

Text Of Evidence At Tignish Inquiry By Coroner & Jury

(Copy of proceedings at inquest on C. M. B. A. Hall, Tignish, on Tuesday, Feb. 23, before Coroner J. P. Morrissey, into circumstances of the deaths of Leo J. Murphy, Benjamin J. Richard and Elliot Murray. Continued from yesterday's Guardian.) Inquest resumed at 8.30 p. m., Feb. 22nd. Dr. Johnston (recalled) (Coroner): What was the cause of the deaths of Leo J. Murphy, Ben Richard and Elliot Murray? A—Those men died from hemorrhage and shock—a combination of both. Either would be sufficient under the conditions to cause death. Death caused by contact in contact with I do not know. Different ones came in contact with different things. J. J. McTague (sworn): I was called on by Justin McCarthy, I would say about two or 2.30 in the morning. I did not take particulars of the time. Conductor Warren told me he had run into No. 211 train—on collision, and to notify Charlottetown. I got word to the chief train dispatcher about the matter being killed and wounded. Arrangements about having the train from Summerside start with doctors and nurses to take care of the wounded. (J. B. Morrissey): Did Frank Murray and Harold Harper come into Tignish from the train stalled in the cutting? A—Murray came in on Saturday evening and notified me that train was stalled at Tignish tank. I got in touch with the despatcher's office and told him that No. 211 train was stalled west of Tignish water tank. The despatcher asked me where she was—how far west of the tank she was. I asked Murray where she was stuck, and he said about 70 yards west of the tank. The despatcher asked me to find out if there was anything at the tank, or was it all cleared away. Murray advised me that it was, so I gave that information to the Despatcher. The Despatcher told me then he was going to let No. 53 come to the tank and to notify Murray to that effect, so I told Murray what the Despatcher said. Q—What did he mean by that? A—Don't know. He did not tell me whether she was going to stay there or not, but I did suppose he was advancing that train as far as the tank and to let the other know in case she might back up. Q—Would that be all that would be necessary or were signals supposed to go out from there? A—I do not know, they had their instructions from the Despatcher, and I did not get any instructions to say that she was going to remain there, and not to proceed. Q—Was it the intention to let No. 211 train lie there all night, or until the storm had abated? A—I do not know what the intentions were. (J. A. Bernard): Did you have a copy of order No. 31? A—No. Q—It has been stated that the freight train which was stalled in the cutting was No. 211 and the express train No. 53? A—Yes, that is correct. Q—According to the evidence we had this afternoon of the trainmen aboard No. 211, it went on to state that there were no precautions taken to guard the rear end of the train—no fuses put on, nor nobody went back with a lantern to warn the express. Would conductor of No. 211 be expected to take those instructions of himself without any orders? A—I would imagine that there should have been some precaution taken for that train. Q—There was a red light on the tail end of the train, but the engineer of the express could not see any because the view was obstructed, but we thought No. 211 conductor would be expected to protect his own train. Would that be correct? A—I would imagine so. It seems to look that way. (Mr. Bernard reads order as given in sworn statement of Conductor Warren.) Q—This order does not say to proceed further than the tank? Would you regard that as an order allowing them to proceed further? A—It does not hold them at the tank. Q—You would imagine they would come on? A—I would imagine they would expect them to go through when there was no train there. Q—Murray said he understood from you that Express train No. 53 was to stop at the tank, and he also understood that the crew on that train had the same order? A—I did not give any instructions of that kind to Murray. I told him that the Despatcher said they were letting No. 53 come to the tank. (J. B. Morrissey): What are the red lights on the rear end of the train for? A—So the approaching train could see the train ahead of them. Q—It is not as a protection from the following train? A—Yes it certainly is a protection. Q—(A. Bernard)—If you were in Murray's position, would you surmise from that, that No. 53 was to remain at the tank until further orders? A—I am not going to answer that. I don't know what Murray thought about it. Q—What did you think about it? A—I am not a conductor. Q—(Mr. McCarthy): Are there any operators on between Summerside and Tignish after 4 o'clock in the day, that is on regular duty? A—Their hours are different. We work eight hours a day. In my case I come on at seven and leave at four. Q—When a train is out and stalled, there is no possibility of communication between the stations after regular hours unless operators are instructed to go on special duty? A—Not unless they are called on, same as I was that evening. Angus McKinnon (recalled) Q—(Mr. McCarthy)—Who told you that No. 53 train was to be held at Alberton? A—I understood that from Joseph Gaudet. Q—Did you hear any thing like that from the conductor? A—There was nothing said by the conductor. I did not hear anything about orders, but I may have been out. I was back and forth to the baggage room. Harold Cormier (sworn): I got word on Saturday morning to go snowshovelling. I went down as far as Wellington, and came back on the freight. We got stalled in the cutting and we turned out to shovel her out, and we had to stop. The night was too cold. Q—(J. McGrath): Did anyone tell you to stop? A—We stopped of our own will. We went in to get warm until the extra men came back. We were to wait until the weather moderated. Then I fell asleep. I was in the rear end of the coach of the baggage car. Q—(A. Bernard): How many were there with you? A—Three of us. Louis Harper, Joseph Gaudet and myself. Q—Did you hear the alarm that