

June Weddings

JAMESON-MURCHISON
Glenora, June 10.—Miss Margaret Murchison has taken her departure from our village, having gone to Toronto on Monday.

PILLSWORTH-STAPLES.
BRUCE-STAPLES.

Interesting nuptial events were solemnized at the residence of Mr. Joseph Staples, Queen-st., east ward, on June 12 when his two daughters were united in the holy bonds of matrimony.

Rev. D. Balfour, pastor of the Queen-st. Methodist church, officiated by the immediate friends and relatives of the contracting parties being present.

FOLEY-CONWAY.

A quiet, but pretty wedding was solemnized at St. Martin's church, Lismore, on Tuesday, June 4th, when Miss Margaret Conway, youngest daughter of Mr. and Mrs. John Conway, of that parish became the bride of Mr. Matthew Foley, of Victoria Road.

GRAHAM-LYTLE.

A June wedding of interest to Lindsay citizens was solemnized at the Metropolitan church, Toronto, on June 11 at 2:30 o'clock.

The bride, one of Lindsay's popular young ladies, looked the picture of happiness and wore a neat champagne traveling suit.

After enjoying a honeymoon trip Niagara Falls, Buffalo and other adjacent points, Mr. and Mrs. Graham will return to Lindsay and take their residence on Melbourne-st.

The Watchman joins with many friends in extending hearty congratulations to Mr. and Mrs. Graham.

The Fenelon Falls branch.

Mr. and Mrs. Sims left on Tuesday for their new home in Lindsay. Their friends in this vicinity, though wishing them very much will wish every success.

Mr. Will Cresswell, of Orillia, moved to town Sunday evening. The Cambridge-st. choir of Lindsay are giving a sacred concert in Methodist church in town on Monday, June 17.

Mr. Harold Wilson, of the Peterborough B. C. is home for the vacation. Messrs. Clerk, Warner and Robinson of Sturgeon Point, attended the wartha dance on Friday evening.

Don't miss seeing and hearing the patriotic choruses by 500 school children at Lindsay's big celebration on Monday.

JUNE SALE OF WASH GOODS

Owing to the long continued cool weather, we have been fortunate in securing price reductions on recent purchases of summer fabrics.

Carpets, Rugs, Oilcloths, and Lace Curtains

3 x 4 Tapestry rugs reg 15.00 sale.....\$12
3 x 3 1/2 Tapestry rugs reg 18.50 sale.....\$11.50
3 x 3 Tapestry 9.50 sale..... 8.25
3 x 2 1/2 Tapestry rugs reg 6.00 sale..... 5

Canadian oil cloths in floral, square and medallion patterns, 27c, 28c and.....30c
English oil 4 yds wide reg 60c sale..... 53c
English oil 4 yds wide reg 50c sale.....44c
English oil 4 yds wide reg 55c sale.....47c

Nottingham Lace Curtains

3 yds long taped and bound reg 1.10 sale 75c
3 1/2 yds long " " reg 1.25 sale 98c
3 3/4 yds long " " reg 1.75 sale 1.28
3 1/2 yds long " " reg 2.00 sale 1.50

Ladies' parasols at 75c, \$1, 1.25 and 1.50 are leaders with us.
Ladies' rain or shine umbrellas \$1, 1.25, 1.50 and \$2
Ladies' rain coats \$5, 7.50, 9.00 and \$10

White satin striped muslin reg 25c sale...20c
White cream tuscan, Alice blue, grey, rose and sky blue silk spot foulard reg 30c, 20c
38 ins cream, tuscan, pale blue and silk striped voile reg 60c sale.....48c
27 ins cream and black voile reg 35c for...28c
36 ins black palette silk reg 1.10 sale...90c
36 ins taffeta silk reg 1.00 sale.....84c
Priestly's black voiles reg 90c sale..... 75c

Ladies' Silk, and Satin Coats

Ladies' silk coats embroidered collar reg \$15 sale.....\$11.50
Black silk coats deep roll collar reg \$12.00 sale.....9.75
Black satin coats lined and handsomely trimmed reg 16.50 sale.....\$13
Ladies' black and colored panama cloth suits 2 piece reg \$15 sale.....\$13
Ladies' black and colored panama skirts, 3.75 sale sale.....2.95
Ladies' 1 piece white dresses just in, 2.50, 3.50, 4, 6, 8, and.....\$10

E. E. W. McGAFFEY

Inquest into the Death of the Late Mrs. Garfield Babcock

An inquest to inquire into the cause of the death of Mrs. Garfield Babcock, of Lindsay, was held in the council chamber before Coroner Dr. Blanchard on Monday, June 17.

