

WEDNESDAY MORNING.....JULY

Masacre

VERDICT OF THE CORONER'S JURY.

Montgomery County, Ky.—An inquisition held at the coroner's office here, on Monday, June 17, by Wm. Whitman, in the county of Montgomery, on the 26th day of July A. D. 1876 before Daniel Jacobus, Esq., coronor of said county aforesaid, and a jury composed of John William Plannigan, Patrick Flannigan, William Dugan, Bernard Greene, Cornelius Cokely, the bodies of twenty-nine other persons, to wit, unknown persons, who were killed by the hands of certain affidavits of Augustus G. Peet Francis Kennedy, Daniel Hillier, J. C. B. Carter, John Ewing, George H. Pletco, Charles M. Williams, James M. Williams, John R. Williams, Kate and Charles Keck, 12,000 lawful men of the county aforesaid being sworn or affirmed, and charged to inquire on the oath of God and their own consciences as to how and after what manner the said persons lying as aforesaid, came to their death, (the said quest having been first empaneled on the 19th day of July last,) they do hereby certify that their investigation from day to day-by adjournments on the 18th, 19th, 21st and said 26th of July last,—do say upon their oaths and satisfaction that the following named persons were slain by Patrick Flannigan, William Dugan,

One of the trains which thus came into Union station, was a special excursion train, consisting of two passenger coaches and a Pullman dining car, hauled by a steam locomotive. By previous arrangement this train was to start from Master street, at Philadelphia, at 6 o'clock on the morning of the 22d inst., and was to arrive at Union station at 6 o'clock A. M. The passengers consisted chiefly of children belonging to the Sabbath School attached to St. Andrew's Church, in this city, and their parents and relatives and friends, numbering together about seven hundred persons. They were under the charge of Mr. Alfred F. Chubb, president of the school, and were ready to start at 5:50 o'clock, but the train did not leave Master street precisely at the time appointed for starting, but were detained about ten minutes after 6 o'clock, when the conductor, Mr. J. F. Felt, called out the following written instructions for running the train to Union station, which had been furnished to him by the railroad company:

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and time table of the road. About 400 yards above the curve above mentioned another engine in the same direction was making a turn, and nearest the lower one station took place. At the moment of collision the regular train had nearly stopped, while the engine of the passenger train was going about 20 or 30 miles an hour.

As respects the responsibility to be attached to the accident, the following are the individuals connected with the disaster:

First. We deem it due to the memory of Vanostren, the conductor of the down train, to state that he was running the train at the time of the collision, in accordance with the regulations of the road.

Second. We find that W. L. Lee, the engineer of the down train, is free from blame in the matter, as he was not the cause of the collision, and the catastrophe first warning of the impending danger.

Third. We find that the immediate cause of the collision was the gross carelessness of the engineer of the passenger train, in running his train contrary to the regulations of the road, and in not stopping after it had begun to get so far ahead of the regular passenger train.

Fourth. We find that if the regular passenger train had been obeyed, the

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national priority. We are able to have been an increased trade with our brethren on the other side of the Atlantic. The result of this is that every article of textile fabric. We following details, which the accounts now by the board of trade do not show, it is ports only being imported from the United States of America—29,600,000 yards plain calico 600,000 yards printed and dyed calico, yards plain. Increased exports to the United States of America, valued at goods, in value, £580,000.

A PRIMER INTO A—A COURSE
the *New York Journal of Commerce*, the testimony in the North Pennine road running, which speaks of the fact that the majority of the people who want to liberate those their cast, asks why should not the men with tools independent of the government have been the rule in the accidents—why have they not been the rule? It is beneficial for us to carry across for their immediate use the more successful on cars? This is inquiry into the cause of the accident, and the elements which are found

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