Bridgeport Evening Post.

WEDNESDAY AUGUST 9, 1899.

SORROW AND SADNESS FUNERALS OF VICTIMS

SOLEMN SERVICES

Thousands Pay Last Tribute of Respect.

THE CITY MOURNS ITS DEAD

Many Masses at St. Mary's Church For Departed Members.

It was the last scene of all to-day for the Bridgeport victims of Sunday's terrible accident.

The funerals of fifteen of those who went down to their death in that doomed car, took place and from early morning until the shadows of evening began to gather the streets seemed full of hearses and funeral coaches.

In all instances where funerals were held at the churches the capacity of the building was taxed to the utmost, and in many instances great crowds stood around on the outside, unable to gain admission.

St. Mary's Roman Catholic church on the East Side, the church which suffered the greatest loss though the accident, held no less than seven funeral services this morning.

It was one continual procession from seven o'clock until noon and at times the streets around the church were impassable. As fast as the service over one body would be finished those over another would commence. It was indeed a terrible day for the church.

No one among the Protestant churches suffered to this extent. Of the eight other funerals only two, those of Mr. and Mrs. William H. Harvey, were from one church.

MR. COGSWELL LAID TO REST.

The funeral of Henry C. Cogswell was held at 3:30 p. m. from his late residence, 574 Washington avenue, Rev. Charles R. Palmer and Rev. John DePeu, pastor of the First Congregational church, officiating. The service was augmented with appropriate selections by the North church choir. The funeral was largely attended, among those noticed being the entire board of education, and the board of governors of the Seaside club, as well as many prominent railroad men. The honorary bearers were H. R. Parrott, W. E. Seeley, H. A. Bishop, D.N. Morgan, T. B. DeForest, F.B.Hawley, Charles P. VanAlstyne and Dr. C. C. Godfrey. Among the floral tributes was a basket of roses and sweet peas. This was four feet across and contained 500 roses, and was from President Clark of the Consolidated road and his associates. From the board of education was a large ivy cross and book, while the freight department of the N. Y., N. H. & H. R.R.Co. sent a large scroll of bridesmaids roses and sweet peas.

HUSBAND AND WIFE.

At 2:30 p. m. the funeral of Mr. and Mrs. W. H. Harvey took place in St. Paul's Episcopal church. Rev. H. M. Sherman, rector of the church, officiated and was assisted by the vested choir. Delegations were present from St. John's lodge, F. & A. M., P. T. Barnum lodge, K. of P., Pequonnock lodge, I.O.O.F., Farren lodge, A. O. U. W., Lafayette consistory, Orient chapter, Order of the Eastern Star, and Charity Rebecca lodge. At the grave the Knights Templar of Hamilton commandery rendered their service over the remains of Mr. Harvey, while the Rebecca lodge performed theirs over the remains of Mrs. Harvey. The bearers were from the Knights Templar and Rebeccas. Interment was in Park cemetery.

The funeral of Osmer B. Wells was held from his late residence, 2084 North avenue, at 2 o'clock to-day, Rev. H. E. Burnas, pastor of the First Methodist church officiating. Delegations from the G. A. R. and Knights of Pythias attended, and acted as pall bearers. Both services were rendered at the grave in Mountain Grove cemetery.

The funeral of Joseph Hotchkiss was held at 1:30 p. m. from his late residence, 161 Prospect street. Rev. Mr. Luther officiated at the house, while a delegation from Pequonnock lodge, I. O. O. F., had charge of the service at the grave in Lakeview cemetery. The bearers were from Pequonnock lodge.

This afternoon at 3 p. m., the funeral of Victor Anderson was held from the residence of his brother, 23 Orland Place, Black Rock. A number of floral pieces lay on the casket. Interment was in Mountain Grove cemetery.

The funeral of Mrs. Arthur Holmes was held from the residence of her mother, Mrs. Charles J. Charlesworth, 247 Helen street, at 3 o'clock this afternoon. Interment was in Lakeview cemetery. Mrs. Holmes was very popular and a large number of sorrowing friends were present at the funeral. It seemed hard for the friends to realise that their companion had departed the earth, and that her pleasant voice would no longer be heard.

The funeral of Mrs. Joseph H. Rugg was held at her home, Strawberry Hill, Stratford, at 2 p. m. this afternoon. Interment was in Union cemetery.

