THE ERIE DISASTER.

THE CORONER'S INQUEST—ARREST OF THE ENGINEER—CONDITION OF THE WOUNDED.

LACKAWAXEN, Penn., July 16

For once in the annals of railway accidents prompt action has been taken in the old ials of the Commonwealth of Pennsylvania to bring the reckless employe, whose culpable negligence resulted so fatally to justice.

After the collision on the Erie Railroad at Mast Hope, the particulars of which were given in yesterday's edition the wreckers were dispatched to the scene of the disaster, where they took charge of the bodies which were burned in the smoking car The entire car had been burned to the trucks and lying between them were the charred remains of eight victims burnt to cinders.

In this number was an entire family of Germans, consisting of father, mother, and three children, who are yet unknown, the Rev. B B. Hallock of New York, Daniel Baer, a German emigrant, and another person as yet unknown.

The remains were carefully scraped up and placed in separate boxes, each one of which was numbered, and all articles which the flames had not consumed were collected together and correspondingly numbered, may in time help to identify the remains. The victims were brought to Port Jervis and given in charge of an undertaker, with orders from the Erie Company to properly inter them in the Erie Railroad Company's lot in Laurel Grove Cemetery, where several who were killed in the Carr's Rock disaster are now lying.

THE INQUEST.

The Coroner of Pike County, Pa., impanneled a jury on Thursday which met and viewed the remains before they went to port Jervis. They met again yesterday at the Williamson House, in Lackawaxen to take the testimony of those who witnessed the collision. There was some misunderstanding between the Justice of the Peace and the Coroner as to who should conduct the investigation, but the matter was finally compromised, and the Coroner officiated.

Several witnesses were examined, among whom was the conductor of the freight train, the firemen of both locomotives, a son of Daniel Baer, who was burned to death, and several of the railway officials. From the testimony of the witnesses it appears that James Griffin, the engineer of the freight train, while on a spur switch waiting for a passenger train to pass him opened the throttle valve of his engine, and started his train just as the passenger train was approaching from behind him. Some say he was asleep, while his fireman says he did not know whether he was or not. After the collision the engine of the passenger train passed on for about 150 feet after having dropped her ash pan, which was full of hot coals. The car was finally stopped over the fire was the smoking car, in which were some immigrants who had taken a first-class passage, and several others who wished to smoke. It seems that those who were burned were killed outright from the fact that they were crushed by the broken seats, while there are some who state that the victims were were only pressed under the seats and were burned alive. From the fact that the depot was on fire at the same time, it appears that several of the depot employes were principally engaged in saving freight, and were unconscious that there were any passengers in danger. The following witnesses were examined :

TESTIMONY OF THE FIREMAN.

Perry Hoyt, the fireman of the engine on the passenger train, was the first witness. At the time of the collision I was engaged in my duties, and had no warning of the danger. We were going about 30 miles an hour at the time of the accident. The engineer of my locomotive had hold of the throttle. The engineer slowed as he approached the train, but when he saw everything right in the rear opened his valve. We were 30 minutes late at Port Jervis and only gained four minutes between there and Mast Hope, a distance of 23 miles ; as we were running on the outside of the curve, the curve, the engineer could not see the locomotive of the freight train until within about 150 feet of the switch.

TESTIMONY OF THE CONDUCTOR OF THE FREIGHT TRAIN.

Judson D. Brown, the conductor of the freight train, was the next witness. I left Port Jervis on time, and arrived at the switch at 10:32 ; I closed the switch and pulled up to the spur near near the west end of the switch to lay there for trains Nos. 7 and 3 ; No 7 of the first train west passed me at 10:51, about two or three minutes late, and a No. 3 passed my train. I stood in the door of the caboose at the rear of my train ; just as the train was passing I felt my caboose move ; I judge that No 3 was running 35 miles an hour when it passed ; my engineer is named James Griffin ; he is a good, careful man ; I never saw him take a glass of liquor ; he acknowledged that he was asleep while waiting for the train to pass ; I judge my engineer awoke suddenly, and believing the train first passed started to follow, the flagman is named Edward Smith he was sitting on the platform on the depot at the time of the accident. I gave no signal to the engineer. I believe the engineer to have been asleep.

TESTIMONY OF THE STATION MASTER.

Samuel S. Crawford, the station master at Mast Hope Depot, testified that the first he knew of the accident was when he was awakened by his brother ; I found the depot on fire ; I attempted to communicate with the Port Jervis office but could not ; I then began to remove books and papers ; I saw in the rear car a what I took to be the remains of eight bodies ; I did not see the agent or conductor after the accident.

TESTIMONY OF A TRACKMAN.

