

Charles A. Keefe

(22 Nov 1868 – 7 Feb 1901)

The Evening Star, February 7, 1901, p. 3

Firemen Badly Hurt

Collision Between Truck and Street Car on Connecticut Avenue

Trainmen Placed Under Arrest

Two of the Injured Men Conveyed to Emergency Hospital

Investigation Ordered

While responding to an alarm of fire turned in from box 35 about 8 o'clock this morning truck B was struck by one of the big yellow cars of the Metropolitan Railway Company at Connecticut avenue and M street. Three firemen who were riding on the truck were injured and the apparatus was badly damaged. The street car was also damaged. Explanations of the affair were promptly made by the firemen, in which they placed the blame on the motorman, while the men who were in charge of the car refused to make statements. Foreman T.J. Donohue, 41 years old, living at 1115 22nd street northwest, was injured about the right arm, leg and back. He is at his home under the care of Dr. Mayfield, and it is expected that he will be able to return to duty in a couple of weeks.

Private Charles A. Keefe, 32 years old, who, with his wife and one child, lives at No. 1534 North Capitol street, and Private John J. Ryan, 25 years old, unmarried, who lives at 1123 19th street northwest, are under treatment at the Emergency Hospital. Both men are dangerously hurt, and it is feared that Keefe will not recover. His injuries consist of a broken shoulder, serious injury to the back and internal hurts. Both of Ryan's legs were broken below the knee and he was considerably bruised about the body. The doctors think he will recover. Keefe was at one time connected with the police force, and is a brother of "Jack" Keefe, the baseball player.

District commissioner Macfarland was the first official to call on the injured men. He was very much distressed over the affair and gave orders for a thorough investigation. Chief Parris was also an early visitor to the truck house and hospital, and said the accident was undoubtedly due to the rule requiring the cars to stop on the far side of crossings.

Motorman and Conductor Arrested

Motorman John Larne and Conductor Thomas Davis, who were in charge of the car, were taken to the third precinct station to be held until the extent of the firemen's injuries can be definitely determined. In the event of the death of one or more of the victims, the motorman and conductor will be required to appear at the inquest.

The fire for which the alarm was turned in occurred in the house of J.E. Williams, No. 1527 M street, and was caused by a supposed defective flue. Damage to the house and contents amounted to not more than \$20. When the accident occurred which disabled truck B, one of the firemen summoned truck C company to respond to the alarm.

The M street crossing on Connecticut avenue is regarded by the firemen as a dangerous place, because truck B usually crosses the electric road at this point in responding to alarms turned in from boxes east of Connecticut avenue. For this reason the driver almost invariably slows down, and such was the case this morning, according to statements made by the firemen and some of the witnesses of the accident. Several passengers in the street car were thrown from their seats when the collision occurred, but so far as has been reported they were not badly hurt.

Soon after the accident happened a number of people congregated on the street, and everybody was willing to assist in removing the disabled firemen to places where they could be given medical treatment.

Although two of the three victims were seriously injured they were not rendered unconscious. Keefe and Donohue were taken to the house of Dr. J.R. Bromwell, No. 1147 Connecticut avenue, and Ryan was taken to a cigar store on M street, where he was also seen by a physician. The third precinct patrol wagon was summoned, and after Keefe and Ryan had been removed to the Emergency Hospital the vehicle returned and Foreman Donohue was taken to his home. Relatives of the men taken to the hospital were notified of the accident, and they went at once to the institution to ascertain the result of the injuries.

Dan Williams Was Driving

Driver Dan Williams, colored, was handling the reins this morning, as he had done during a number of years. Foreman Donohue was standing on the turntable beside the driver and the other members were at their usual places on the truck, with Assistant Foreman George H. Reynolds at the wheel in the rear. Foreman Donohue began ringing the bell when the truck left the house and had not stopped sounding it when the truck neared the railway crossing and he saw the car coming north, as he says, going at a high rate of speed. The horses were also making good time, but were not moving as rapidly as they had been before they approached Connecticut avenue.