was given when the other train was coming in on top of you? A—Yes, I was just getting up. I just got clear when she struck and I did not see anyone remaining in the car. I did not see any signals or lights, nor did I hear any whistles. I jumped and ran. I helped to take the people out. (McCarthy): Did you know the express was coming? A—She was expected at the tank at 12 o'clock. We were told that by Mr. Murray. He did not tell me personally, but said that when he came in the car. Frank Handrahan (sworn): We left Saturday morning on the 7.30 train and went out and got stuck on the west side of the tank. After shovelling a while we got the train started. Kept on going—14 of us I think. We were taken down to Wellington, and word was given us to wait there for the freight, so we came back on the freight to the tank. Got water at the tank and came back, and we got stuck on the west side of the tank Saturday night. We shovelled awhile and then Murray came out with a lantern and said it was not necessary to shovel any more, so we went into the baggage car of the train and somebody said there was two passengers on the train wanting to get to Tignish so they asked me to get a horse to take them to Tignish. I went home and got a horse. Walter Allen came with me. We went back and the two men and Frank Murray and Harold Harper came to Tignish. We remained in Tignish an hour—perhaps more. Then I went to Harold Harper's house. He and Frank Murray were there and we came back to the station house and got some grub for the train crew in the cutting. Joe Gaudet, Peter Chaisson, Frank Murray and Harold Harper came back with us. Went home and stayed there about three quarters of an hour and in the night went back to the train. I did not do anything there. All the shovellers were on the car with us. I was lying down with Harold Harper in two of the seats. The first words I heard was that the train was coming. I did not hear her stop at the tank. I jumped up and ran out the door. The train then was, not more than 100 yards from the end of the coach. I could not see any head light on the plough but could see the gleam of the engine light on the back of the plough. After the trains struck I helped Leo Gaudet take up Peter Chaisson, who was down by the engine. Howard Harper came along and said "go for the doctor," so I came to Tignish and got Dr. Johnston and Alex McDonald. It must have been about 2.30 then. It was about one hour before we got back, maybe not quite that long. Q—(Mr. McCarthy)—Did you see those that were dead? A—I saw Elliot Gavin. He was dead. Q—(Mr. Hackett)—Are you familiar with the surroundings there from the tank to where the light was? Say, if you were standing at the tank and looking down to where the wreck was, could you see from the tank down to where that train was? A—No, you could not see with the drift. In day time you could see. Q—(A. Bernard)—How long was the cutting? A—About three hundred yards. Q—Do you suppose if they had made a run for it they could have gotten through? A—No, I don't think she could have worked through at all. They did not cut away from the train and make a run. Alban Murphy (sworn) Q—(Coroner)—Did you hear any conversation as to orders to stay, here, there or the other? A—I was in Tignish and word came to go out and help to shovel her out. When we got the men that were out there had already come in on the coach and I went up the tender where the fireman was and went back and forth a couple of times. The last time I went back to the coach I remained. We were talking and all of a sudden we saw the express coming to the tank. One of the snow shovellers said "Let's go to the tank." I said we won't go, I guess, but finally I went, and we started to the tank and got about half way. The express passed us on the way coming towards the freight. Q—(A. Bernard) How fast was she going? A—She was going at a pretty fast rate. Q—Did you hear any whistles? A—No, not from where I was standing. Q—Did McDonald want to put out torpedoes or lights? A—I guess he did alright. The conductor said the express was to hold at the tank. I understood that from him. Q—(J. A. Bernard)—You said at first you did not want to go to the tank? Why did you say that? A—Because I thought I was just as well where I was. Q—Was the headlight on the engine of the freight train? A—Yes, Kelly was turning it on and off to keep it from freezing. When I got there I asked the men did she hit and they said yes. I met the mail clerk with Peter Campbell, taking him into the mail department. Q—(J. B. Morrissey)—How far ahead of you could you see? Could you see a man walking on the track? A—No, I don't know. It was drifting heavy. Austin McDonald (sworn) We left Summerside on our regular time and we came along on our regular schedule. We proceeded towards Tignish and arrived at the Tank about 20 minutes late. After taking water we left the tank and proceeded to Tignish. After we made the run of the cutting and stalled. That was about 6.40 in the evening. We had a few shovellers with us that we picked up at Wellington from the No. 54 express train. We took them along with us. Worked 1-2 hours and did not make very much headway on account of the storm, so Conductor Murray came in and said it was better to walk into Tignish and report the matter to Headquarters. I went out and placed torpedoes on the rear to protect the rear train, then I came back and stayed by the rear of my train until Murray and Harper came back from Tignish. Q—(A. McInnis)—You say you placed torpedoes on the track? A—Yes, after they went in. I went back. They may not have heard them on account of the plough being on. Q—How far back did you place them from the train? A—300 feet back. Q—Is that the distance they are generally placed? A—Yes. Q—Did you understand the express was to stop at the tank? A—Yes. When Murray and Harper came back from Tignish, Murray told me that it would be alright for me to come into Tignish as he had everything all right, and said it would be alright for me to come in. Q—(Mr. McGrath)—Was that the