The following jurors were sworn in: Foreman Mr. Jas. Boxall, Messrs. M. J. Lewis, J. Hutchinson, N. Smale, H. Brimmall, J. Staples, A. L. Campbell, J. E. Adams, F. McCleary and W. Nicholl.

CONDUCTOR MERCER.
Mr. W. L. Mercer was the first witness called and was asked by County Attorney Devlin to give an account of what took place upon that day.

Buckwheat!

We have secured a car of choice seed Buckwheat. Get our prices at Mariposa, Cambay and Cresswell.

CHEAP FEED WHEAT AT MARIPOSA

Cement, Lime and Salt always in stock

HOGG & LYTLE, Limited

The Lindsay Planing Mill

Having taken the business back into my own hands I am prepared to turn out the work as in former times, and ask the continuance of the patronage of my many customers, as has been during the past forty years I have been in business here.

All accounts, either due or owing Williams Bros., will be collected and paid by myself.

GEORGE INGLE

switch of the passenger track and in letting off the passengers. Several people jumped on the bank before the train was struck."

To Mr. Pratt: "I acted on my best judgment. Unless some form of block system is used trains must keep five minutes apart. A freight may follow a passenger twenty minutes after."

To Mr. Porter: "I got no notice of train following me, but do of those ahead on clearance papers."

THOS. DEYMAN.
Thos. Deyman, engineer, and next witness, corroborated all the previous witness swore to and said to Mr. Porter: "It is eleven miles from Lindsay to Grass Hill. Our train was made up of an engine, six box cars and two coaches. Our actual time to make the run would be 20 minutes, leaving out stops. We were seven minutes late. We were there long enough to have given a signal to a train following. Actual running time is not taken into account, only schedule time."

To Mr. Hopkins: "We got into Grass Hill at 7.30. We were there seven minutes when we were run into. We arrived at 7.30, which is leaving time. The brakes were of the engine and it was attached to the train."

JAKE CASSIE.
Jake Cassie to Coroner Blanchard said: "I am a brakeman on the Coboconk train. We were unloading freight at the station and this was how we lost time, together with getting off passengers."

To Mr. Devlin: "We did not flag the train. Thought it was not necessary as we understood the trains were running on block system."

To Hopkins: "Schedule time is leaving time. I got out of the car about the time the accident happened."

A tangle as to interpretation of rules was gone into by the presiding counsel and juror J. Staples asked that the rules be fully explained to the jurors.

H. J. Hall, sworn, to Coroner said in part: "I was a brakeman on that train. I saw the train when it was about 50 yards away. The conductor and myself both yelled at the passengers to escape."

JAS. STEELE.
Jas. Steele, Warden of Victoria County, said: "I was on the last car of the Coboconk train. I can't say the time we were struck. Mr. B. Stacey was in the car with me."

BEN. STACEY.
Mr. Ben. Stacey said: "I was with Warden Steele. We heard the engine approaching and I did not feel any bad effects from the concussion."

John Staples, of Grass Hill, sworn, said to Coroner: "I got off the train at Grass Hill. I went to grain elevator about 100 yards away. I was weighing wool for customers when I heard the crash and saw the people running. I was in my warehouse about ten minutes before the train struck. The distance from station to curve in road would be about 275 yards. I could see at least 200 yds. on the track."

ANGUS FERGUSON.
Angus Ferguson, next witness, said he got off at Grass Hill. "I heard the double-header whistle and saw the collision. The train was coming fast but could not say at what rate of speed."

J. D. McMULLEN.
J. D. McMullen said he was a passenger and saw the train coming around the curve about 100 yards away.

ARCHIE McCUAIG.
Archie McCuaig, trackman, sworn: "I was at home when the accident happened, three-quarters of a mile from Grass Hill station. I saw Conductor Roche's train coming around the curve but could not say how fast she was running."

