rooms, FIRST FLOOR.

Old likenesses sent from the country, copied or the Album, and promptly returned at a very moderate charge.

Toronto, May 30, 1863.

Commercial.

GREAT WESTERN RAILWAY.

TRAFFIC FOR WEEK ENDING 5th FEB., 1864.

Passengers.....	\$18,060 45
Freight and Live Stock.....	45,080 90
Mails and Sundries.....	1,146 38 1/2
..... \$65,207 73 1/2	
Corresponding Week of last year.....	72,801 66
Decrease.....	\$ 7,593 92 1/2

JAMES CHARLTON.

AUDIT OFFICE, HAMILTON, Feb. 6, 1864.

GRAND TRUNK RAILWAY.

RETURN OF TRAFFIC, FOR THE WEEK ENDING JAN. 30th, 1864.

Passengers.....	\$21,638 56
Mails and Sundries.....	2,830 00
Freight and Live Stock.....	71,482 11
..... Total..... \$95,950 67	
Corresponding week, 1863.....	93,728 56
Increase.....	\$2,142 11

LIVERPOOL MARKETS.

A. R. MACPHERSON & CO.'S REGISTERED PRICE CURRENT.

LIVERPOOL, Jan. 20th. 1864.

Beef, duty free, J. S. extra prime incas. per tierce of 304 lbs.....	75	6	a	80	6	
Prime mess.....	70	0	a	75	0	
Pork, duty free, U. S. Eastern Prime Mess, per barrel of 200 lbs.....	62	6	a	67	6	
Western, do.....	32	6	a	45	0	
Bacon, per cwt. (duty free) U. S. Short Middles, boneless.....	40	0	a	42	0	
" rib n.....	38	0	a	39	0	
Long Middles, boneless.....	39	0	a	40	0	
" rib in.....	38	0	a	40	0	
Cumberland cut.....	39	0	a	42	0	
Hams, in salt, long cut.....	45	0	a	50	0	
Lard, per cwt. duty free, U. S. Fine.....	42	0	a	43	0	
Middling to good.....	41	6	a	42	0	
Inferior and Grease.....	32	0	a	35	0	
Case per cwt, duty free, U. S. Extra.....	50	0	a	55	0	
Fine.....	44	0	a	48	0	
Butter per cwt. duty free, U. S. and Canada, extra.....	new	98	0	a	105	0
Good middling, to fine.....	75	6	a	95	0	
Grease sorts per cwt.....	42	0	a	45	0	
Tallow, per cwt. (duty free).....	38	0	a	42	5	
Wheat, (duty 1s. per quarter) Canadian, white, per cental of 100 lbs.....	9	4	a	9	10	
" red.....	8	4	a	8	8	
American, white.....	9	4	a	10	4	
" red.....	8	2	a	9	6	
French, white.....	"	"	"	"	"	
" red.....	"	"	"	"	"	
Flour, (duty 4d per cwt.) Western Canal, per barrel of 196 lbs.....	20	6	a	21	1	
Philadelphia.....	21	0	a	22	6	
Baltimore.....	21	0	a	23	0	
Ohio.....	21	0	a	22	0	
Canadian.....	21	6	a	22	0	
Extra Canadian.....	23	0	a	27	0	
Indian Corn, (duty 1s. per quarter.) Yellow per 480 lbs.....	30	0	a	30	6	
Mixed.....	30	0	a	30	3	

PETROLEUM.

American Crude, per ton of 252 Imperial gal- lons.....	5	n	10	
Canadian.....	7	n	00	
American Refined, best quality, per Imperial Gallon.....	1	7	n	16
Canadian do.....	1	6	n	5
Spirits of Petroleum or Benzine.....	1	3	n	1
Lubricating, per ton, black, green and brown.....	£9	a	9	10
Grease " green.....	£11	n	12	0

MIRRORS, COBINES, PORTRAIT AND PICTURE FRAMES.

MARSDEN & PHILIPS beg to inform the public that they are manufacturing the above in designs quite new in Hamilton; and workmanship equal to any in Canada, and at prices never before offered in Upper Canada.

Old frames re-gilded and made equal to new.

Mantle Mirrors 30 in. by 40 in. size of glass.—French or British photo, richly gilt with best gold leaf, and carved wood ornaments, much superior to composition for \$30.

Manufactory, Lester's Block, James Street. Show Rooms, James Street, between King and Main street, near Officers' Quarters. Manufacturers of the washable gilt moulding.

Country orders punctually attended to.

October, 1863. c22

BRITISH AMERICAN HOTEL,
GEORGE GORDON, PROPRIETOR
Bridgewater Street,
CHIPPAWA, C. W.

Good stabling attached to the premises.

NEW AMERICAN CYCLOPEDIA.