LOOKING 'EM OVER

BY "TEC" NICE HOCKEY The exhibition of hockey exhibited by Abbies against Truro Bearcats last night was of a championship calibre and calls for congratulations to not only the players but Coach Bill Gillespie as well. The team was handled superbly and clicked to the king's taste. "SILVER FOXES" Antigonish Juniors must have turned in a spectacular game at Moncton last night when they defeated the Island Junior champions so decisively. Better luck next year boys! BANQUETTED The presentation of a cup to the losing team of the Bk Shop Hockey League was made at a dinner in Milton's Tea Rooms last evening. The dinner was staged by Fred Pickard who sponsored the Bk Shop League. The members of the "Hawks," the winning team, and the "Gawks," the losing team were present and enjoyed the excellent dinner. Many "wisecracks" were heard concerning the ability in eating, as well as hockey playing of those present. At the close of the meal speeches were made by "Jesse" James and Alan Harding and a vote of thanks presented to Fred Pickard for his sponsoring of the League. Mr. Pickard then called upon Harry Lewis who after a few words presented the trophy to Alan Harding, the captain of the Gawks. The cup was then passed round for inspection much to the envy of the Hawks and the party broke up. All-Star Hockey Teams Chosen A jury of 32 Sports Editors from Canada and 22 from the United States, have chosen a first and second all-star National Hockey League team. For the first time a choice understanding you got from him? A—Yes. Q—Did you hear him say he had orders in his pocket? A—That is what I understood him to say. He had orders to that effect. He also told me that I could go home and rest easy. He said that things were safe. Hessian said the same thing. Then I came home for a few hours, but I went back. In the meantime the accident had occurred when I was away. Q—You put torpedoes out? A—Yes about 100 feet apart. Q—The accident happened while you were away? A—Yes, Murray assured me that everything was alright. Q—(Mr. Hackett)—Was Murray aware those torpedoes were put out? A—Yes, I mentioned it to him that I was putting them out. Q—(J. A. Bernard)—About fuses and torpedoes, what is difference between them, which one explodes? A—Torpedoes explode. We had both with us. Fuses burn about ten minutes. Q—Which did you say you put on the track? A—Torpedoes, two, 300 feet back. Q—That would be half way back to the tank, would it? A—No, I put them on about 8 o'clock when Murray was away. Q—Is that the usual number to put out? A—Yes. Q—Do they make quite a noise? A—Yes. The plow would naturally drown the sound of them. Q—Do you imagine that in that storm the driver in the front engine could hear those torpedoes? A—I guess not if it was blowing hard. Q—How far would it be from the cab of the engine of the express to the end of her own snowplough, would you judge it to be about the length of this hall, 40 or 50 feet? A—Yes 40 or 50 feet. Q—Did you tell Murray when he came back about putting torpedoes out? A—No, I did not say anything to him. He did not say anything to me in regard to that because I understood from the message he had that the train was to remain at the tank. Red lights were on the train. Q—Are they not always on the trains, even in summer time? A—They are on all the time. Q—Is it customary to go behind and put torpedoes on? A—Yes. Q—Was there anything said about going back to the tank and putting them on? Q—I mentioned it to him before I left. I went back about 6.15 in the morning. (To Be Continued)