"We can't avoid a collision," Foreman Donohue said to the driver; "pull up Connecticut avenue, quick."

The foreman clung to the truck as the driver made an effort to turn north on Connecticut avenue. The truck was on the track in an instant, and the street car struck it just behind the horses. Dan Williams, the driver, was thrown from his seat, and he fell between the horses, while Foreman Donohue was pinned against the truck and the car. His first thought was to save the driver, for he feared the horses would run away, and that the heavy truck might pass over him. The foreman was soon on the ground, but he was so stunned that he could hardly stand. His fire hat undoubtedly saved him from more serious injury for it was badly smashed by coming in contact with the truck when the wearer of it was thrown violently against the ladder. Privates Keefe and Ryan were thrown from the truck, and part of the latter's clothing was torn from his body.

Keefe was on the running board just behind the foreman, and it is believed he was struck by the car. Behind him stood Ryan, who was injured when the side ladder was splintered. He was also thrown to the ground and the rear wheels of the truck touched his legs, but it is believed they did not pass over them. Neither of the two men seriously hurt was able to stand. What became of the motorman the firemen are unable to say, but they express the belief that he jumped from his car when he realized that an accident was unavoidable, or just after the two heavy vehicles came together. Besides receiving several scratches about his legs he was not injured.

It is stated that a pedestrian who saw the danger waived to the motorman to stop, but that the latter, thinking he wanted to get on the car, intended to stop on the far side of the crossing.

Statements by Chief and Foreman

Foreman Donohue said he had been going over the Connecticut avenue crossing in the service of the fire department for sixteen years, and this morning's affair was the first accident in which he had figured. Driver Williams, he said, was extremely careful, and the accident was certainly not his fault.

"This morning's accident is the fruit of the rule required street cars to stop on the far side," remarked Chief Parris of the fire department to a Star reporter.

The chief added that he opposed the rule before it was made a police regulation. The fatal accident at 9th and R streets several months ago, he said, would also have been avoided had the rule been

different. A letter containing an expression of the chief's views on the question is on file in the office of the City Commissioners.

The regulation of the Commissioners, passed the 9th of March of last year, reads:

"Street cars shall not exceed a rate of speed greater than six miles an hour at street crossings, and when necessary to stop shall stop on the far side thereof, the rear end of the car or train to rest on a line with the curb on the far side of the intersecting street. Provided, that in cases where stops are now allowed on both sides of a crossing such stops may be continued if the railroad companies so desire."

Maj. Sylvester's Views

Major Sylvester, believing the importance of providing better protection for the more important thoroughfares in the city, called the matter to the attention of the Commissioners in his annual report.

Respecting this question he said: "Pennsylvania avenue, Connecticut avenue and F street should be straight beats, with a squad of patrolmen constantly looking after the many matters of public importance thereon and thereabouts. The foreign legations, where distinguished representatives from other countries reside, should have attention from privates confined to short tours; the various circles should be looked after by details, and special attention given to control riding and driving at circles as the law directs, and hack stands and disorderly localities should be inspected continuously, but until Congress abandons the idea that the capital is not in need of such care it is feared these advanced and necessary precautions will not be possessed."

Only a few weeks ago Major Sylvester directed that Policeman Robertson be mounted on a bicycle for duty in this section, and he was just leaving the station to go on duty this morning when the accident occurred.

There is a hack stand at Connecticut avenue and M street, and usually the bicycle officer spends considerable time there. Had the alarm been turned in a few minutes later the officer would probably have been there and prevented the accident.