L. R. KNIGHT.
Mr. L. R. Knight, barrister of Lindsay, said: "I was in the train. Mr. Richman and I were together and when the train struck we jumped out as quickly as possible. We then returned to assist the other passengers that were on the wrecked coach. Conductor Mercer assisted us and we carried out Mrs. Lytle, Mr. Black and Mrs. Plank. Mrs. Babcock was killed as soon as the train struck as her face became discolored so I could not identify her. I got a flask of whisky from a passenger and gave it to the women. I then went on to Lorneville in Mercer's train. We left Mrs. Babcock, whom we afterwards identified by a letter which she had left in her satchel. I told the operator at Lorneville to wire Lindsay who the lady was that was killed. When I arrived in Orillia I wired Mr. Kingsley for a special to take down Mr. Babcock, the deceased woman's husband."

CONDUCTOR ROACHE.
Edward Roache, conductor on the double-header, said to Coroner Blanchard: "I was on an extra running west out of Lindsay to Atherley. I got into Lindsay that morning at 6.50 and went to bed after my breakfast and did not get up until about five o'clock that evening. I got order No. 58 to take out No. 2187 and 2057. They were to be coupled and I was to go to Atherley. I got clearance papers from Charles Piercy and booked out of Lindsay at 7.15. I got no instructions any more than I was told 31 was ahead. I always use my own judgment in running. There is no schedule for an extra. My first stop was to be at Lorneville to register. I would arrive in Midland at about 12 o'clock that night. If I got in before 12 I could possibly get out again before midnight, but if I could not make that time I would have to remain in Midland over Sunday on account of the Lord's Day Alliance Act being rigidly enforced there. I left Lindsay at 7.17, arrived in Cambay at 7.26 and at Grass Hill at 7.40. This was 23 minutes employed in the run from Lindsay to Grass Hill, which is 11.10 miles, but the regular mileage card said 10 miles. I think we were running about 28 miles an hour, but not any faster. It is not working hard to run 35 miles an hour with a light engine. I had no idea where the passenger train was, but thought it was near Cambay at Grass Hill. I gave the engineers their orders before starting and told them that 21 was ahead and had not arrived in Lorneville. When I got the first intimation that there was danger ahead I was in the cupola of the van and looking out; this was about 200 yards from Grass Hill, but on account of the dense smoke from the engines my vision was obscured to a great extent. The curve also bothered my vision. I did not warn the engineers. I looked at the air brake register in the van and I found the engineers had the air brake and emergency on."

To the coroner: "My orders were from Lindsay to Atherley Jct. I never received orders different to the ones I got on the 8th of June. They were simply the customary orders given to the men by the officials."

To Gus Porter: "George Might was on the front engine and P. Carr was on the second. I have known Engineer Might for about five years. I do not know Mr. Carr so long, but they are both careful, prudent men. I always found Might exceedingly careful, and I would say as much for Carr. Never knew them to take any chances where life was at stake. I knew 31 had left at 6.50, schedule time 6.30, and that she was 20 minutes late. I would have reason to believe that the passenger train was out of Grass Hill and on her way to Lorneville at 7.30. I know rule 91 and sub-clause that a train carrying passengers should not exceed schedule time. I was behind schedule time 10 minutes. I gave the usual whistles. The sound of the whistle could be heard about five miles under certain conditions of the atmosphere and the blowing of the wind. There was a whistle board about a quarter of a mile from the station. I cannot say that the engineer whistled at the last board, but did at the three-quarter mile. I saw the brake was put on the engine. I knew this by the gauge in the van, and all the emergency brakes were applied when we were within 200 yards of the passenger train ahead. The trains did not collide with much force as there was not even an oil can disturbed in the caboose on our train. I was expecting she would stop any second and I cannot understand why she continued to run. I went out on the test run of last Wednesday with the same outfit and crew. The first test we traveled 30 miles an hour. This I could tell by timing her. Running at 30 miles an hour the engineer applied the brake at the same place as on the day of the wreck. This brought the train to a standstill in 322 feet, or about 80 yards, short of where we struck the other train on the 8th June. We then made a second test, running as fast as possible with due safety for ourselves. We had reached a speed of five miles in eight minutes, and from Cambay to Grass Hill we were going at the rate of 40 miles per hour. On this test the engineer applied the brakes at the same place, but did not stop so quickly. This time the engines came to a stop about 25 yards from the spot where we struck the passenger train on the day of the disaster."

Conductor Roach then told Lawyer Porter that he knew rules of the road thoroughly. "There is no protection by lights or semaphore at Grass Hill and I did not vary my mode of procedure on that evening."

