

The Late Railway Accident.

OFFICIAL INVESTIGATION.

THE EVIDENCE OF MESSRS. ROULE, TAIT, MACQUAID, PAQUET AND PERRY.

An official investigation, into the late accident, was held at the Railway office, on Saturday. We have space to-day for only a portion of the evidence, as follows:—

HENRY HOULE.—Have been employed on the Prince Edward Island Railway for about nine years, and for about five years in the capacity of Road Master. Have been connected with railways for thirty-two years, chiefly on the Grand Trunk Railway, the European and North American Railway, the Western Extension Railway, and the Calais and Baring Railway, and also on the New Brunswick and Canada Railway.

I went over the portion of track where the accident occurred on the 25th instant, on Tuesday, the 17th of August, 1880. On that day I walked from York to Suffolk Stations, and passed the section men on the track, and I also walked back over the same ground the same afternoon, and gave the Foreman of the Section orders to go to Robinson's curve (where accident occurred) and to line a few joints of rails. I also gave the Foreman orders to put in sleepers on this curve previous to the 17th of August, 1880, and left a car load for this purpose, and for the track in the vicinity.

Three men, including the foreman, are allotted to each section, they averaging about six miles in length. The section where the accident occurred is 5.9-10 miles in length. The same number of men have been employed all along on this and other sections as were employed formerly, and no reduction in the staff of track repairers has been made.

I passed over the section (number seven) where the accident occurred, by train, on the morning of the 25th instant, and the track was then in good surface and alignment, and in good running order.

The accident occurred at the foot of two grades, and also at the east end of the curve. The curve is about 600 feet radius, and about nine hundred feet long.

The ascent and descent of the grades are steep, and the road-bed has been raised and improved within the last two years, thus being done on account of the change of grade being so sudden formerly.

A train is more liable to leave the track at or near the foot of a grade where two grades meet, because the cars come together and are apt to be lifted, while on an ascending grade the couplings between the cars are separated their full length and everything is tight.

The engine did not leave the rails on the day of the accident. There were two flat cars loaded with coal, and a first-class car, and a combined second-class and baggage car. There was also an iron smoke stack put loose on the two flat cars. The weight of the smoke stack was light, and in my opinion had nothing to do with causing the accident.

There were a number of sleepers on the section for necessary repairs on the day of the accident.

I consider that the accident was not caused by defective sleepers. Any sleeper known to be defective or such as would be dangerous, would be removed, and some were on hand on the section to replace such.

I can state that due caution was exercised in ascertaining where sleepers were defective and in ordering their removal.

After a train leaves the track and runs over sleepers no accurate opinion can be formed of their previous condition as they are cut to pieces generally. Several sleepers which were put in track last year where the accident occurred were all cut up.

I am unable to say what caused the accident. I consider it one of those which occur on Railways and which cannot be accounted for.

H. HOULE, (re-called.)—The trackmen have orders to walk over their section every day before the first train passes; the section on which the accident occurred is walked twice a day, both morning and evening, as one of the men lives at the east end of the section and the other two at the west end.

ADAM TAIT.—Am section foreman of number 7, between Royalty Junction and about three hundred yards west of Suffolk Station, or about six miles in length.

Have been employed on the Prince Edward Island Railway since October, 1875, as foreman.

The section was walked by one of my men, John McQuaid, the day of the accident.

The section is walked over twice a day. McQuaid made no report to me that any sleeper needed removal where the accident occurred.

I have always given due care to all necessary work required on my section, and I have done a good deal of work on the curve this summer where the accident occurred.

I have two men with me for keeping the track in repair. One, Michael Berrigan, has been with me for about five years, and the other, John McQuaid, for about three years. Both are careful and reliable men.

The accident occurred just about the change of two grades, or at the foot of them, and near the east end of a curve.

This curve has always required a good deal of attention, and I always carefully examined it when passing over it.

I went over the section by hand car two or three days previous to the accident. The track was never in better condition than when I last passed over it.

I had sleepers on my section to replace any that required renewal. I have renewed a number of sleepers on the curve where the accident occurred, this summer, and I have gone over the curve on two separate occasions this summer, putting in new sleepers.

I was working about a mile and a half west of where the accident occurred and

was on the ground in ten or fifteen minutes, as I was called by the whistle of the engine.

I at once examined the track to ascertain the cause of the accident, and found the outer rail of the curve bent near the centre.

