

The Accident on the Grand Trunk.

THE VERDICT.

Montreal, July 12.—This evening Coroner Jones delivered his charge. After quoting Barker on the duty of a coroner's jury, describing the ill-fated train, and the persons in charge, he said the train approached the bridge without slackening speed. The usual signals of danger were exhibited. There was a rule that trains should stop on the south side of the river, and he asked did Barker know of it? Was he able to see the signal? Had he paid the attention necessary? Could he have seen red lights? If a stranger to the road, and he did not know the rule, was it not his duty to stop the train on entering the bridge? With a speed of fifteen miles per hour he had power to stop? He (Barker) said that, without the brakeman's assistance, he could not stop on the bridge, the brakeman was not on duty, and he was waiting a lamp. A competent witness, Mr. Shanley, said at the rate of fifteen miles and the whole train on the bridge, it would have been impossible with six brakemen to stop it. Barker was engineer, a comparative stranger to the road, and was newly appointed driver. Barker had been seven years in the Company's service, and had to deal with engines all the time. He bore a good character and was promoted in the usual way. Finn, one of the best conductors, knew the road and the rules. The engine was found reversed, which showed an effort to stop. The signal whistle was given just before the crash of the accident, and before going on the bridge was proved to have been systematically violated. The observance of it was an exception; violations were not reported to the chief officers. Mr. Brydges and Mr. Bailey said the train they were on was always stopped, and that they should consider a violation of the rule. It is a dismissal. The conductors thought they observed its spirit by slackening. Had the rule been observed Barker could not have failed to see the signal. Evidence was given that two brakemen should have been on the train. The jury were to judge of the reliability of the statements, and were empowered to declare how far, in their opinion, the engineer, being in the employ of the company, they were responsible for his acts. Murder implied malice, manslaughter the performance of some lawful act criminally or improperly. If no criminal charge could be made out, then the death of the ninety persons were the result of accident and misadventure, arising from ignorance and error of judgment. A verdict was the opinion of twelve men.

The jury sat from seven o'clock to ten minutes past one. The following is the verdict:—

"That L. Barker, and the others, came to their death in consequence of having been precipitated, on the morning of the 28th of June last, by a locomotive engine and train of cars, the property of the Grand Trunk Railway Company of Canada, into the River Richelieu through the drawbridge over that river at or near the Beloit; that it is the opinion of the jury that the driver of the engine and train was so precipitated by the gross carelessness of Wm. Burney, the driver in charge of the engine at the time it was so precipitated, that it is the opinion of the jury that the locomotive foreman at Richelieu displayed a want of judgment and caution in putting a driver in charge of a train without first ascertaining by personal investigation, whether such driver knew the road and signals; that the jury are further of opinion that the almost uniform neglect of the Company's rule to stop before entering the south end of the bridge has had much to do with the above-mentioned accident; that the neglect of the guardians of said bridge to report the infraction of said rule is very reprehensible; that, moreover, the jury are of opinion that the train conveying said emigrants from Richmond should have been provided with at least one additional brakeman to the one on board, and that it was the duty of the conductor to provide such additional brakeman. And, lastly, the jury are of opinion that it would much tend to the safety of the traveling public in Canada if the drawbridge at the Beloit be altogether abolished."

Fifteen jurors were in favour of the verdict.

Arrival of the Australasian.

Sturdy Hook, July 13, 2:15 p.m.—The ship Australasian, from Liverpool on the 2nd, via Queenstown on the 3rd, has passed this point.

There had been no fighting in Denmark since the capture of Alsen.

The steamer Danube, from Quebec, arrived out on the 2nd inst.

The bulletin in the Bank of England has dropped \$212,000.

A Cabinet Council was held yesterday evening.

The meeting at Lord Salisbury's on Monday morning, will, it is said, be composed of members of the House of Lords. They will decide on the course to be adopted in regard to the Danish question, and the vote of censure.