Abbies Defeat Bearcats 4-2

Red Shirts Turn In Great Hockey In Every Period. The Abegweit hockey machine sizzled on all cylinders last night in their exhibition fixture with Truro Bearcats, whom they defeated by a score of 4 to 2. Only a fair crowd of fans witnessed the game, which was productive of great hockey for the most part and punctuated with fast skating in every period. Bearcats were minus the services of Mill and Sam Murdock last night, but the absence of these boys did not seem to hinder the Truroites, who showed the same flashes of class that has brought them five Maritime championship titles. The Abbies to a man were good last night—and had to be to stay out in front. The Red Shirts backskated supremely up front and on the defence were almost impossible to beat. Stull stopped a great game of hockey, the two counts being registered against him were from close in and labelled for certain counters. The Truro boys who were scheduled to perform here on Thursday night did not arrive in the city until seven o'clock last night. They had been on the go since Thursday morning, but due to the snow blizzard were forced to remain overnight in Borden, where everything possible was done to make them comfortable. They left Borden early yesterday morning and after an "unique experience," as some of the boys term it, finally arrived at the above mentioned hour. The Scores After five minutes from the opening whistle, Abbies registered the first count in the nicest play of the evening. Kane intercepted Shields' pass near the Abbie blue line to coast down centre, draw the defence well out of position and flip the disc to Schwab, who rushed in on Sargent for the opening goal. Nine minutes later Truro evened the score, Hudson doing the trick unassisted after he had stick-handled his way within five feet of Stull, Abbie goal. There was no scoring in the middle session, but the stanza was productive of scintillating hockey, which gave Stull and Sargent many chances to turn back numerous tough shots on their respective citadels. Third Period Abegweits cut loose in this period to force the issue and not letting up for a moment. On the offensive, they went strictly on the offensive, and taking the play away from for Antigonish managed to save. Some of the saves were festooned with rabbits feet. The Islanders were down two goals when the second period got underway and after seven minutes of play, they tallied a neat goal. P. Whitlock, who turned in a fine game for his team, recovered the puck at his own blue line and was away like a flash. He fought his way along the right boards and as he worked inside the defence took a flinger at McGibbon. The rubber found the upper corner of the net. This goal was offset about thirty seconds later however, when Perry took a pass from V. McDonald in front of the Silver Foxes net for Antigonish' third goal. Play was fast and the young island champions carried the fight right into Nova Scotia territory. Shortly after on a Charlottetown rush, there was a tussle for the puck back of the goal. In some manner the goal was canted outward and the rubber was shoved under the crossbar. It came out in front of the goal and an Island player promptly brought it back in. Referee Frank Brown disallowed the goal, although his decision was disputed by the Silver Foxes who claimed the goal was legal. Before the period ended McGibbon took a pass from Munro inside the Foxes defence and put the Nova Scotians up three goals, the period ending with the score 4 to 1. In the third period Antigonish played strictly defensive hockey and ventured only on the attack when the opportunity beckoned. McCabe scored the last goal for the Islanders early in the period which was the proudest of the game. He came up right wing and swerved to the centre as he hit the defence, deftly poked the rubber between