Story of an Eye-Witness

Dr. William Tindall, secretary to the board of District Commissioners, was a witness to the collision. He was walking south on Connecticut avenue, and shortly after passing N street he heard the gong on the truck. As the apparatus neared 18th street going east the gong was sounded louder, he said, and after crossing that street it was sounded still louder, making it possible to hear it two or three squares distant at least. The car which came in collision was observed by Dr. Tindall before it reached M street. It was going north, and in his opinion, at quite a rapid rate, but just how fast he is not able to say. It appeared to him that the motorman made no effort to slow up or stop before crossing M street, and the car was about in the center of M street when struck by the truck. The blow was a glancing one, it being evident to Dr. Tindall that the driver of the truck, seeing a collision unavoidable, pulled his horses as if to carry the apparatus up Connecticut avenue, and thereby avoid the car. The car was going or had been going at such a high rate of speed, however, that it was impossible for the truck to get out of the way, although it appeared to Dr. Tindall that the motorman, when he saw that a collision was certain, threw off the current and shoved down the brakes.

The force of the collision threw one of the firemen high in the air, while it looked to him as if the car knocked the other two injured men off. One of the men fell directly in front of the car and under the fender, so that but for the promptness by which the motorman brought the car to a standstill the man would have been crushed to death by its wheels. Dr. Tindall said, in reply to an inquiry, that he does not know whether any one was waiting to board the car at M street, but believes that had the car stopped or slowed up before passing the south building line of M street the collision would not have occurred.

Official Report

The official report of the accident made to the chief engineer of the fire department, Mr. Joseph Parris, by Acting Foreman Geo. H. Reynolds is as follows: "While responding to an alarm of fire from box 35 at 8:08 o'clock this morning we went out M street, and when we reached Connecticut avenue we had pulled the horses down and were going at slow speed, ringing the bell. While crossing Connecticut avenue one of the Metropolitan cars was coming up at a high rate of speed and struck us, injuring Foreman Donohoe and Privates Ryan and Keefe, the latter seriously, I think. I sent Privates Ryan and Keefe to the hospital and Foreman Donohoe to his home, 1115 23d street."

Submitted a List

At the suggestion of Commissioner Macfarland, who has immediate supervision of the fire department, Chief Parris made a list at the time of the fatal accident on 9th street of the crossings over street railway tracks at each of which he deemed it necessary, for the protection of the firemen, as well as for the protection of the traveling public, that the cars should be required to stop before passing over. The Commissioners submitted the list to the officials of the Capital Traction Company and to those of the syndicate lines, and were informed by them that, in their judgment, it would result in serious inconvenience to the traveling public to require the cars to stop as recommended by Chief Parris. The railroad officials, however, promised the Commissioners that their motormen would be required to stop at a few of the crossings, and also assured them that they would require their men to allow right of way at all times to the apparatus of the fire department when responding to alarms of fire. Notwithstanding these promises, it is stated that if such instructions were ever given by the railroad officials to their men cars daily pass over the streets in question without even slowing up.

Commissioners Will Take Action

Commissioner Macfarland, as soon as he was informed of today's accident, directed that Firemen Keefe and Ryan be given every care and attention. In speaking to a reporter of The Star, Mr. Macfarland said that it seemed to him from what he had been told that the accident was due to the high rate of speed at which the street car was alleged to be traveling. Whether in fact the car was traveling at such high speed Mr. Macfarland does not personally know, because he did not witness the accident. He said, however, that the matter would be investigated very thoroughly and that the case would be laid before his associates for such action as they might deem necessary and proper to take. What that action will be he does not know, but he declared that the companies of the fire department, when responding to alarms of fire, must have the right of way, and that the intervention of Congress will be asked if nothing else can be done to prevent like accidents in the future.

Condition of the Injured Men

Late this afternoon the physicians at the hospital stated that Ryan was doing well, but that Keefe showed no signs of improvement. Keefe was overcome by smoke at the workhouse fire about eight years ago, when he was a substitute firemen. He came near losing his life at that time.

