

**PURELY ACCIDENTAL**

**WAS VERDICT OF JURY ON DEATH OF TWO MEN**

**Who Were Struck By Train At Bridge At Kingston Mills Thursday Afternoon—Two Trains Met On Bridge.**

That their death was purely of an accidental nature, was the finding of the jury summoned by Dr. D. E. Munnell, coroner, in the Police Court room Friday afternoon, at 3 o'clock, to enquire into the sad death of Philip Chisley and Elaire Carron, who were struck by the International Limited coming from Montreal Thursday afternoon at 1.48 o'clock at the bridge at Kingston Mills.

The engineer on the train stated that the two trains met on the bridge owing to the fact that the one going east was fifteen minutes late. Such a thing might not occur again in five years. He had blown his whistle on reaching the bridge, but thought the noise of the other train had prevented the men from hearing his train coming. George Hunter was foreman of the jury which was summoned by Constable Samuel Arnsel.

The first witness called was a young man named R. Crawford, who witnessed the accident. In his evidence he said:

"I was standing at Mr. Anglin's office and was noticing the east-bound train go by. I saw the two men standing on the east end of the bridge. They were talking. Two trains crossed on the bridge. When the east-bound train was almost off the bridge, the west-bound train came on the bridge. I saw the engine hit Chisley. His body was hurled into the air about twenty-five feet and it fell into the creek below. I do not think the train hit the other man. I think he overbalanced himself and fell off the bridge."

David Whyte, special constable for the Grand Trunk Railway, employed guarding the bridge at the scene of the accident was sworn. He did not witness the accident. He noticed the west-bound train stop and went to the bridge and discovered two men lying under the bridge. One was Chisley and the other Carron. The latter was engaged as a special constable for the company, and was on duty when the accident occurred.

Witness said special constables were supposed to patrol the bridge when no trains were passing. Witness said there were about four feet from the outside rail and the edge of the bridge. Constables had definite instructions not to patrol the bridge while trains were passing over it. Witness had never known any of the constables to violate the orders. He had been caught on the bridge when trains were crossing, and had to run to escape. There was sufficient room for a man to stand on the side of the bridge but the suction of the train would draw him in. In the middle of the bridge there was eight feet where a person could throw himself down, and thus save himself.

"I believe that Chisley was hit and that his body struck Carron and knocked him off the bridge," said the witness.

There was a change made in the timetable on Sunday last, and the coroner asked if the men might have been confused by this.

"It might have been so," replied the witness.

Dr. J. F. Sparks told of the injuries received by deceased. He viewed the body after it was recovered from the water. The skull and one side of his face was crushed, and there were several bruises on his body. Death must have been instantaneous.

Thomas Marshall, engineer on the International Limited, said that when a short distance east of Kingston Mills bridge perhaps about one hundred and fifty feet, he noticed two men stop across the north side of the west-bound tracks. He could see they were not clear of the train.

"When I noticed that they did not move off the tracks I blew the whistle, and applied the brakes, but in another minute we struck the men. We were going about thirty-five or forty miles an hour. The train was on time."

Witness said he did not think the men noticed the west-bound train as they stepped off the track to let the east-bound train go by. He believed the noise of the one train would prevent them hearing the other. They did not hear the whistle blown by witness. The trains just happened to meet on the bridge, as the east-bound train was fifteen minutes late. The two trains might not meet on the track again in five years.

William Taylor, who was painting on the bridge was called, but he did not know anything of the accident. Witness said that Chisley was on his way to get some oil for the painters.

**MANY GERMAN FAILURES**

**War Severely Felt By Alien Enemy In British Columbia.**

Vancouver, B.C., June 5.—Many German companies, some of which have for years operated in British Columbia, are going out of business after making huge losses. One of the Alvensleben concerns, which had two years ago paid \$800,000 in cash on a timber deal, which in all was to amount to two and a half millions, has gone out of business, and defaulted in payments so that the lands will revert to the original Canadian owners.

To-day the Hardy Bay Lands Company, another Alvensleben concern, was wound up. Serious complaint that it had defrauded the public was made. It sold lands at Hardy Bay, on Vancouver Island, at thirty dollars an acre, which were purchased from the Government at five dollars, and even this was never paid, so that many purchasers from the company are now unable to get title. Alvo von Alvensleben, who is now in Seattle, is a German baron. He is credited with having in his pocket an appointment to the Lieutenant-Governorship of British Columbia. If, and when the Germans lick the British. In Vancouver the belief is that Alvensleben has a rather long residence in Seattle ahead of him.

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**Vaccine Discovery Awards.**  
Paris, June 5.—The Orlais and De-brouse prizes amounting to 100,000 francs (\$20,000), were today presented to Professor M. A. Vincent, of the Val de Grace Military Hospital, who received 50,000 francs, and Professor Chantemesse and Vidal, who received 25,000 francs each. The prizes were awarded for discoveries in connection with anti-typhoid vaccines.

Lloyd Harris, Brantford, has ordered a motor ambulance as a gift to the Red Cross Society.  
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