WOLVES WIN N.S. CH'SHIP

Defeated New Glasgow Panthers In Deciding Tilt Last Night 5-1. HALIFAX, Mar. 4. — (CP) — Halifax Wolverines were crowned 1932 senior hockey champions of Nova Scotia here tonight after they defeated New Glasgow Panthers five goals to one, in the second game of a home and home series for the provincial title. The rival teams entered the battle on an even footing, having been tied 1-1 in the first game of the series at New Glasgow. Wolverines are now qualified to meet Dalhousie Rangers, champions of New Brunswick and Prince Edward Island in a contest for the Maritime Provinces championship and the right to enter the Allen Cup playdowns. "Up A Tree" The Wolves had the Panthers up a tree tonight and bit at them everytime they ventured to come down. Bradd scored Halifax's first goal about five minutes after the opening whistle. Lawlor added two more in the second and Malcolm made New Glasgow's lone tally. Lawlor scored again, the third, on a pass from Beazley, and McNeill, hefty defence man, netted his team's fifth counter after a spectacular piece of stickhandling. Wolverines shot hard and often. McLean, New Glasgow goalie, handled the puck forty times, while Kuhn, in the Halifax nets, had only a paltry 23 shots to stop. It was a tough break for the Panthers, who had won the A. F. C. League and vanquished Lunenburg Falcons, South Shore champions, the Digby Ravens, Western Nova Scotia champions for the right to meet Wolverines Eastern League winners. their legs, skirted around them, recovered it and flipped it over McGibbon as he rushed out and tried to block the shot. Less than two minutes later however, the Nova Scotians scored again when McIsaac blasted a shot for a mixup at the Charlottetown defence behind Burgoyne. For the balance of the period Antigonish held off the thrusts of the Silver Fox although both teams missed scoring chances, the Islanders on their terminated bid for goals, and the Nova Scotians when they caught 1 Foxes playing a five man offensive. Currie, star wing man for 1 Foxes, was injured early in the first period and was unable to take 1 place on the lineup thereafter. 1 ankle was quite badly hurt and McCabe was put in to fill the gap. 1 right wing. This shift had a tendency to throw coach Fred Moorlines off balance. Only three penalties were handed out during 1 game, which however, roughened 1 considerable in the second and third period for brief flashes. The lineups: Charlottetown: Burgoyne, goal; Carmichael, Ferguson, defence; Whitlock, McCabe, Currie, Stewa; Campbell, P. Whitlock, forwards. Antigonish: F. McGibbon, goal; Purcell, Munro, defence; McMillan, McKenna, I. McGibbon, McIsaac, V. McDonald, J. McDonald, forwards. Summary: First Period 1. Antigonish, Munro (unassisted) 7:03. 2. Antigonish, McMillan, (unassisted) 13:22. Second Period 3. Charlottetown, P. Whitlock (unassisted) 7:15. 4. Antigonish, Perry (D. McDonald) 7:45. 5. Antigonish, McGibbon (Munro) 14:30. Penalties: G. Whitlock, McIsaac (unassisted) 3:55. 7. Antigonish, McIsaac (unassisted) 5:10. Penalties: McGibbon. May Bring Financial Pressure On Japan (Associated Press) TOKYO, March 4.—Rumors spread in Tokyo today that the United States Government had approached the J. P. Morgan interests in an effort to bring pressure on Japan in connection with the Shanghai situation through the New York financial markets. Officials said it rumors could not be confirmed. "I is," began Johnny, but he was immediately stopped by the schoolmaster. "I am, if you please," he corrected. So Johnny made another start. "I am the ninth letter in the alphabet," he said.

MOUNT A. WINS TITLE

(Canadian Press) TRURO, N. S., Mar. 4.—Mount Allison University won the Maritime Intercollegiate hockey title here tonight by blanking St. Francis Xavier University 3-0 in a sudden death game to decide the championship. The Sackville boys had the edge all the way, and the Antigonish scholars were prominent only in a few sudden bursts of speed. Boyd, flashy Mount Allison right winger, scored all three goals at the end of brilliant combination plays. The back checking of the Mount A. team was a feature of the game, with Peebles the most energetic in this form of play. Boyd scored two goals in the first period and one in the third. The St. F. X. boys were almost desperate in their efforts to overcome the lead and gave Asbell, Mount A. goalie, more shots than Kenalty had to handle in the nets of the losers. Asbelle turned aside 33, Kenalty 25.

Foxes Lose To Antigonish 5-2

(Special to the Guardian) MONCTON, March 4.—The Antigonish Juniors battled their way into the Maritime Junior Hockey finals here tonight by defeating the Charlottetown Silver Foxes 5 to 2 in a sudden death semi-final tussle. The Nova Scotians will meet the Bathurst Juniors, champions of New Brunswick in a sudden death game for the Maritime crown here tomorrow night. Antigonish scored two goals in the first period, two in the second and third periods. On the evening's play the teams were evenly matched, but the Nova Scotians had the advantage of an early lead accumulated via two easy goals and they clung to this advantage all the way through. Early Lead The Nova Scotians took a lead of one goal about seven minutes after the start of the first period when Munro skated down to the defence and flipped a shot at Burgoyne in the Charlottetown cage. The goalie misjudged it as it sank into the twines. Then about ten minutes later McMillan skated straight down center and as he approached the defence he sent a long shot on goal, and again Burgoyne misjudged it as it whistled past his shoulder. BAD START The Silver Foxes were away to a bad start, but after this second goal they carried the fight to the Nova Scotians and only the toughness of luck around the goal prevented them from scoring. Time and again they were through for close in shots but always McGibbon, who tended a great game in goal