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Thorough Inquiry

Officials to Investigate the Collision of Car and Truck

Instructions to Coroner Nevitt

Condition of Injured Men Will Prevent Their Attendance at Inquest

Truckman Keefe's Burial

The District Commissioners, Chief Parris and Major Sylvester are actively interesting themselves in the matter of having a thorough investigation made of the collision between Truck B and a Metropolitan car and the injury to three firemen, as published in yesterday's Star. Coroner Nevitt was summoned to the office of Commissioner Macfarland after the death of Fireman Charles A. Keefe, one of the victims, was announced, and was told that a rigid inquiry into the facts was wanted. Chief Parris had members of the truck company and Major Sylvester had the third precinct policemen to summon witnesses to attend the inquest, which will be held tomorrow morning at 11 o'clock at the sixth precinct station. Assistant Foreman George H. Reynolds of Truck B Company obtained the names of about twenty witnesses yesterday, and it is believed that Coroner Nevitt will examine about three dozen persons who are alleged to know something about the accident.

Foreman T.J. Donohue and Private John J. Ryan, who were hurt at the time Keefe received his fatal injuries, will not be able to attend the inquest. The former is still under treatment at his home, and should his testimony be deemed important the jury may be taken to his house to hear his statement. Ryan, who is still in the Emergency Hospital, will not be in a condition to give his version of the accident. His legs are in plaster casts and he is suffering from other injuries, but the doctors are confident he will live. Because of his condition, however, any excitement might seriously interfere with his recovery. The physicians today reported that he is improving, and they are well satisfied with the progress he is making.

Motorman John Larne, who, with Conductor Thomas C. Davis, was taken to the third precinct to be held to await the result of the injury to the firemen, is still in custody, but the conductor was released early last night. The motorman will be present at the inquest. The Metropolitan Railway Company will be represented at the investigation by counsel, and a representative of the District Attorney Anderson may also be in attendance.

The Motorman's Record

Motorman Larne, it is stated, has been in the employ of the railway company for more than twenty years, and until yesterday he had never been in an accident. It is contended, on his behalf, that his car was running at the rate of only about six miles an hour, and that he could not have prevented the accident after he saw the truck approaching the crossing.

The body of Fireman Keefe was removed from the Emergency Hospital yesterday afternoon to his late home, No. 1534 North Capitol street, and prepared for burial by Undertaker Nalley. Today arrangements were made for his funeral, which will take place Sunday afternoon at 2 o'clock from the Wilson Memorial Methodist Church, on 11th street southeast. Chief Parris will select the pallbearers from the fire department, and there will be a special detail of firemen to act as an escort from the house to the grave.

Chief Parris saw Mrs. Keefe yesterday after the death of her husband and assured her that he would do everything in his power to assist her. As he understood the law, he thought she would be entitled to a pension, but some of the District officials fear the law will not permit this, for the reason that Keefe was a probationary fireman, and had not been in the department twelve months.

Provisions of the Law

The law under which firemen's pensions are granted is in part as follows:

"And shall be used for the relief of any fireman who, having served not less than twelve months, shall, by reason of injuries received or disease contracted in the line of actual fire duty, going to, at, or returning from a fire, or having served not less than fifteen years, shall become so permanently disabled as to be discharged from the service therefor; and in case of the death of such fireman from such injury or disease leaving a widow or children under sixteen years of age, for their relief: Provided, That no fireman shall be entitled to any of the benefits of this relief fund who may, by reason of his own

indiscretion, bring on any injury or disease which may incapacitate him from the performance of his duties as a member of the fire department, or who shall be retired for such cause or causes: Provided further, That such relief shall not exceed, for any one fireman or his family the sum of \$50 per month; and a sum not exceeding \$75 may be allowed from such fund to defray the funeral expenses of any fireman dying in the service of the District."

The Chief's View

Discussing the matter with a Star reporter this morning, Chief Parris said he thought Mrs. Keefe should be given a pension of \$50 per month. If she cannot be given a pension under the present law it is because there was a mistake made when it was framed. The provision respecting service of twelve months, he said, was intended to cover cases in which firemen became disabled from natural causes during the first year of their service and not where a man was injured or lost his life while he was at, going to or returning from a fire.

