

[CORONER.]



41  
19

INQUISITION.

1

An Inquisition indented taken at *Cumberland*  
British Columbia, the *27<sup>th</sup>* day of *February*, in  
the *1919* year of the Reign of our Sovereign Lord the King, before  
me, *Joseph Shaw*, gentleman, one of the Coroners for  
our Lord the King, for the *District* aforesaid, upon the view of the body  
of *Lee Gee + Young Gow*, then and there and within the jurisdiction  
of the said Coroner, lying dead, upon the oaths of

*William Henderson* Foreman  
*G. D. Webster* *E. A. Jones*  
*G. P. Willis* *Charles Reynolds*  
*J. J. Harwood*

good and lawful men of *Cumberland B.C.*, aforesaid, in the  
said *Society of Handymen*, who being now here sworn  
and charged to inquire, on the part of our said Lord the King, when, where, how, and after what manner,  
the said \_\_\_\_\_ came to his death, do say upon

their oath, that *we, your jury impannelled to enquire into the*  
*cause of the death of Lee Gee and Young Gow - find*  
*by evidence, adduced before us that the said Lee*  
*Gee and Young Gow, on the 24<sup>th</sup> and 25<sup>th</sup> of February*  
*nineteen hundred and nineteen (1919) at a certain*  
*place known as No 4 yard situated near*  
*Cumberland B.C. came to their deaths, as the*  
*result of a Railway collision and we, the jury*  
*over*



I.

return a Verdict - of accidental death  
we wish to add the following rider  
that - we suggest - in future that  
Locomotives should proceed in  
front - of passenger coaches -



3

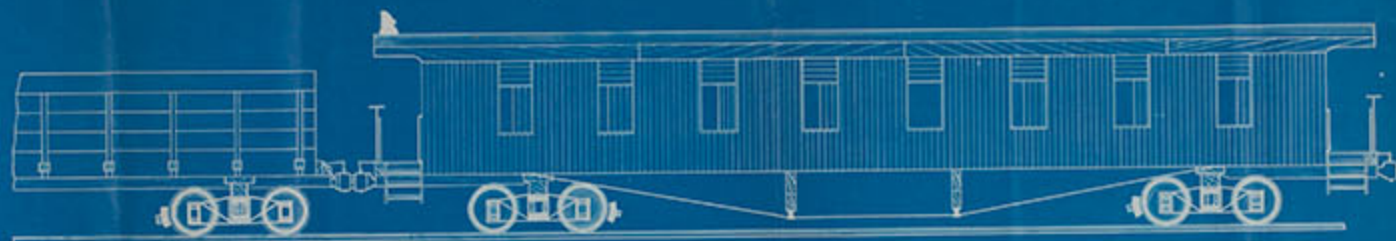
IN WITNESS whereof, as well the aforesaid Coroner as the Jurors aforesaid, have to this Inquisition, put their seals, on the day and year and at the place first above mentioned.

Wm Anderson Foreman  
Edward H. Jones,  
George Edward Willis  
Charles Reynolds.  
J. J. Harwood B.M.P  
Robert Sam Webster  
Joseph Shaw  
Coroner