To Mr. O'Connor: "According to clearance 31 left 20 minutes late. I did not know the instructions were given to the train ahead of mine. I knew by my watch that 7.40 was the time. I did not think we were going fast from Cambay to Grass Hill, and during my spare moments I was making out reports between Lindsay and Cambay on my trip. The view is somewhat impeded coming into Grass Hill station by a high bank, rail fence and trees. If the train had gone on as I expected I would have overtaken her about Lorneville. The passenger train was due there five minutes after the time of the trouble, and it was at this station I expected to pass the passenger, and by going on I would precede the Blackwater train going to Orillia. I was anxious to get ahead of that train. If I were behind I would have to block, consequently I would have to remain in Midland over Sunday. The train could have been sent out as well at 6.30 as the time it went. Had this been done there would have been no trouble."

To Mr. Hopkins: "I was anxious to get ahead of the Blackwater train."

To Mr. Porter: "The actual running time is 22 minutes and we ran it in 24 minutes."

To a juror: "The air brakes were not defective. The brakes were working satisfactorily. I cannot account for the action of the brakes on that day."

ENGINEER MIGHT.
George Might, sworn: "I am an engineer on the G.T.R., and on June 8th I was in charge of engine 2187. I was rested for my trip and reported at 6.15 p.m. I got my paper from the conductor. I am eleven years with the Grand Trunk. I was to take 2187-2157 to Atherley, and my clearance papers gave instructions to leave at 7.15. I had control of the brake on first engine. I do not know what time I made to Cambay. I did not expect to catch passenger train till I reached Lorneville. Expected to arrive in Lorneville in 35 minutes. There were no signals to stop a train running into Grass Hill station. My brakes were working all right and I estimated I could stop my engine in proper time to avoid an accident. I cannot account for why my engine did not stop as my brakes were working well."

To Mr. Porter: "The brakes were all the same on the day we made the test as on the day of the accident. I cannot account for the brakes failing to work. I had a schedule of the train preceding me, but according to clearance card she was 20 minutes late. She should have been out of Grass Hill at 7.30 and I consider the station should have been protected by a flag, semaphore, fusee, or a torpedo on rail. I had no right to know the Coboconk train was in Grass Hill and had a right to go in to Grass Hill as I was ten minutes behind on entering. The conductor was right in saying we were running at 28 miles an hour. At 30 miles an hour on the first test we stopped in time to avert the accident. On the second test we stopped about 25 yards short of where the accident happened."

To Mr. Hopkins: "I did not intend to stop at Grass Hill, and I was 200 yards east of the switch when I saw the train ahead of me. My fireman saw the car ahead first, and I put on brake, but the engine would not stop. This may have caused the accident, the brakes not working right."

To Mr. O'Connor: "It took us 24 minutes to run to Grass Hill from Lindsay."

To Mr. Pratt: "We ran in 23 minutes and the Coboconk ran up in 40 to Grass Hill."

To Mr. O'Connor: "The Coboconk was to leave at 7.30, but did not. To a juror: "The rails might have been damp. We ran to Cambay, a distance of five miles, in 9 minutes. I never was told to keep a look out for the Coboconk train. The fireman said to me 'Soak her,' after we saw what was ahead and had gone about a car length."

To a juror: "If the emergency brake was on at two hundred yards and had been signalled we could have averted the accident. I blew the whistle as usual on coming into Grass Hill."

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To a juror: "If the emergency brake was on at two hundred yards and had been signalled we could have averted the accident. I blew the whistle as usual on coming into Grass Hill."

ENGINEER CARR.
P. Carr, sworn: "I was an engineer on the second engine, 2157, on the day of the accident. I was running at 30 miles an hour. The brake worked all right before we got out. I put on my emergency brake and I found Engineer Might had done the same."

To Mr. Porter: "I have a right to apply my brake in case of danger, but at no other time. The forward engineer attends to that."

To Mr. Pratt: "I don't think I broke any rules of the company. I had no rules."

FIREMAN KELCHER.
Stanley Kelcher, a fireman, said: "I was the first to notify my engineer. I said 'whoa'; we then went a car length and I said 'soak her.' I have nothing to do with the brakes."

To Mr. Porter: "I believe he could have stopped when I said 'whoa,' but when I said 'soak her,' that was to give all the air possible."

To Mr. Hopkins: "I thought there was going to be trouble after we went a car length; so I said 'soak her,' that is to stop her quickly."