The last sad rites over the remains of Howard R. P. Baldwin were held at the residence of Mrs. George Burbank, Judson Place, Stratford, at 11 a. m. this morning. The remains were taken to Fair Haven for interment.

Sad indeed was the gathering at the residence of James H. Dorus, 39 Franklin street, at 9 a. m., where the funeral of Irving Dorus was held. At 9:30 the funeral was held from St. Augustine's church, where Rev. D. J. Cremin, pastor of the church, celebrated a high requiem mass. Interment was in St. Michael's cemetery. Over 47 floral tributes were placed on the grave in the cemetery.

ST. MARY'S SAD DAY.

Seven Funerals at East Side Roman Catholic Church To-day.

The funerals of those whose hope was in the Catholic faith took place this morning and the streets surrounding St. Mary's and St. Augustine's churches were thronged with people who came to see, some from curiosity, others from sympathy.

In front of St. Mary's church on Pembroke street a crowd of about 2,000 gathered and remained from early morning until nearly noon. Inside the church an ever changing congregation filled the pews and crowded in to the rear of the church. As each mass was completed, a large portion of the congregation, friends of the deceased, would leave, and their places would be filled with the sorrowing friends of another, whose sad fate it had been to die among the ruins of the trolley car at Peck's bridge.

It was perhaps one of the saddest days in the history of St. Mary's church, masses being said over seven different victims of the catastrophe, occupying from early morning until twelve o'clock.

It was indeed a scene of sorrow, the rear of the church and the altar draped in mourning, the suppressed voices, silent steps and tearful eyes testifying more strongly than words, the keenness of the affliction.

INJURED PROGRESSING.

The condition of Charles M. Delanoy son-in-law of H. C. Cogswell, remains about the same. The patients at the Bridgeport hospital are improving slowly, and their progress tends to confirms the impression that they will ultimately recover. The more serious cases, of course, improve but slowly, but any improvement is considered a favorable sign.

JURY HEARING MORE EVIDENCE

President Radel Tells About the New Road.

WILLIAM KELLEY'S STORY

Says Motorman Hamilton Turned Off Power and Put on Brake.

Coroner Charles A. Doten and the jury continued the inquiry to-day into the causes of the Shelton extension accident. The most important evidence submitted to-day was that of President Andrew Radel and several of the employes of the Shelton Street Railway Co.

As an expert on street railway matters Mr. Radel said he could not tell what caused the accident. He stated that he had the utmost confidence in Motorman Hamilton as he regarded him as one of the most experienced men on the road.

Mr. Radel stated further that the car which went off the rails had only been in use about a year. He denied that any orders had been given to the motormen to hurry. On the contrary, they had been especially instructed to use the utmost caution on Sunday. Only the best men on the line had been assigned for the Shelton extension.

Supt. James Butler stated that he had given the men special instructions to be careful. Other employes testified that they inspected the car the night before and found it all right. The cars were inspected every night.

William Kelley, the young man who saved himself by jumping into the mud as the car went down, told his story to the jury. He swears that the motorman put on the brake and shut off the power.

The hearing is still in progress and may take several days yet before all the witnesses are heard.

THE MAN WHO JUMPED.

The first witness called was William Kelley of 90 Harrall avenue. He was on the car in the first seat, facing the motorman. There were four people on the seat beside himself. The car did not stop before it neared the bridge; the car was going at a fair rate of speed; it teetered a little; noticed the same motion when it struck the bridge; did not notice it jump; was on the bridge about 50 feet before the car left rails.

"I was standing on the running board as we struck the bridge," said the witness, "just to see the trestle. The motorman turned the brake on and did all he could. I would swear to this. I did not see the motorman jump off. The car had just started to turn over when I jumped. I landed in the mud below. There was one other man who went off on the same side as I did. I did not see him again.

"I have talked very little to anyone on the subject. I am acquainted slightly with the motorman; have known him about a year."

In answer to questions witness said the passengers were terribly frightened; did not think the car was running out of the ordinary speed.

Stiles Judson Sr., asked if he could swear that the motorman put the brake on hard. In reply the witness said he could. Witness could not tell whether motorman reversed power.

PRESIDENT RADEL.

President Andrew Radel was the next witness to take the stand. He said the car which went over the trestle had been in use for the Milford Street Railway Co.; it was leased to the Shelton Street Railway Co. It had only been run one summer. He considers that class of car perfectly safe. They are inspected every night just as soon as they are brought in. The inspector goes over every car minutely and makes a report.

