

fever in the city, but one doctor stated there was quite recently an increase in the number of cases.—Adjourned.

### SAD ACCIDENT AT THE RAILWAY TERMINI.

Yesterday, Mr M. J. DeCourcey, City Coroner, held an inquest at Mr Walshe's public-house, in Nelson-street, touching the death of John Moloney, a pig-driver, 36 years of age, in the employ of Messrs Denny, who met with his death at the local goods yard of the Waterford and Limerick Railway, on Saturday last.

Head-constable Wall conducted the case for the Crown.

Mr Doyle (Messrs Dundon and Doyle, solrs.) appeared to watch the proceedings on behalf of the Waterford and Limerick Railway Company, and Mr Glynn, assistant manager of the company, was also present.

Mr John Ryan, solicitor, appeared on behalf of the relatives of the deceased.

The jury, having viewed the body and the scene of the occurrence.

Richard Devane was sworn. He stated in answer to Head-constable Wall he was employed in the goods department of the Waterford and Limerick Railway Company; on Saturday morning he was standing outside the outward goods store of the Company; he heard a shout, and saw the deceased caught between the buffer of a waggon and the buffer block; when deceased was caught he was standing with his back to the trucks; he called to a porter named Gleeson to have the trucks eased, and when this was done, and the deceased taken out he sent for a doctor.

In answer to Mr Ryan, witness said that he saw a man named Martin standing about 15 yards from the line; Martin was employed to watch the line and keep the way clear; deceased had no business to be in the place he was.

Garrett Gleeson said that he was standing near the goods store on Saturday morning when Devane called him and asked him if there was an engine on the trucks that had caught Moloney to tell the driver to go ahead, when he did so, but all the waggons were not attached; when he got to the buffer block he saw deceased lying on his back; about two minutes prior to Mr Devane calling him he saw the train backing into the siding, and the way was clear; the train was going very slowly; he could not say whether the engine whistled or not before it backed.

In answer to Mr Ryan, witness said it was his duty to clean out the waggons when they were stopped; it was his duty to stop any people from going into danger; he saw Sheehan there but there was nobody between the engine and the buffer block—a distance of 100 yards—to keep the way clear; there was no necessity for anyone, as there was nothing in the way; had seen the deceased several times on the premises in charge of pigs, but could not say whether he had any there on Saturday.

Michael Sheehan stated that he was foreman in charge of the shunting; on Saturday morning after a train had shunted off the main line into a siding, he was told by Gleeson to tell the engine driver to have the engine "go ahead" as there was somebody caught on the line; he gave the word to go ahead and the engine did so; it was usual for the engines to whistle before shunting, but as there were many whistles blowing at the time he could not say whether the engine driving the waggons did so; there were 24 waggons on the line at the time, six being attached to the engine; there was some noise when the waggons came together; the engine-driver could not see the block as there was a curve in the line.

By Mr Ryan—He had other duties than to see to the shunting of the waggons, and was not down the line near the block.

In answer to Mr Doyle, witness said that there

was no necessity for the deceased to pass between the waggons and the block as he could have gone behind it.

Daniel Lynch stated that on Saturday morning he was seeing to the shunting of a train on to a siding; he stopped the engine before going on to the siding to see if the way were clear; it was all right and he told the engine driver to "ease back" which he did; he saw the deceased before the accident but did not know what he was doing.—Cross-examined by Mr Ryan—He was the length of six waggons from the engine driver, as far as he could see him; there was no one in charge of the shunting nearer than himself to the place where deceased was caught.

In answer to Mr Doyle, witness said that before he gave the signal for the engine to back he went down the line and it was quite clear; he had to return out of sight of the stop block to give the signal for the engine to back.

Patrick Skehan, a boy aged 13, said that he was in company with the deceased on Saturday morning; they were driving 61 pigs from the railway to Messrs Denny's store; he saw the accident occur; some pigs had gone under the trucks and between the blocks; deceased went to drive them away and was caught between the buffer and the stop block; he was passing in towards the wall and had passed one of the buffers when he was caught; witness did not see the waggons approaching the deceased as he had his head turned from him; he could not see the engine and did not hear the noise of one lot of waggons going against the others.

By Mr Doyle—He (witness) was driving about the pigs when the accident happened.

In answer to Mr Ryan, witness said he did not see anybody watching the line below the curve but there might have been some one between the waggons and the wall.

Dr Barry stated that he was called in to see the deceased after the accident. He was lying in the goods store of the Waterford and Limerick Railway Company's premises. Deceased stated that he was crushed in the stomach, between the buffers, and thought he was dying. He was in a state of collapse, and was suffering much from internal pains. Stimulants were administered, and he was taken to Barrington's hospital on a spring float.

Dr. Holmes said that the deceased was admitted to Barrington's hospital a few minutes after 12 o'clock on Saturday, and died at five o'clock. In his opinion death was the result of rupture of the bowels, and the injuries could be caused in the manner described.

This closed the evidence, and Mr Ryan addressing the jury said he wished to call their attention to one or two facts. They had all heard the evidence. The deceased was in the employment of Messrs Denny, and part of his duties was to go to the railway to get pigs and convey them to his employers' stores. On the day he met with his death he was there on his lawful business. He was no interloper or idler, and it was the business of the railway company to protect every man going there on his lawful business from being killed. From the evidence that had been adduced he would submit that there was gross negligence on the part of the railway authorities, as it was their duty to have a man present to prevent such accidents.

Mr Doyle submitted that every reasonable care was taken on the part of the railway authorities, and that the accident was entirely unavoidable. Michael Sheehan was therein charge of the shunting, and Lynch walked down along the line to see if it were clear. It was so; and he went back into sight of the engine to give the necessary signal. It was quite plain the railway officials used every care, and that the accident, much as they regretted it, was not caused through any negligence on their part.

After a deliberation of considerable duration the jury returned the following verdict:—"That the said John Moloney died on the 30th May, and that his death was caused by being crushed between the buffer of a train and the buffer block, and we are of opinion that there was neglect on the part of the Railway Company in not having a man stationed at the end of the line whilst waggons were being shunted, or having a railing to protect the place."

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