EDITED BY GEO. RIPLEY and CHAS. A. DANA aided by a numerous select corps of writers in all branches of Science, Art and Literature, published by D. Appleton and Co., in 16 vol. royal octavo, goshie columns. This work is just completed.

The New American Cyclopaedia presents a panoramic view of all human knowledge as it exists at the present moment. It embraces and popularizes every subject that can be thought of. In its successive volumes is contained an inexhaustible fund of accurate and practical information on Art and Science, in all their branches, including Mechanics, Mathematics, Astronomy, Philosophy, Chemistry, and Physiology; on Agriculture, Commerce and Manufactures; on Law, Medicine and Theology; on Biography and History, Geography and Ethnology; on Political Economy, the Trades, Inventions, Politics, the Things of Common Life, and General Literature. Sold only to subscribers.

W. M. ORR, Agent.
Carthage, P. O. C. W.

P.S.—Works of any kind will be promptly forwarded in addressing the at Carthage post office, C. W.

NATIONAL HOTEL, DRUMMONDVILLE, NIAGARA FALLS, C. W.

ARTHUR L. FLIN, PROPRIETOR.

The above establishment has been lately renovated throughout, and is a very desirable Hotel for tourists, wishing to stay a few days at the Falls, being within five minutes walk thereof.

Wines, Liquors and Cigars of the best brands, always kept in the bar, and the larder furnished with the best market affords.

Board, \$1.00 per day,
Drummondville June 30th. 1863.

S. M. PETTENCILL & CO., No. 37, PARK ROW, NEW YORK.

No. 6 STATE STREET, BOSTON.

Special Agents for the 'CANADIAN ILLUSTRATED NEWS' and all principal Newspapers in the United States, Canada and Pacific Coast.

JOHN GREGORY & CO., WHOLESALE DEALERS IN

KEROSENE, PENNSYLVANIA AND CANADIAN COAL OILS

LAMPS, WICKS, SHADES, CHIMNEYS, &c. &c. No. 35, St. Francois Xavier Street, MONTREAL.

A. S. IRVING.

GENERAL DEALER IN Books, Newspapers, Stationery and Pictures

No. 19, KING STREET WEST, TORONTO.

[Faulkner's Old Stand.] New York Lathes received by early Trains every morning, and mailed or Delivered to any part of the City or Country, for 25 Cents per week or \$10 per year. Sole Agent in Toronto for the CANADIAN ILLUSTRATED NEWS.

INSTRUCTION IN MUSIC.

MRS. JOHN E. MURPHY would respectfully inform her friends and the public, that she is prepared to receive a limited number of pupils for instruction on the Piano Forte, at her residence, Mulberry street, between Park and MacNab. Reference given if required.

Hamilton, June 20th, 1863. 6

DAVID WALKER, Royal Exchange Hotel and Railway Refreshment Rooms, CHATHAM, C. W.

October, 1863. 24-6m

JOHN M'INTYRE, MERCHANT TAILOR,

AND OUTFITTER.

GENTLEMEN'S GARMENTS MADE TO ORDER. Perfect fit and entire satisfaction warranted. The Latest Patterns of French, English and German Cloths always on hand.

Hughson st., Opposite Times Office.

HAMILTON, C. W.

THE TWO LEADING HOUSES HAMILTON & TORONTO

NEW SPRING AND SUMMER GOODS

IN Clothing, Dry Goods and Millinery,

At LAWSON'S!

Immense Stocks and at Unequaled Low Prices. LAWSON, BROS. & CO., Corner King and James Streets, Hamilton, C. W. LAWSON & CO., No. 96 King Street East, Toronto, C. W.

Wanted, a first-class Milliner. 22-3m

ESTABLISHED—1813.

GORE District Mutual Fire Insurance Company. Head Office, Galt, C. W.

PRESIDENT—JOHN DAVIDSON, Esq., Galt.

Directors—C. W. Jenkins, Esq., Hamilton; James Crombie, Esq., Galt; H. Blain, Esq., Galt; John Fleming, Esq., Galt; J. Comford, Esq., Brantford; Milton Davis, Esq., Hamilton; James Colman, Esq., Dundas; R. S. Strong, Esq., Galt; M. C. Lutz, Esq., Galt; Chas. Watts, Esq., Brantford.

Bankers—Gore Bank; Solicitors—Messrs. Millor and Tassie; Sec. and Treas.—Thomas Rich, Esq.; Assistant Sec.—W. A. Shearson, Esq.; Auditor—D. Wright, Esq. D. WRIGHT, Agent, Hamilton.

Dec. 1863. 2

\$40 A MONTH, expenses paid.—For particulars, address, (with stamp,) HARRIS BROS., Boston, Mass. 24-13