

## Looking Ahead.

**T**HE CORONER'S jury in the Peck's Mill trolley accident has rendered its verdict. Its most important feature is the recommendations of the jury looking to the future running of trolley roads.

Motorman Hamilton is found guilty of "criminal negligence," the company is found guilty of "negligence," but it is not preceded by the word "criminal," so there is a difference in their culpability. Censuring the jury will not change their verdict now, although it seems they have thrown more of the burden of culpability on the shoulders of the motorman than he deserves. There were two factors in the Peck's Mill murder. One was the motorman and the other the road which employed him. But as the motorman was the direct slayer of the twenty-eight who met death in the wreck we presume that is the reason why the jury finds the motorman guilty of "criminal negligence" and the company guilty of "negligence" only. It is but another illustration of the case of the drunkard and the man who sells him the liquor to make him drunk. The drunkard gets the worst of it always, while the man who sold him the stuff whereby he might get in that condition goes free.

The recommendation of the jury that motormen must pass an examination before an examining board before he can take charge of a trolley car is a step in the direction of right. When this recommendation is acted upon and carried into effect we will have a better class of motormen. They will command better wages, too. A licensed motorman should command \$3 a day and be worth it. This may not suit the trolley companies very well but it will be an additional safe guard to the traveling public.

Another recommendation that motormen and conductors of trolley roads be given shorter hours and time for their meals is humane if nothing more. The evidence in this trial plainly showed that Motorman Hamilton did not have time for his meals. Every other motorman on the trolley road could testify to the same condition of affairs.

The recommendation that all cars stop thirty feet from either end of the Peck's Mill bridge is good as far as it goes, but it should have included any other bridges of an equally dangerous kind. There is another bridge nearer Shelton on this same road that is almost twice as high as the Peck's Mill bridge from the ground and if it is necessary to stop within thirty feet of either end of the Peck's Mill bridge it should also be necessary to stop the same distance from each end of the other bridge.

A special session of the legislature is recommended for the purpose of creating a commission that will have ample power and whose duties it shall be to supervise the construction and operation of trolley lines. This is an excellent recommendation, but it is very doubtful if Gov. Lounsbury, influenced as he is by the political jower behind the trolley road in question, will call a special session of the legislature. The tendency will be to delay, on the ground that the calling of a special session would not be in keeping with the governor's idea of state economy. Then the matter can be deferred until the regular legislative session, a year and a half from now and by that time the Peck's Mill horror will be an old story and the recommendations of the jury be dusty in the pigeon hole of the governor's long desk in Ridgefield.

These recommendations should be acted upon at once, and the cost to the state for calling a special session of the legislature should never for a moment enter into the consideration of the subject.

We have had enough of the treatment that comes after the horror. What we want now is prophylactic treatment, that which will prevent such horrors. And if the governor of the state does his duty we will have it.



**MOTORMAN GEORGE HAMILTON.**

**T**HE HEARING OF Motorman Hamilton, who is charged with manslaughter in the Peck's Mill trolley disaster, will take place Thursday before Judge Peck in Stratford. The hearing will simply be a preliminary matter and Hamilton will be bound over to the superior court.

So far as any proceeding against the road is concerned in a criminal way the grand juror of Stratford, David L. Rhoades, or Judge Peck can take such measures. This, however, will not be taken, if indeed it is contemplated, until after the hearing of the motorman. Judge Peck seems to be of the opinion, however, that neither he nor the grand juror have any jurisdiction in the case so far as proceeding against the company is concerned.

Motorman Hamilton is out under bonds of \$2,000. It is said that he is greatly disturbed mentally since the accident. He can scarcely sleep at all.

## CORONER'S JURY RECOMMENDATIONS.

**T**HE CORONER'S JURY in the Peck's Mill trolley disaster has made recommendations which will make history in the running of trolley roads in this state if the recommendations of the jury are acted upon.

Following are the recommendations of the jury:

"First, that all cars be required to stop before crossing the bridge at Peck's Mill, 30 feet distant from the bridge, at either end.

"Second, that all trolley bridges have inside guard rails and that the outside guard rail be not less than eight inches high and be lined with iron.

"Third, that no man be allowed to act as motorman for a trolley car until he shall have qualified before some competent board of examiners and be licensed therefor.

"Fourth, we recommend that the number of working hours of motormen and conductors be reduced, and that they be allowed a reasonable time for their meals.

"Fifth, in view of the large increase in mileage of trolley lines in this state and a probable further increase, we recommend that His Excellency, the Governor, convene the legislature at the earliest possible date, for the purpose of creating a commission with ample power, whose duty shall be to supervise the construction and operation of trolley lines.

"The coroner is hereby requested to communicate with the Governor and to transmit to him a copy of this verdict and finding."