Rule for Stopping Cars at Streets

Whether, in the event of it being found by the coroner's jury that the accident was due to the excessive speed of the street car, the Commissioners will require the street railways to return to the near-side rule of stopping cars is not known. It is understood that Commissioner Ross is an advocate of the near-side rule, and Captain Beach, the Engineer Commissioner, believes that, all things considered, the far-side rule is preferable. It is believed that Commissioner Macfarland is inclined to favor the near-side rule, although it is stated that he has not yet been convinced that such a rule would do more than slightly reduce the chances of such accidents as that of yesterday. Mr. Macfarland is inclined to the belief that the accident yesterday was due to the high rate of speed at which the car is said to have been traveling as it approached M street. But, whatever may be the fact developed by the testimony which will be submitted to the coroner's jury tomorrow, it is understood the Commissioners will, as above stated, endeavor to solve the problem of the speed of street cars in such a manner as to afford better protection to the companies of the fire department, and at the same time not inconvenience the traveling public.

Commissioners' View of Pensions

Referring to the question whether or not Keefe's family will be entitled to pension, it is said the Commissioners believe that the moment a man becomes a member of the fire department he and his family should become entitled to every right to a pension which the law appears to give only to those firemen who have been members of the department for at least twelve months. As Commissioner Macfarland remarked today, a fireman is liable to be killed or injured in the discharge of his duty a moment after he is sworn in, and he can see no good reason why a fireman should not, the moment he enters the service, instantly become entitled to a pension. The law, as Mr. Macfarland pointed out, does not say that a member of the fire department shall not monthly contribute a dollar of his pay to the relief fund until he is twelve months in the service, and he has requested the attorney for the District to examine the law and advise the Commissioners whether it is or is not true that the widow and child of Fireman Keefe cannot under the existing law be given a pension. If the attorney holds that they cannot, then Mr. Macfarland will move that the Commissioners request congress to not only provide for Mrs. Keefe and her child, but also amend the law so that hereafter a member of the fire department will be entitled the moment he enters the service to a pension. It is needless to say that in such an event the Commissioners will be unanimous on the question.

Injuries Received in Quarters

It has also been suggested to Commissioner Macfarland that the law should be amended in another particular, so that firemen who may be injured while in quarters shall be entitled to an allowance. In this connection it was pointed out that the law as it now stands appears to entitle a fireman to a pension who may be injured while "going to, at or returning from a fire," and it is suggested that a member of the fire department who was injured in quarters by the kick of a horse, for instance, would not be entitled to an allowance, although he received the injury while performing some of the duties required of him.

The Collision Inevitable

Mr. Claude Grimes was in full view of the collision. He was on his way to his home from the store of John H. Magruder, where as was his habit, he had gone to open it for the day, and crossing Connecticut avenue diagonally, he stood at the corner and on the north side of the crossing. While waiting there for a northbound car he saw the truck coming east on M street at full gallop, and at once realized that a collision was imminent with the car for which he was waiting and which was now approaching. He rushed into the middle of the street and began to wave his arms, and the motorman slackened up preparatory to stopping on the far side of the street. Mr. Grimes supposes the motorman regarded his movement as a signal to stop. When he saw the truck Mr. Grimes says the motorman redoubled his efforts, and the truck driver, finding he could not bring the horses to a stop, turned them somewhat to the north on Connecticut avenue. Then, Mr. Grimes says, the horses seemed to swerve back, crossing the car track, so that the truck was struck about midway by the car.

It is the opinion of Mr. Grimes the accident was inevitable, and it is his belief that neither the motorman nor the truck driver was at fault.

The accident furnishes, in the judgment of Mr. John H. Magruder, an additional and stronger reason for the stationing of a policeman at this crossing. He says he has urged that this be done and that Major Sylvester, appreciating its importance, is evidently trying to do the best he can with the resources at hand. Mr. Magruder also thinks that the accident further illustrates the wisdom of the order once in force which directed all street cars to stop on the near side of the street.