Cor

2,000/1/1913

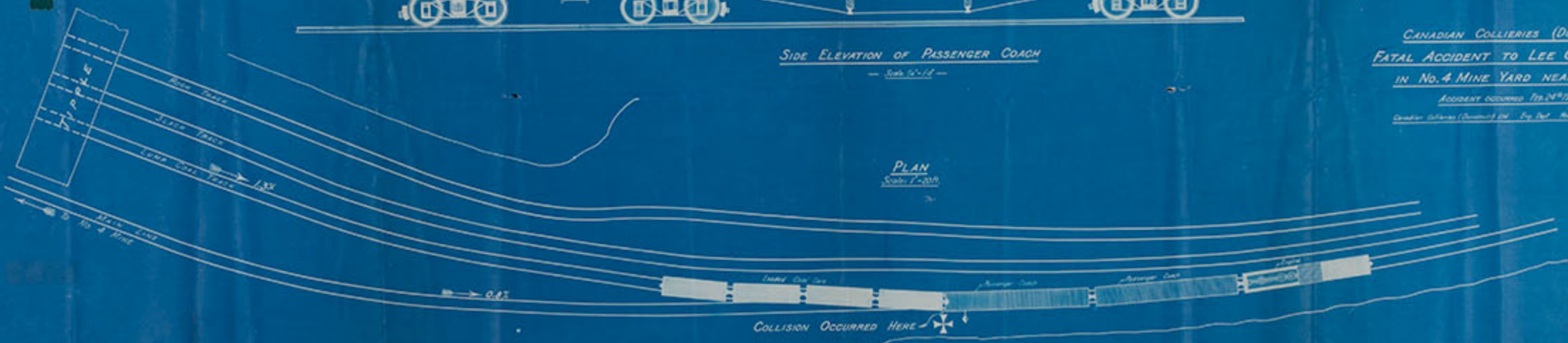
Exhibit A  
passenger  
coach



SIDE ELEVATION OF PASSENGER COACH  
— Scale 1/4" = 1' —

Note:  
The following is a copy of the Action  
taken on the part of the Manager  
of the Mine  
Immediately on receiving the message of  
the accident at the mine, the following  
action was taken:  
By order  
Canadian Collieries (Dunsmuir) Ltd.

CANADIAN COLLIERIES (DUNSMUIR) LTD.  
FATAL ACCIDENT TO LEE GEE & YOUNG GOW  
IN NO. 4 MINE YARD NEAR CUMBERLAND  
ACCIDENT OCCURRED FEB. 24<sup>th</sup> 1924  
Canadian Collieries (Dunsmuir) Ltd. Eng. Dept. Made by A.C. Lynn Esq. 1924



PLAN  
Scale 1/4" = 1'

COLLISION OCCURRED HERE



BC Archives GR-0431 BRITISH COLUMBIA, ATTORNEY GENERAL  
Box 12 File 1 Inquiries/Inquests conducted by coroners in British Columbia.

[CORONER.]



*Information of Witnesses.*

CANADA :  
PROVINCE OF BRITISH COLUMBIA. }  
County of *Nanaimo*

*5*

To wit:

INFORMATIONS of witnesses severally taken and acknowledged on behalf of our Sovereign Lord the King, touching the death of *Lee Gee + Yong Gow* at *Cumberland B.C.* in the Province of *British Columbia* in the County of *Nanaimo*, on the *24<sup>th</sup> + 25<sup>th</sup>* day of *February*, in the year of our Lord one thousand nine hundred and *19* before me, *Joseph Shaw*, one of His Majesty's Coroners for the said County, on an inquisition then and there taken on view of the body of the said *Lee Gee + Yong Gow*, then and there lying dead, as follows, to wit:

*A. G. Lyman* (Surveyor)  
of the *Canadian Colonies Ltd.* of *Cumberland*, in the said County of *Nanaimo*, being sworn, saith,

*produced a plan of the place of the accident and explained it to the jury. I did not see the accident ascertained the particulars the following morning and the plan produced is a true and correct one.*

*Albert G. Lyman*

*Joseph Shaw*  
*coroner*

2,000/11/1911.



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Locomotive Engineer

Harry Ethebert Mounce being sworn south  
 I started work at 7 P.M. on 24 July 1919 I had  
 a Conductor Brakeman Samuel Miller on first.  
 work was to run out north to bring in coal to No 6  
 we backed down the Berea track taking out a car as  
 we were short of cars there were three cars there  
 already this was about 8.15 P.M. ~~we~~ after switching the  
 wheels end we came back along the main line pulling  
 the loaded cars up the screen track we then came  
 back down on to the lump coal track and pulled 6 cars  
 to the No 6 yard there was still one car left on  
 the lump coal track under the shoot from there we  
 went down to the <sup>M</sup> and 12 empty coal cars and on  
 that freight car <sup>with pipes and</sup> took those to No 4 putting part on  
 the coal track and the others on the Berea track  
 the west end there were two of us doing this

This is not my regular work I am in the round house

run this engine at night but this pulling the main  
 cars to and from the mine but this work I was  
 doing this night was a special occasion but  
 I do not as a rule switch the coal cars after we  
 had switched the empty cars we returned to