Mr. Newdegate will offer another amendment to the vote of censure, namely, that England ought to guarantee the independence of Denmark, and the integrity of her possessions.

Julius has been placed under Prussian administration.

The loss of the Danes in Alsen was 2,500 to 3,000, mostly in killed, including 21 officers.

Liverpool, July 1, a.m.—Mr. Dayton, the American Minister, had been feasting the captain and officers of the Kennerly.

In the House of Commons the government had been defeated by the majority of two in the rejection of the religious tests at Oxford.

Some explanations have been given as to the concentration of troops at Montreal and Quebec, and the military authorities have under consideration the fortifications at Quebec.

The Morning Post publishes diplomatic documents confirming the fact that a holy alliance between Russia, Austria, and Prussia has been consummated.

A PRICK OF WANTON CRUELTY.

On Thursday last, at No. 22 of the city passenger railway was passing along St. Joseph street, Montreal, two gentlemen passengers, called upon a little boy named Henry D. Lord, who was selling the Witness to bring them a copy; he did so, and as he was leaving the car, the conductor pushed him into an opening in the street, about five feet in depth. A gentleman who was passing at the time had the boy taken out. He was in a state of insensibility and appeared much injured about the head and face which is cut and black all over.—Witness.

A case, which was decided in the Divorce Court on Saturday, discloses some features which will be of interest to the feelings of every Englishman. A man who suspected his wife of misconduct, employed a spy to watch her conduct, and upon the evidence he furnished the position was presented. It was, however, altogether uncorroborated, and the judge, in dismissing the application, made some severe remarks on the propriety of employing spies in such cases, who, he said, if they did not do violence to public opinion, were under the strongest possible temptation to manufacture it.

AMERICAN NEWS.

GREAT EXCITEMENT IN DELAWARE.

PROTEST OF MAYOR GUNTHER (N.Y.) AGAINST SENDING TROOPS FROM THE CITY.

THE GOVERNOR OF MARYLAND'S MOVES BURNED.

New York, July 11.—Arrangements have been made to obtain advice from Baltimore and Washington, by boat from Baltimore to Perryville.

New York, July 11.—The report that Major General Franklin had reinforced his army with 25,000 troops, and that Baldy Smith is at Baltimore, caused a decline in the stock to 280. At 3 o'clock it was 281 to 282.

The 84th regiment leaves the city to-morrow for Washington.

No further orders have been issued, and the precise time for departure of the other regiments is not fixed.

Philadelphia, July 11.—The evening Telegraph has the following special:—

Wilmington, Del. July 11, a.m.—On Sunday evening the excitement here was intense. The people turned out in masses, bells rang, and the Star Spangled Banner run up, and by night over 600 had fallen in behind the drum and fife.

At Newcastle we were aroused by telegraph, and in one hour after 60 men were enrolled, and \$600 contributed to the cause.

Little Delaware is in motion—anticipates the impending danger.

The Invasion of Maryland.

THE REBELS WITHIN 4 MILES OF BALTIMORE.

PREPARATIONS FOR DEFENCE.

THE DEFEAT OF GENERAL WALLACE.

Washington, July 10th, 8:30 a.m.—Disbelief all across the country of danger and terrors in Washington. The Government is now awake and has been so for days. It has been reinforcing the troops in Baltimore and elsewhere in Maryland most abundantly, and the preparations for the defence of the national capital are ample.

Reinforcements reached Baltimore this morning.

Hunter is supposed to have arrived at Harper's Ferry last night, and to have made a junction with Gen. Howe's forces.

Washington, July 10, 10 p.m.—Travelers from the North need have no apprehension of injury to any portion of the track or bridges of the Philadelphia and Wilmington railroad.

Secretary Wallis has done his duty to the public interests exposed to this raid wherever it was possible for him to do so.

The force of marines in this city are understood to be under marching orders.

General Gillmore, who went sent for by the President, arrived here this morning, and will be immediately assigned to an active command in the field.