Truck House in Mourning

Not since the Louisiana avenue fire of several years ago has the truck house on New Hampshire avenue, near M street, presented so sad and mournful a scene as it did last night. The collision of Truck B with the Connecticut avenue electric car, yesterday morning, had resulted in one brave fireman losing his life and the injury of two others. Out of respect to the memory of the dead comrade, Truckman Charles A. Keefe, who passed away yesterday afternoon, the stone work above the big doors was draped in black.

The unfortunate occurrence was the chief topic of discussion last night. Many visitors called during the day, inquiring after the injured men and expressing sympathy in the loss. Mr. L.Z. Leiter of Dupont Circle was among them. He expressed his regrets and his willingness to assist in contributing to the comfort of the injured firemen in any way possible. The telephone also did extra duty, and the man detailed at the desk was kept busy all day and last evening answering the messages.

Inside the truck house the members of the company who were so fortunate as to escape without serious injury were relating their experience in the affair. They were discussing the accident when Coroner Nevitt appeared shortly after 7 o'clock and heard the stories as related by the firemen, who were on the truck at the time of the collision.

Assistant Chief Kurtz was present, as were also Acting Foreman George H. Reynolds, who made the official report of the accident to Chief Parris immediately after it occurred; Dan Williams, the colored

driver, who was thrown from his seat, and Private Ryan, who was also thrown to the ground and slightly bruised at the same time.

The damaged truck, which was sent to the repair shop yesterday, was replaced late in the day by the extra truck of an earlier type, which is always used in an emergency. The apparatus is not of modern design, but will suffice for the needs of the department until it is replaced.

The Evening Star, February 11, 1901, p. 12

Renders Verdict

Coroner's Jury Declares Collision of Thursday Was Unavoidable

Suggests Change in Regulations

Funeral of Fireman Keefe, Who Died as Result of Accident

The Floral Tributes

The jury of inquest in the case of Fireman Charles A. Keefe, who lost his life last week while on his way to a fire, reached a conclusion Saturday in less than five minutes, after a sitting lasting nearly five hours. It was the unanimous opinion of the jury that the death resulted from an accident which was unavoidable. The jury also recommended that the regulation requiring cars to be stopped on the far side of the crossings be changed, and that they stop hereafter on the near side. A copy of the verdict will be furnished the District Commissioners. John Larman, the motorman, who had been in custody since the accident occurred, was released.

Impressive services were held yesterday afternoon over the remains of the fireman at the Wilson Memorial Church, on 11th street southeast. Brief services were held at the house, where the detail of firemen, under Assistant Chief Kurtz, participated in the removal of the body to the church. The pallbearers, all members of the fire department, were: P.J. Earner, W.I. Seitz, Clarence Thompson, C.C. Warren, J.H. Ward and William Caton. Among the many floral offerings was a representation of fire alarm box 35, on which were the number of the box and the words: "His last alarm." At the church the services were conducted by the pastor, Rev. A. Thompson.

During his remarks the minister reminded his hearers of the uncertainty of life, and referring to the accident he said he thought the man should be placed before the dollar, and inquired if it were not about time to stop sacrificing life for speed. The pastor referred to the many good qualities of the deceased and told of a remark recently made by the fireman to his mother that he wanted to die at his post.

As the procession wended its way from the house to the church several houses of the fire department were passed, and at each one the men were drawn up in front of the building to pay a last tribute to their departed brother. The tolling of the bells on the fire apparatus added to the solemnity of the scene. The body was interred at Congressional cemetery.