Henry Snackett, a trackman who lives at Mast Hope, testified that he arrived at the scene of the disaster about five minutes after the collision occurred ; he helped remove the freight from the freight house, and afterwards assisted on the wreck

TESTIMONY OF JONATHAN C. CRAWFORD.

Jonathan S. Crawford, a merchant at Mast Hope, testified that he went to the river after a couple of buckets of water ; when he returned to the depot the fire was pretty well under way ; he did not assist at the wreck ; he supposed that the passengers had all escaped ; he helped remove the freight from the freight house.

TESTIMONY OF MILTON DEAN.

The engine of the freight train stood about three cars' length from the bridge when No 7 train passed ; Griffin, the engineer, started our train ; I asked him where he was going, and he did not reply ; I then immediately jumped from the engine.

Charles M. Westfield, W. L. Kimball, Charles Baer, and George S. Reddington were also sworn, and gave their testimony.

THE VERDICT.

After a few minutes' deliberation, the jury returned the following verdict :

An inquisition indented and taken at Lackawaxen, in the County of Pike, and State of Pennsylvania, before me, Charles C. Campbell, Coroner of the county aforesaid, upon the review of the remains of the Rev. B. B. Hallock, Daniel Baer, and six others, names unknown to the jury, being passengers on the train called No. 3, which left New York at 6:30 p. m., on the Erie Railway on July 14, 1869, and arrived at Mast Hope, Pike County, Penn., at 11:50 p. m., at which place it came in collision with the engine of extra freight train No. 39, which was caused by the recklessness, as the jury believe, of James Griffin, the engineer of the freight train No. 39, by drawing his train off the switch before train No. 3 had passed, causing the death of the above mentioned persons ; and we do entirely exonerate Judson B. Brown, conductor of train No. 39, and all other persons, from any blame whatever, except the said James Griffin.

C. C. Campbell, Coroner.

T. J. Redgeway, Foreman,
W. K. Ridgway, J. M. Williamson,
J. H. Vanderhoof, C. P. Milliken,
R. B. Seaman.

A warrant was immediately issued for the arrest of James Griffin, and all the officers between New York and Dunkirk were notified. He was arrested yesterday afternoon at Salamanca, and was brought to Great Bend last evening. The remains of Rev. S. B. Hallock were taken charge of by his family yesterday and conveyed to Binghamton. N. Y.

The wounded at Port Jervis have today settled their claims with the Company, Mr. B. W. Spencer, chief clerk in the Treasurer's office at New York, having been sent here for that purpose. Mr. Spencer, I learn, has paid about $6,000 in settling these claims, which are for personal injuries and loss of baggage, and, so far as I can learn, the injured persons have received in every instance the amounts asked for from the Company.

They are all comfortably quartered at the Delaware House, and Mr. Reynolds, Superintendent of the Delaware Division, and Mr. Hallock, Station Agent at this place, have done everything in their power to render them comfortable.—*N. Y. Tribune.*

Furniture !!

W. H. COATES & SON,

WELLSVILLE, N. Y.,

Offer inducements to any one who will

CALL AT THEIR STORE

TO BUY THEIR

Household Furniture

They manufacture largely and sell LOW. They keep a very large stock to select from, and warrant everything as recommended.

BURIAL CASES,

Caskets and Coffins

Of all styles and kinds on hand at all times.
All orders in this department will receive prompt attention. 34-3m

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A. S. STILLMAN, of Wellsville,
and A. O. VERY, of Andover,
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The Domestic Sewing Machine,

which is without a rival in the Sewing Machine Market.

2nd. That they are GENERAL AGENTS for this celebrated Machine for New York State, and desire ACTIVE AGENTS in each town.

3d. That they have united their capital and interest in a general business, and are now prepared to furnish any one in want, with a

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of the very best makers, and on more REASONABLE TERMS than any other dealer in this section. They respectfully invite all interested persons to call and examine their instruments, and compare quality of tone, workmanship and price with any others

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BOOKS, STATIONERY & FANCY GOODS,

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A full assortment of Holiday Goods and Toys in their season They make a specialty of

Travelling Baskets and Harding's Family Bibles, Albums, &c.

PLEASE CALL AND EXAMINE.

CORRESPONDENCE INVITED.

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No. 2, Brand Block, Wellsville, N. Y.

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ANDOVER, N. Y.

All calls attended to promptly, and work done in a NEAT and SCIENTIFIC Manner.

The Gem Fruit Jar,

The best Jar ever brought before the Public.