Witness was asked if any particular order had been given to motorman as to how the cars should be run. He replied, "Yes sir. I gave Superintendent Butler instructions to get the best men on the road to run over the new Shelton line on Sunday. I told him to put on extra inspectors and to caution the motormen to be careful.

"The superintendent took all the men together and advised them just what to do. The general orders were to go slow.

"Hamilton has been in the employ of the company four years. No repairs were made on the approach to the trestle either Saturday night or Sunday morning.

"I arrived on the scene of the accident about 5 o'clock. All the bodies had been removed. I immediately went to the bridge to see if I could tell what the cause was. I could find nothing the matter.

"D. A. Blakeslee of New Haven had charge of the track filling and trestle. On Friday morning Engineer W. W Starr and myself went over the road and inspected different parts. When we got to Far Mill river I spoke about that bridge, to have additional guard rails.

"I don't know of any reason why the guard rails on the trestle were not made higher. The specifications originally made for the bridge were not used in its construction. It was to be a different kind of bridge than the one there at the present time. I was advised by Mr. Starr to have this kind of a bridge and took the advice."

Russell T. Whiting asked if witness could give any opinion as to what caused the accident.

"I could not," said Mr. Radel. "Cars at times act very funny. I noticed in several instances where a car went off the track that it was not running fast at the point it went off. Many come to me and say the motorman should be discharged immediately. Passengers who have been on cars when they left the track, have come to me and said the car was not running fast.

"I cannot understand why the car left the track at the trestle. I have every confidence in Motorman Hamilton. I do not think that any fault should be laid at his door. His disposition has always been the best."

Juror Cable asked if two of the car wheels were off the rails and two on if there would still be propelling force. In answer witness said there certainly would.

SAMMIS INSPECTED TRACK.

Frank R. Sammis of Stratford arrived on the scene at 5 o'clock. He inspected the track. The first three ties did not seem to have any supports. "There is one feature which I think might have some bearing. There is a point of two rails that is not fastened on the tie. It is midway between and nothing under to support," said the witness. "I should think that the joint of the rails contributed largely towards the accident. I noticed that cleets were on the side of the rails and the bolts were all in, as near as I can recollect. The joint between two ties is not usually in such a place. There were three ties on the west side of the track which were not supported by anything. They were loose. The only thing that held them in place was that they were fastened to the rails on the east side were where the joint was. A large number of people had tramped over the place before I got there."

SUPT. BUTLER.

James Butler, superintendent of the Bridgeport Traction oC., who resides at 1557 Seaview avenue, said: "I have been superintendent 15 years; I gave motormen and inspectors orders to go slow over all bridges; I had personal conversation with Motorman Hamilton Friday night. I told him I intended to put him on the new road, as he was an old employe.

"I told him to go slow over bridges and around curves.

"I don't know what condition the ill-fated car was in, other than from reports made by the inspectors. The distance for the round trip to Shelton is 26 miles. The time in making it is three hours. On the outskirts of the city the cars are run about eight miles an hour.

"It is always arranged so that in the busiest part of the day, the cars can be run slower.

"I had no conversation with Motorman Hamilton before he started with the car. I did not reprimand him for running his car slow.

"I had charge of putting the men and cars on the track. Henry Thorme of Shelton had charge of that end of the road."

Witness said he saw Hamilton on Sunday and he seemed to be all right.

THE CAR INSPECTOR.

Henry Dupres of 203 Pine street, had been in the employ of the Traction Co. for four years. He started Saturday night to inspect cars; had inspected the car that went over the bridge, on Saturday night at 11 o'clock; examined every part and found everything to be in first class condition.

"I inspected six cars and found them to be in good shape," said the witness. "I did not notice No. 2 car any more than the rest.

ANOTHER INSPECTOR.

John C. Wiseman had been inspector of cars for the Bridgeport Traction Co. for the past seven years. He did not inspect car No. 2 Saturday night, but on Friday had put on new shoe brakes and inspected the motors; found everything all right.

"I made a report to the starter," said the witness, "that everything was all right. I try every car before they leave the barn."

ENGINEER STARR RECALLED.

W. W. Starr was called to give the measurements from where the car left the rails until it went over the trestle. The distance from the abutment to where the car left the rail was 47 feet. The flange of the wheels rode on top of the rails 37 feet before leaving.