Death Due to Hemorrhage

Saturday afternoon, at the inquest, after The Star's report closed, Deputy Coroner Glazebrook testified that the death of Fireman Keefe was due to hemorrhage, following an injury to the body, showing that the victim had been caught between two objects and crushed. The only external injury was a bruise on one knee, such an injury as would probably be received by being dragged. The left collar bone was broken and the right one was fractured. The right shoulder was also broken. Witness said that Keefe was about six feet one inch in height and was a fine specimen of manhood.

E.F. O'Bannon, 1152 Connecticut avenue, told the jury that the street car was near Mr. Magruder's corner when he first saw it. He did not observe that the speed of the car was then being slackened, but he noticed just afterward that the speed was less. He heard the ringing of the bell on the car. Witness could not tell about the speed of the car or the truck horses.

E.W. Raub, 1817 M street northwest, testified that his attention was attracted to the truck by the ringing of the bell. Knowing several of the firemen and realizing how dangerous the Connecticut avenue crossing was, he watched to see if the truck would get over the tracks in safety. He heard people screaming and then came the crash, which was a tremendous one. He could not tell about the speed of the car. The horses, he thought, were slowed up before they reached the crossing.

William Young, colored, 1201 19th street northwest, witnessed the accident, but he knew nothing of the speed of the horses or the car.

W.W. Ford, colored, 1408 21st street, testified that he was standing near the cab stand at the time the accident happened. He did not notice the car until the collision occurred. Witness was watching the truck. The horses were slowed up, he said, about 18th street, and at Connecticut avenue the animals were turned north to go around the car.

Car Making Usual Speed

William W. Walker, colored, 1242 20th street northwest, explained to the jury the circumstances attending the accident as he saw them. The car came along Connecticut avenue, he said, at about the usual speed. Witness did not hear the motorman ring his bell as his car approached M street. The car and truck came together, he said, with a great amount of force.

Frank Carroll, colored, 1205 21st street, testified that he was standing at 18th and M streets when he saw the truck at 19th and M streets moving east. The car was going at a far rate of speed when it appeared at the M street crossing.

William Buchanan, colored, 2261 12th street northwest, told the jury of having witnessed the accident. He heard the ringing of the bell on the fire apparatus, but did not hear the bell on the car.

Statements by Conductor and Motorman

Thomas Davis, who was conductor on the car at the time the fatal accident happened, testified that he and the motorman went on duty at 5:24 o'clock Thursday morning, having been off duty since 4 o'clock p.m. Wednesday. In response to inquiries, witness said he had heard it stated that the length of the run is about six miles, and the time allowed to cover the distance is forty minutes. The car was on time when M street was reached that morning. There were five passengers in the car. A stop was made at De Sales street and after starting a speed of about nine miles an hour was made. The motorman brought the car down to about five miles an hour before M street was reached. Witness saw Mr. Grimes waiting to take the car, as he usually does. Witness said he did not hear the ringing of the fire bell. He was standing in the middle of the car looking ahead, but he saw no obstruction. Wagons standing on M street obstructed his view west on M street. Witness happened to notice the motorman when he cut off the current and he could not see the truck until it was part the way over Connecticut avenue. The horses were headed toward the northeast and then they seemed to be straightened out before the accident happened.

John Larman, the motorman, who had been in custody since the accident happened, testified that his car was on time Thursday morning. He said there is no penalty attached for being behind time, but there is for being ahead of time. When Mr. Grimes signaled him he thought it was merely for him to stop at the crossing in order to let him get on. He had no idea that it was meant for a danger signal. Witness said that his hearing is good, but he did not hear the fire bells. He shut off his current at about the south end of Mr. Magruder's store, and the car was then going at about four or five miles an hour. When he saw the danger he reversed his current and tried to send his car back, but did not succeed. The driver of the truck, he said, pulled up and then made a turn to go around the car. He said his car was at a standstill when the truck struck it. After the car left De Sales street he thought it went at the rate of about eight miles an hour. Witness said he had been in the service of the Metropolitan Railway

Company for twenty-two years, being first employed as a driver of a horse car. Until the occurrence Thursday morning, he said, he had never had an accident.