For sale at

32 Benton's Drug Store.

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ANDOVER, N. Y.,

PETER SWINK, - - - - Proprietor

THIS House has been thoroughly refitted, and the Proprietor is now ready to entertain all who may give him a call. A good barn in connection with the House. All charges reasonable. 28y1

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For your cutting, who insures perfect fits, OR NO PAY. He takes the only Monthly Report of New York Fashions, in town.

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G. & P.

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&
Brainard,

They would call the attention of the citizens of Andover and adjoining towns, that they have just received

A LARGE STOCK
OF
Groceries
AND
Provisions.

—ALSO:—

The Largest Assortment of

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ever offered in this County Our Stock thoughout is the *Best the N. Y. Market affords.*

We would call special attention to our Stock of

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PORK & SALT FISH,

together with the BEST BRAND of

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ALSO :

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Please give us a call in M. J. Ellis' Block, Main street,

Legal Notices.

Sheriff's Sale.

BY virtue of one writ of execution, I am directed by the supreme Court against the lands and tenements of Lemuel R. Lewis, I have seized and taken the following property, to wit: The interest of said Lemuel R. Lewis in all that tract or parcel of land situate in the town of Amity, county of Allegany and State of New York. It being all that part of lot No. 69 lying between South street and the old turnpike, in said town of Amity, said lot No. 69 being known by survey of said village made by Samuel Van Wicklen, surveyor, and recorded in the Clerk's office of Allegany county, to which map and survey reference is made to ascertain the location of said lot; which I shall sell at Public Vendue to the highest bidder, at the front door of the American Hotel, in the village of Belmont, in said county, New York, on the 10th day of July, 1869, at Two o'clock P. M. of that day.

Dated May 25th, 1869.

U. L. DAVIS, Sheriff.
By J. M. HEWIT, Deputy.

RUFUS SCOTT, Attorney. 28w6

The above sale is hereby postponed until July 31st, at 2 o'clock in the afternoon, at the same place.

U. L. DAVIS, Sheriff.
By J. M. HEWIT, Deputy.

RUFUS SCOTT, Attorney. 30w2

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JOSEPH SHAUT,

The only Practical Tailor

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is prepared to cut and make all kinds of

GENTS' GARMENTS,

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Remodels any misfits made by inexperienced cutters or makers.

All kinds of repairing done by the hour.

Try Him.

June 15th, 1869. JOS. SHAUT 32tf

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All work guaranteed to give satisfaction. 19y1

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1300 Miles under 860 Miles without One Management. Change of Coaches

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Mansfield, Galion, Urbana, Dayton, Cincinnati, Indianapolis, Louisville, ST. LOUIS,

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New and Improved Coaches are run through without change to Rochester, Buffalo, Dunkirk, Cleveland and Cincinnati.

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1.07 P. M. DUNKIRK MAIL, Sundays excepted, connecting at Carrollton for Olean and Allegany.

5.40 P. M. DUNKIRK ACCOMMODATION, Daily, connecting with trains for the West.

10.50 P. M. EMIGRANT TRAIN, Daily, for Salamanca and the West.

6:27 A. M. WAY FREIGHT, Sundays excepted.

GOING EAST.

1:07 P. M. NEW YORK AND PHILADELPHIA MAIL, Sundays excepted.

7:11 P. M. WAY TRAIN, Daily.

6:45 P. M. WAY FREIGHT, Sundays excepted.

☞ A revised and complete "Pocket Time Table" of Passenger Trains on the Erie Railway and connecting Lines, has recently been published, and can be procured on application to the Ticket Agent of the Company.

D. D. BUCKER, Gen'l Sup't,
WM. R. BARR, Gen'l Pass. Ag't.

Meat! Meat!

J. J. RAYMOND would respectfully announce to the citizens of Andover that he is now prepared to furnish

FRESH MEAT OF ALL KINDS,

served in the

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VOL. 1.

ANDOVER ADVERTISER

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	1 w.	2 w.	4 w.	3 m.	6 m.	1 y.
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3 sq.	2 50	3 25	5 50	8 00	12 00	17 00
4 sq.	3 50	4 00	6 25	10 00	16 00	22 00
½ col.	5 50	8 00	12 50	15 75	20 00	27 00
1 col.	7 00	9 00	15 00	25 00	35 00	45 00
¼ col.	10 00	12 00	15 00	25 00	35 00	50 00

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Cards of five lines or less will be inserted in this column one year for $5 ; every subsequent line 75cts.

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ATTORNEY & COUNSELLOR.

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V. A. Willard, Attorney and Counsellor at Law, over Lamphear & Fuller's store, Brick Block, Main St., Belmont, N. Y.

Rufus Scott, Attorney and Counsellor at Law, office over Sortores, Brick Block, Belmont, N. Y.

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