The distance from the abutment to where the car mounted the guard rail was 75 feet and was 107 feet from the abutment to where it left the guard rail and toppled over.

SOME MEASUREMENTS.

Sheriff Charles E. Stagg at the request of the coroner went over to the place of the accident this morning and measured the distance from the running board of different cars to the guard rail. The object in this was to inform the jury as to whether there could have been a higher guard rail or not. He took the stand and gave the following measurements taken from different cars:

Car No. 8, 16 1-2 inches at the front; 15 inches in the center and 14 1-2 inches in the rear.

Car. No. 65, 17 inches at the front, 16 3-4 in the center and 16 in the rear.

Car No. 75, 18 inches in the front, 18 inches in the center and 16 3-4 inches in the rear.

Cars No. 8 and 65, were of the same pattern as the ill fated No. 2 car.

WANTED HIS DINNER.

Alton B. Hale of 498 Noble avenue, is employed as inspector for the Traction Co. He was on duty on Sunday at the lower bridge.

"Motorman Hamilton wanted to get relieved, to get his dinner," said the witness. "I told him he could not get off. He seemed to be very disappointed. I told him he could be relieved after he made another trip. He gave me no reason why he wanted to get relieved. Hamilton told me he had been four hours making the trip before, and he thought the time would be still more in making the second one. There were no personal remarks passed between us."

The court at this point took a recess for dinner.

THIS AFTERNOON.

The first witness called when the inquest was resumed at 2 o'clock this afternoonw as W.W.Starr. He was put upon the stand for the purpose of telling the jury the distance from Bridgeport to Derby. He said it was 28 miles for the round trip.

Henry H. Thumm of Shelton, superintendent of the Shelton Street Railway company, said he had orders from President Radel to not allow any of the motormen to run their cars fast on that end of the line. He did not think it was advisable.

"I have charge of the road from Derby to Paradise Green," said the witness. "I did not visit the scene of the accident for the reason that I heard President Radel had been there and I had all I could attend to."

George Simms, 193 Madison avenue, inspector for Traction Co., was on duty at the station between Paradise Green and Peek a bridge; was on car that went over the bridge and left it just as it left the roadway south of the bridge; the car stopped at the roadway and a number of people got off. The distance is about 700 feet from that point to the bridge.

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WEDNESDAY AUGUST 9, 1899.

CRUITE'S GRAPHIC STORY.

The Man Who Jumped Tells His Experience to Coroner's Jury.

Coroner Charles A. Doten and the jury continued the inquiry into the causes of the Shelton extension horror yesterday afternoon. The most interesting witness examined was John B. Cruite of Derby, who was one of the passengers fortunate enough to escape before the car went off the bridge.

Contrary to the previous reports sent out from Derby Mr. Crutie was not on the rear platform of the car. He sat on the second seat from the motorman. It seems that he did not like the way they went over the bridge in the morning and he made up his mind then that when he returned he would be ready to jump. This resolution no doubt saved his life as he was prepared for anything. According to his testimony the car was going very fast as it went down the incline. When it struck the bridge it bounded in the air. He did not think the motorman applied the brake or shut off the power.

Several other witnesses testified to seeing the car just before the accident and when the accident occurred. Some thought the car was going at the usual rate of speed; others thought it was going very fast.

Dennis A. Blakeslee of New Haven, one of the firm of Blakeslee Bros., the contractors who built the road, was called. He said he went over the bridge on the Saturday before the accident; there was a slight vibration on the embankment, not hardly any on the bridge. He went to the scene of the accident Sunday night, did not see anything out of the way.

[illegible] rived at the bridge; examined the rails Monday morning and found that there had been no spreading; had experience in constructing railroad bridges; thought the guard rail on this one adequate; had there been a curbe on the bridge there should have been a steel guard rail inside the track. In reply to questions witness said that the speed of the car no doubt accounted for the failure of the guard rail to stop the wheels.

ALL SAW THE ACCIDENT.

John W. Fancher of Stratford saw the car when it went off; saw it before it reached the bridge; did not think it was running faster than a car generally goes; it did not occur to him that it was running too fast for safety; saw car when it first turned off the track; could not say what the motorman did; car went to edge of bridge and apparently stopped before it toppled over; saw two men jump from car; was 300 feet from the place; stood at the other abutment; was frightened, so stood still and afterwards went away.

