

Y, DECEMBER 7, 1870.

WHOLE NO. 6461.

**FRANCE. DISASTROUS ACCIDENT.**  
**HE LOIRE. A BROKEN BRIDGE.**  
**N PARIS. A PLUNGE INTO THE RIVER.**  
**EAR ORLEANS. TWO LIVES LOST.**  
**SORTIE. NINETEEN CARS DESTROYED.**

(By Telegraph from our own Correspondent.)

MONTRÉAL, Dec. 6.

This morning, about 7 o'clock, a fatal accident occurred on the Grand Trunk at Great Francis Bridge, this side of Richmond. A man repairing the line had a lorry on the track loaded with rails, when a way and freight train from Montreal came along, ran into the lorry, and was thrown from the track, breaking through the bridge.

It is stated that the man with the lorry mistook a previous train for that which met with the accident, but the latter was nearly on time.

The engine and nineteen cars were thrown into the river, and the engine-driver, Patchett, and brakeman Puthian, were killed.

The cars were loaded with freight from Montreal and the way stations.

**QUÉBEC LEGISLATURE.**

(By Telegraph from our own Reporter.)

QUÉBEC, Dec. 5.

The House opened at 3:30.

BILL.

Mr. Beaubien presented the Bill to give powers to wooden railways north of Montreal.

REPORT.

**THE BRIGHTON ACCIDENT.**  
**THE INQUEST.**

(By Telegraph from our own Reporter.)

BRIGHTON, December 6.

The adjourned inquest on the body of Montgomery, killed in the recent collision near here, was resumed this morning before Dr. Cook, Coroner. Mr. Stephenson, Superintendent, and Mr. John Bell, solicitor to the Company, were present watching the proceedings on behalf of the Road. At the suggestion of the Coroner, the enquiry into the deaths of Chandler and Wright was taken by the same jury.

Great interest was manifested in the enquiry.

After hearing the unimportant evidence of parties on the wood train,

Wm. Brown, sworn, said—I am the driver of No. 15. We left Toronto at 3:45 p.m., going east, 30 minutes late; our delay was caused by waiting for the train from the west, for which we waited to make connection; Johnson I think makes up the train usually and he did on the night in question; the time that we were late in leaving we did not make up; we arrived at Colborne at 1:05 a.m., but were due at 9:50 p.m.—4 hours late; the cause of this additional delay was crossing trains at Newtonville and Scarborough.

The CORONER—Is the business usually done as quickly as possible?

WITNESS—Yes; we had to wait for the arrival of an empty engine.

The CORONER—The delay was unavoidable, then?

WITNESS—Yes; the engine by which we were detained was disabled between Port Hope and Newtonville. Coming from the West we were four hours late at Scarborough, but arrived at Colborne at 1:05 a.m., and left at 1:13 a.m. I got my order to leave

here for the making of the crossing, the signal would have been red; there was nothing to prohibit our going; I left here at twelve minutes past one; I saw nothing till we were struck and then thought that it was only a car off the track; the first thing I did was to send a man back to warn the train coming on behind me; I then went to where the engines were and called to my driver; a voice replied from the other side of the track, and when I crossed I saw the driver, fireman, and conductor of No. 15; I asked whether they had seen Tommy Wright, my driver, and they said "no, they supposed he was killed;" we then searched to get the men out who were among the horses; I heard a whistle by Wright, but it was the whistle always given before turning the grade; it was not a danger whistle; I did not hear any danger whistle.

In reply to Mr. HAGUE, witness said he received no orders whatever about crossing No. 15. The red signal would only be exhibited. It was the duty of conductors to be always on the look-out. If the pilot engine at Kingston had been ready we should not have been here before.

By a JURYMEN: I was about five minutes at the station; we generally ask "if it is all right;" I did not expect to get any orders here; the answer to my question was "Yes."

By Mr. SMITH: I got no orders at all about No. 15; I got no orders to cross No. 15 here at any of the previous stations, although I was a long way behind time; if I had got orders to cross here I should not have gone on, except that order had been rescinded; if the crossing had to be made here, I should have got my orders here.

By Mr. HAGUE—I spoke to the agent at Trenton about No. 15, and he said that it was likely that I would cross it at Brighton. She left Cobourg at twelve o'clock, while I left Trenton at 12:25.

Mr. BELL put in an employe's time-table and special guide.

WITNESS said that he had always received a copy.

December 7  
1870

Brighton