Cumberland, and coupled on to the Pines coaches

Started there until 10.30 we started then to No 4  
 mine with the two workmen's coaches pushing  
 the coaches ahead of the engine in the car next to  
 the engine I judge there were about 15 men in the  
 car ahead I did not see anyone in I did not  
 walk all the way through the head car the men  
 went as far as Chas town stopping there taking on  
 more workmen from there as far as No 1 Jap town  
 taking on more workmen from there we went to  
 No 4 mine, when I came to the <sup>east end</sup> switch leading to the  
 coal track ~~to east~~ I stopped suddenly meeting  
 a lead of me stopped my train I was not working  
 steam on my engine at the time the train was dropping  
 as soon as I got the shock I immediately reversed the  
 engine

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The air breaks are coupled up to the two coaches  
noticed immediately, directly I felt the shock that some  
- thing occurred to the train line of my air equipment  
I immediately put the engineers break valve in lap  
position the train was at a standstill, as I had the  
injector working I waited a few moments until I got  
sufficient water in the engine, I might say before  
leaving Cumberland two workmen, <sup>Thomson & Edwards</sup> who were going to  
No 4 mine got on the engine and went in on the fireman's  
side ~~when~~ when we received the shock at the  
switch Thomson and Edwards got off the engine going  
a head to find out the trouble Thomson then came  
back asking me for a light at the same time stating  
that someone got hurt I gave him my torch and  
I then got off my engine went ahead with him and  
found some loaded cars three or four, these I am certain  
of, they were standing foul on the main track the  
nearest load coal car was within about as near  
as I could judge 4 or 5 feet of the points of the  
switch, the switch was set for the main line there  
was a space of about 6 or 8 feet between the workman's  
car that I had on my train and ~~below~~ the <sup>loaded</sup> coal cars  
When I reversed my engine I had moved my train  
back this distance right after I received the shock  
I also noticed some person laying and also noticed  
the end of the workman's car was struck, in also noticed  
the body of person laying amongst the wreckage on the  
car, some of the workmen had gone to the mine for  
a stretcher I then went back to my engine got  
things ready to bury the body of the dead Chinaman that  
was dead also another injured Chinaman hurt at  
some time I brought them in the workman's coach to  
the water tank at No 6 I then took the men  
back to No 4 that had assisted

This is all I personally know of the matter  
The cars that my train ran into were standing on  
my previous trip about 140 feet away from the switch

5.

Robert Hamilton Robertson being sworn in

Mr. G. H. Robertson was called to catch 10:30 train  
to go to New Mine, I got on at the New Mill landing  
boarded the coach nearest the engine sitting down in  
the middle compartment the train then proceeded  
towards New Mine it made several stops on the way  
I went into the yard the train came to a sudden stop  
which caused a little confusion owing to the sudden stop,  
after I satisfied myself that things were all right  
in the coach I walked to the end of the car nearest  
to the locomotive, got down on the track, and proceeded  
to the head end of the train to find out what was the  
trouble, I found we had run into some loaded  
cars, upon looking into the end of the workman's  
coach I noticed two bodies lying there the end  
of the coach was stove in and wrecked the two bodies  
were lying on the wreckage I climbed up on platform  
of the coach to render assistance when on the platform  
I noticed one of the bodies lying partly on the other,  
I moved one of the bodies the top body slightly to  
one side of the other I noticed the two bodies were  
Chinamen both of them were alive I then turned  
round found Mr. McKay standing behind me on  
the car I asked him to please go to the phone and  
try and get the doctor notifying him of the accident  
he did so I then asked the other men standing  
to go to the first aid station at New Mine and  
bring the stretchers as I considered the stretchers  
were a considerable time coming I removed one  
body with the assistance of some of the workmen  
me assisting to carry one body to the lamp house  
and on coming there and just as we had put the  
body of the car the stretchers arrived we  
placed the two bodies on the stretchers and carried  
them into the coach next to the locomotive then proceeded  
with the bodies to Cumberland on the way to Cumberland





6/ 10  
 On the way in whilst I was assisting and attending  
 to the Chinaman one had died in the position in the car  
 I could see nothing happening, I consider from my experience  
 of judge of speed between 4 and 5 miles an hour was  
 the rate the train was travelling, there was ample space  
 for me to walk between the ~~trucks~~ coaches and the  
 cars on the screen track,

H. H. Robertson

Joseph Shaw  
 coroner

Charlie Ling Thong being sworn ~~as~~ as  
 Interpreter.