Joseph Moore lives just above the bridge. He was near the scene of the accident; was standing on the east side of the abutment on the track saw car as it approached the bridge; could not tell whether the car was going fast or slow; saw motorman but could not tell what he was doing; noticed car was teetering; saw it go off the bridge and turn bottom side up; did not see motorman jump; there was no one on the front platform with him; saw two people jump off on bridge; did not notice anyone on track after the car left it.

Joseph Yates was standing at the signal box at South end of bridge; which is directly in front of Frank Webb's house; first saw car when it was off the track; saw the men on the bridge after the car went off; car came to a full stop at signal box; the latter is situated about 200 yards from the bridge.

At this stage of the proceedings a recess was taken to await the arrival of Sheriff Stagg who had gone to Derby after the two young men who jumped from the rear of the car.

CRUITE'S GRAPHIC STORY.

John B. Cruite of Derby, told a graphic story of the accident. He got on car at the Bridgeport depot; car stopped at switch before it got to bridge; sat on the second seat back of the motorman; car was going very fast; was rocking and swinging; made a sudden bound and over it went; witness was frightened going over the bridge in the morning, had his mind made up to jump when he got on bridge in the afternoon.

When the witness jumped he landed in the middle of the [illegible] torman jump and then saw him with head down and feet in the air; motorman landed just ahead of witness; went up to him but he could not speak.

Witness said that people on car did not realize that an accident was about to occur. The car went off track soon after it struck the bridge.

Witness left duty about 11 o'clock. The car which he was on went over the bridge about as fast as the one which met with the accident.

After the accident witness went down where the people were groaning and then came up on top of bridge again where the motorman was. "The latter asked me if anyone was hurt. I replied that nearly all were killed. He said:

"Oh! for God's Sake!"

Witness went up to end of bridge to stop the next car.

When questioned by the jury witness said that the motorman jumped from the car about a second ahead of him; the motorman did not put the brake on; was wondering why he did not turn off power.

When witness jumped the rear end of car was up in air; car was then going at good speed; did not know whether gate on first platform was closed.

When the car struck the bridge it seemed to witness that it was more solid than the road bed just south; when the car struck the bridge it bounded in the air.

Witness did not know the motorman, passengers were all seated when the car went off; when witness jumped he was looking back; did not see anyone in the rear jump. When witness came up the second time on the bridge, the motorman, who was lying down had changed to a sitting posture; there was a cut on his head.

When witness started on car for Shelton the motorman seemed to be unwell, he was very cranky; had some words with some of the other employes; motorman said the company might as well have a wooden man there as the inspector; motorman said he was five hours making the trip the previous day and supposed it would be five hours making that one.

When the car stopped in Stratford it left off passengers and took some on; car stopped and started just as usual; only time witness noticed any carelessness was when the car reached Avon park; it went around the curve at great speed.

This ended the examination of the witnesses for the day and the hearing adjourned until 10:30 this morning.

UNKNOWN IDENTIFIED.

Twenty-Eighth Victim of Trolley Accident is Ammada Gauvin of Ansonia.

The twenty-eighth victim of the Shelton extension disaster is Ammada Gauvin of Ansonia. He was identified last evening by his sons, Charles and George, who came from Waterbury on the late train.

Gauvin boarded with Arthur Landry in Ansonia. His family, consisting of a wife and three sons, lived in Waterbury.

On Sunday morning Landry and Gauvin left Ansonia for this city. They started to return on the ill-fated car. There was quite a crowd fround it and Landry lost his friend. He then decided to go home by rail.

He expected to find Gauvin at home upon his arrival at Ansonia, and was surprised to find that he had not returned. Then he thought that Gauvin might have gone to Waterbury to see his family and he said no more about it.

But on Monday when Gauvin failed to show up Landry became nervous. He had heard of the accident and fared his friend was on the car. Yesterday he decided to write to Gauvin's friends in Waterbury. This letter led to the identification.

This morning's Waterbury Republican prints the following in regard to Mr. Gauvin and his family:

"Although Gauvin had not lived in this city for a number of years, all of his family reside here. He went to Ansonia to live fully nine years ago, leaving his wife, Mary Gauvin, and three sons, Charles, George and Joseph.

"The widow, Mrs. Gauvin, was a dressmaker for a number of years with rooms at 167 Bank street, over the Waterbury Grocery company.