FIREMAN RELF.
Mr. Relf, fireman, said: "I saw the engineer reverse his lever, so I jumped to the steps to be ready to get off if the collision was a severe one."

To Mr. Hopkins: "I have only been on the road four months. I jumped when the car struck."

SIDNEY WILLICOTT.
Sidney Willicott said: "I saw the train about one hundred yards ahead. I did not feel any effect from the putting on of the brakes."

BRAKEMAN WALKER.
F. Walker: "I was in the cupola on the train going to Grass Hill. I do not know whether the brakes were put on or not."

CHAS. PIERCEY.
Chas. H. Piercey, train despatcher: "I have worked for eighteen years with the G.T.R. I gave the usual form to the conductor and I made out three copies for the Coboconk train. The orders were to leave at 6.30, No. 31 left 6.50, arrived at Grass Hill at 7.30. The extra train had orders to run to Atherley Jct. The clearance paper showed the Coboconk went out at 6.50. We have been governed by this rule for over a year. On the old regulations a train could not leave until the other train was gone out of the station ahead. This applies to a flag station. I gave my usual orders. The train ahead got an order to run 20 minutes late."

To Mr. Porter: "No notice is taken of anything but leaving. This is schedule time. I cannot say that those engines were not reported for repairs. I do not know that."

To Mr. Hopkins: "I have a register book in which is entered the time trains depart from the station."

To Mr. O'Connor: "According to time the extra train was to leave at 7.15, but did not do so until 7.17 p.m. The train ahead to conform to rules, had to run on time; but no such rules were given to the last train."

SAMUEL CHERRY.
Samuel Cherry: "I am an engineer on the G.T.R. 2187 was the first engine. I came in the day of the accident at noon on her and had no difficulty with brake coming from Midland. I reported her for repairs to the brakes. I do not know whether she was repaired, and if it was not repaired we would not have full braking power."

To Mr. Hopkins: "I told Mr. Storer, the shop foreman, that the engine wanted to be repaired. I put in the book that jam screws on right brake needed repairs."

To Coroner Blanchard, W. J. Fee, road foreman, said: "I stay around the shop most of the time. I know 2187, as it was brought in by Mr. Cherry and it was repaired that afternoon before it went out. I rode out to Grass Hill. I found the brakes worked all right the day we went on the trial trip."

To Mr. Hopkins: "I do not know who repaired the brake. Storer should have looked after the work. I saw the engine was repaired in the afternoon, but I did not see it done personally. In the afternoon I saw it was booked for repairs, and at 6 o'clock that evening the engine was checked off as being put in order."

This completed the inquest, which was adjourned until Tuesday, June 25th.

HYMENEAL.

HORNBY-VEITCH.
At Toronto on Monday, March 4, 1912, by Rev. Wm. Farncomb, John Thomson Hornby, of Glasgow, Scotland, to Nettie, daughter of the late Edward Veitch, of Lindsay.

OBITUARY.

LATE GEORGE ARMSTRONG.
The funeral of the late George Armstrong, of Toronto, brother of Mr. Edward Armstrong, of Lindsay, was held on Monday at Koenig, Ont., and was attended by a large number of friends.

The late George Armstrong, who was known to a large number of Lindsay citizens, had lived nearly all his life in Toronto, and his death on Saturday last came as a severe shock to friends and relatives in Lindsay.

Left to mourn his loss are a loving and devoted wife and family, one sister at Toronto, and the following brothers: Robert in Oshawa; Richard of Bowling Green, Ind.; Thomas of Toronto; Edward, of Dundas & Flavelles Ltd., Lindsay.

Dates to Remember

July 1.—Garden party at Omsmeae under the auspices of the Presbyterian church.

June 24.—Garden party at Mt. Horeb on lawn of Mr. W. J. Jackson.

July 1.—Monster celebration at Lindsay—one whole day of sports and fun.

July 1.—Annual picnic at Glenora. Big program of sports.

June 25.—Garden party and concert at Eden, Zion.

June 20.—Women's and Farmers' Institute excursion to Guelph.

June 22.—Baseball game, Lindsay travellers versus Peterboro drummers at Agricultural Park, Lindsay.

June 24.—Tea and concert at Peniel Methodist church.

A shortage of \$6,400 has been discovered in the accounts of E. H. Broadbent, tax collector for Raleigh township.

Sir Charles Tupper has subscribed \$200 to the proposed monument to Sir George E. Cartier.