Lee Key being sworn said, my name is Lee Key  
 I was on the leading coach the one farthest from the engine  
 sitting down in the middle of the car. I saw the two men  
 that were injured in the accident sitting at the further end  
 of the car. I was sitting in the center of the car near the stove  
 looking towards the head end of the car. The two Chinamen that  
 were injured were sitting in the second seat from the head  
 end of the car facing towards the head end. The end  
 door of car was shut after the accident. I saw the  
 two men lying one I thought was dead the other on in  
 a faint, I did not speak to them, I identify the  
 two bodies as being those of Lee Gee and Young Gown

Lee Key  
 Joseph Shaw  
 coroner

Mr. George K. McNaughton being sworn read his  
 report upon the dead Chinaman who died from the  
 result of the accident at North Coal mine on the  
 24th of February 1919. Which is herewith attached



By Inspector Rae  
The injuries found on the bodies of the two  
deceased Minnamon Lee Gee & Young Gow might have  
been caused by an accident such as described  
at this inquest

Geo. H. Newnham, M.D.  
Joseph Shaw  
Coroner



17  
My name is George Kerr MacKinnon. I am  
a duly qualified medical practitioner in respect  
of the Province of B.C. I reside at Vancouver.

About 11.30 p.m. on Monday, 24<sup>th</sup> inst I attended  
the deceased young Gov at the Vancouver General  
Hospital. She was suffering from severe  
shock and the following several injuries.

1. Lacerated scalp wound of the brow.
2. Fracture of both bones of left arm.
3. Contused fracture of several ribs on left  
side.
4. Internal injury to base of left lung and liver  
causing internal bleeding.

I attended and dressed wounds - applied splints  
to arm and afforded appropriate treatment  
for shock and internal hemorrhage.

In spite of all efforts patient gradually  
weakened and died at 8.45 p.m. on Tuesday  
25<sup>th</sup> inst.

Death was due to internal hemorrhage  
as result of injury to left lung and liver.



I examined the body of <sup>13</sup> Edward Lee Gee  
at Mr. Burke's undertaking Parlor on Tuesday  
July 26<sup>th</sup> and found as follows.

There was bleeding from ears, nose, mouth  
strongly suggestive of a fracture of the base  
of the skull.

There was a fracture of left collar bone  
and several lacerations on left side of head  
with some slight lacerations.

Judging from history of injury and examination  
of body I believe death was due to shock  
and brain injury as the result of, a fracture  
of the base of the skull.



Cumberland Feb 27/19

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 That we your jury empanelled  
 to enquire into the Cause of the  
 death of Lee Gee and Young Gow,  
 find by evidence, adduced before  
 us, that the said Lee Gee and  
 Young Gow, on the 24<sup>th</sup> and 25<sup>th</sup>  
 day of February, Nineteen Hundred  
 and Nineteen (1919) at a certain  
 place known as No. 4. yard,  
 situated near Cumberland N.E.  
 came to their deaths, as the  
 result of Railway Collision, and  
 we the jury return a verdict  
 of accidental death,

We wish to add the following  
 rider that we suggest in future  
 that locomotives should proceed  
 in front of passenger Coaches,

Wm. Henderson Foreman

Edward H. Jones, J. J. Howard

George Edward Willis

Charles Reynolds

Robert Dunn Webster

Joseph H. Shaw  
coroner



IN WITNESS whereof, as well the aforesaid Coroner as the Jurors aforesaid, have to this Inquisition put their seals, on the day and year and at the place first above mentioned.

3

J. P. Ink Foreman

George Peck

H. Simpson

W. Hood

A. Munro

J. Manning

G. Holman

Coroner.