"Some time ago she gave up dressmaking and went to keep house for Fathers Bourret and Bernard in St. Ann's church parochial residence. Last Monday she left the city early for a vacation trip in Massachusetts, not knowing at the time of the Stratford accident.

"Yesterday Dr. J. N. Bellemare received word from Ansonia that Ammada Gauvin had been killed in the trolley car. The message requested him to break the news to Mrs. Gauvin. He went to the priests' house and learned that Mrs. Gauvin was out of town. He then told the three sons of the news he had received and they at once went to Bridgeport and identified the last body as that of their father.

"Charles Gauvin at 2 o'clock this morning told to a Republican reporter how it had first been suspected that his father was dead. The dead man boarded with Mr. Landry of Ansonia, and on Sunday morning Landry saw Gauvin in Bridgeport and knew that he was going to return home by way of the new trolley. When Gauvin did not show up Sunday night or Monday Landry was sure that he had taken passage on the ill-fated car and been killed.

"The Gauvin brothers found the body of their father at Undertaker Ford's in Bridgeport and identified it by a deep scar on the right foot where the elder Gauvin had at one time cut himself with an ax; also by a sore on the left leg. The deceased had a large cut on the left side of his head, and his face was partly crushed. Charles thinks that, judging by the awful wounds, his father must have met death instantly. Several telegrams have been sent after Mrs. Gauvin but no word has been received from her as yet. The remains of the dead man will be brought to Waterbury for interment."

NEARLY 50 YEARS.

Late Henry C. Cogswell Active in Railroad Affairs All His Life.

In the passing away of Henry C. Cogswell, who was one of the unfortunate victims of the awful trolley disaster of last Sunday, the city of Bridgeport has lost a valued and tried citizen who well and truly served the municipality in many positions of trust and honor. He was a man of noble character and perfect life, respected by legions of friends in the business world, and his afflicted wife and two daughters have the heartfelt sympathy of the entire community in their great bereavement.

Mr. Cogswell, always a Republican in politics, first served the city in a public capacity in 1874 when he was sent to the common council as a councilman from the first ward under the administration of Mayor Robert F. Clarke. He was again elected in 1876 under Mayor Jarratt Morford and completed his two terms with credit to himself. In 1878 he was appointed a member of the board of police commissioners by Mayor Robert E. DeForest and served two years as such.

In 1892 Mr. Cogswell was elected by a flattering vote as a member of the board of education and labored for that cause three years. In 1897 he was again elected to the board and was serving as such at the time of his death. His term would have expired next May.

For the past seventeen years Mr. Cogswell was a trustee of the Mechanics' and Farmers' Savings bank of this city, having been first elected in 1882. Only last month he was honored by being elected vice-president of the bank to succeed David Wooster resigned. He was serving a term as a member of the board of governors of the Seaside club, of which organization he was a prominent and popular member. For years he has been a trustee as well as a member of the executive committee of the Consolidated Rolling Stock Company of this city. The First (North) Congregational church for eleven years, from 1876 to 1887, had the benefit of his services during the pastorate of Rev. Dr. Charles Ray Palmer, as an efficient member of the Society's committee.

Mr. Cogswell was one of the best known railroad men in the country and no one was better versed in the freight department end of it than was he. He commenced at the business forty-eight years ago in Pittsfield, Mass., when in 1851 he was appointed local freight agent of the then newly completed Housatonic railroad which was one of the first steam roads in the country. The following year he was transferred to Bridgeport and was appointed receiving clerk and cashier for both the Housatonic and New York and New Haven railroads and held that place from 1853 to 1865, when he was appointed by President Hunt as general Bridgeport agent.

Having now thoroughly learned the railroad business he was in 1866 appointed as general freight agent of the entire Housatonic railroad from Pittsfield to Bridgeport, which was in those days one of the largest and best known of the roads of the country.

United States Senator William H. Barnum, who was president of the road for many years, thought highly of Mr. Cogswell's ability and delegated him again and again to represent the road at important railroad conferences and conventions all over the country. He held the position of general freight agent until 1892 at the time that the Housatonic was leased to the Consolidated road when he was appointed as division freight agent of the Berkshire and Danbury divisions of the N. Y., N. H. & H. R. R. with headquarters at New Haven which position he held at the time of his death. While on the old Housatonic road he wa the originator in New England of the system of through freight lines which is now so universal.

He is survived by his wife, Sarah Jane, and his two daughters, Miss Mary K. Cogswell and Mrs. Charles H. Delanoy.