Parties who have arrived here this afternoon from Rockville, Maryland, which is sixteen miles north of Washington, say that on this morning a rebel cavalry force, four or five hundred strong, dashed into Damers town, a small hamlet five or six miles north of Rockville, and after plundering the stores and stealing all the cattle and horses they could find, left in the direction of Frederick, but before they left they sent to the Virginia side all their plunder.

Persons who came from the upper ford report that the rebels were covering large numbers of cattle, horses, hogs and sheep stolen from farmers along the river, across into Virginia, and that every ford was held by small rebel cavalry forces and sections of batteries. It is estimated that they had captured and carried off several thousand head of cattle and from eight to ten thousand horses. The rebels plundered indiscriminately, making no distinction between Unionists and Southern sympathizers.

New York, July 14.—The Washington

Chronicle of Tuesday has an account of the operations about Washington. Our cavalry stubbornly contested the advance of the rebels, retiring only when flanked by superior numbers. On Sunday a battle was fought from 3 to 9 p.m., and our troops were driven only five miles. On Monday the rebels were kept at bay. The force in our front was estimated at several thousand, and the President and Secretary of War were present, commanding the troops. About 2 p.m. the rebels advanced towards Fort Stevens, 5 miles from the city. Their sharpshooters got within thirty or forty yards of the fort. The 25th New York cavalry dismounted and drove them out of the houses protecting them. The houses were then burned, as they obstructed the range of the guns. Other regiments then arrived and drove the rebels back half a mile. Towards 6 p.m. veterans from the fighting 6th advanced and drove the rebels a mile and a half.

Gen. Wilson's cavalry reached Washington on Saturday. On Monday another reconnaissance was made, and a superior body of rebels found. After a fight our cavalry fell back upon Washington. The enemy did not pursue.

Gen. Franklin had arrived in Baltimore. Fort Monroe, July 11.—No intelligence has been received from the fleet that left in search of the privateer.

New York, July 14.—The Times special from Harrisburg, 15th, says, Gen. Couch is at Philadelphia. Stores are still closed and recruiting progresses slowly. A steady stream of Union refugee teams and droves of horses, &c., are returning home.

Herold's Stone River, S. B., correspondent, gives an account of the movements of the rebels, and says that they had been captured on James Island, but owing to its exposed situation was abandoned. A movement was made in the night against Fort Johnson; a landing was effected of part of the troops, the other portion grounded.—Those who landed were captured.

The steamer Little Ada, from Nassau, arrived this morning, having been captured while attempting to run the blockade. She has a general cargo.

Boston, July 11.—Yesterday 2000 volunteers went into camp at Readville, and it is believed the number will reach 5000 during the week. This force will speedily be ready for the field.

The steamer Boston from Bermuda for Wilmington, arrived here this morning. She was purchased at Halifax about seven months ago.

Baltimore, July 14.—Major-General Franklin arrived safely this morning. The following is an account of his capture and escape. He was seated in a car alongside of a wounded Lieutenant-Colonel, when a rebel Colonel came into the cars, and addressing himself to the wounded officer, said, "Are you Major-General Franklin?" He replied that he was not. Gen. Franklin was in civilian dress, but the rebel put the question to him, and he frankly answered that such was the fact. "Then," said the rebel, "no doubt on the mind of General Franklin that he had been pointed out by some of the passengers." The rebel Col. said, "Gen. Franklin I am happy to see you." The General replied, "I cannot say that." Gen. Franklin was then put on to a carriage and driven through the country to Baltimore, where he was seated in a car alongside of a wounded Lieutenant-Colonel, when a rebel Colonel came into the cars, and addressing himself to the wounded officer, said, "Are you Major-General Franklin?" 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This image shows a vertical strip of a document, likely a book or a bound manuscript. The left side of the strip is a dark, textured binding material, possibly leather or cloth, showing signs of wear and discoloration. The right side is a lighter, possibly blank or heavily faded page, with some faint, illegible markings visible. The overall appearance is that of an old, worn document.