I do not consider that defective sleepers had anything to do with causing the accident, nor can I account for its occurrence. The bend in the rail was short as if struck by a sudden blow; before the accident the rail was in good line. I have lifted the whole of the curve this summer and gauged it, and I have also lifted the whole of my section from Suffolk to within a quarter of a mile of York this summer. I have received about eleven hundred sleepers this summer, up to the present time.

When a run off takes place, sleepers are so cut up and broken that their previous condition cannot be properly known.

There are several sleepers in the track yet where the accident occurred, and some which were put in the track two years ago are cut up as much as those which were put in when the track was first laid, and spikes in the new sleepers were broken off.

ADAM TAIT.
ADAM TAIT (re-called)—I do not think the train was running the proper speed when it passed me about a quarter of a mile east of York Station.

JOHN McQUAID.—Am trackman on Section, No. 7, between Royalty Junction and Suffolk.

Have been employed in repairing track for over five years, and for upwards of three years on section No. 7.

I live at the East, or Suffolk end of the Section. I walk daily over the section from Suffolk towards Royalty Junction, until I meet the foreman in the morning, and also return in the evening. I always make it my business to examine the condition of the track carefully, when passing over it, and I inform the foreman whenever I observe any work required to be done.

I walked over the portion of track, where the accident occurred the same day it happened, and saw nothing wrong, if I had I would have informed the foreman.

I assisted in repairing track and putting in sleepers this summer on the curve where the accident happened.

There were sleepers on the section which were not in track.

The track was in proper gauge before the accident occurred. The Engine did not leave the rails. I was on the ground about an hour after the accident.

The accident was not caused by bad sleepers, and I have no idea what caused it.

JOHN McQUAID.
MARSHALL PAQUET.—I have been employed on the Prince Edward Island Railway for about four months, and am employed as brakeman.

I was brakeman on No. 4. Train on the 25th August 1880, the day of the accident. To the best of my judgment the train was running from twelve to fourteen or fifteen miles an hour.

The accident occurred, just about the foot of two grades, or at the point where they meet.

I applied the brakes before the train entered on the curve, and on the descending grade, and kept them applied until about where the grades meet when I let them go. Just as the brakes were loosened I felt a jar and looked forward towards the Engine, and saw the front flat cars off the track. When I looked I heard the Engine driver whistle for brakes, I then applied the brakes at once, and feeling the coach on which I was standing toppling over, I jumped from the platform to the ground on the opposite side of the track.

The forward flat car was still coupled to the Engine, but the front truck was off the track as well as the hind one. The front part of the forward car was hung to the Engine by the coupling, and the rear was askant; this was when the train was brought to a stand.

The train consisted of four cars, and it ran about its own length or perhaps six car lengths after it left the track, before it was brought up. The Engine did not leave the rails. The sleepers were altogether broken up when the cars ran over them.

I am unable to state what caused the car to leave the track, not having been long on a railway; but I saw a number of sleepers cut up by the cars and imagined some of them might have been bad.

MARSHALL PAQUET.
BENJAMIN PERRY.—I have been employed upwards of four years on the Prince Edward Island Railway. I was first appointed brakeman, then baggage man, and have been employed at various times within the past two years as conductor. I now occupy the position of conductor. I was in charge of No. 4 Train, which met with the accident on the 25th August, 1880. The accident happened on a curve near the east end of it, and just before striking a reverse curve. I do not know what the grades are, but it was about the foot of the grade where the cars first went off.

There were four cars on the train. We were running about twelve miles an hour when the accident happened. We left Royalty Junction eleven minutes late.

The train ran about five car lengths after it left the track. The train went off on the outside of the curve.

I was in the baggage car when the train left the track. Two platform cars with coal and a sheet iron smokestack on them lying loose, a baggage car and second-class combined, and a first-class car composed the train.

There were three passengers in the second-class and about ten in the first-class car. Seven passengers were injured by the cars going over an embankment about four feet high. The engine did not leave the rails. I went over with the car in which I was, and when got out I went to the coach and helped the passengers out, and then started for Royalty Junction to give notice of the accident.

Where the cars went over the sleepers they were all cut up. I cannot tell what caused the accident, although I examined the track after I got back from Royalty Junction, in about three-quarters of an hour.

I do not think the smoke stack had any connection with the accident being caused. I have been frequently over the portion of road between Souris and Charlottetown, this summer, and have never noticed anything wrong with the track where the accident happened.

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IN Boys' School there are three Departments. Subjects taught: Latin, Greek, German, French, Mathematics, History, Geography, Singing, and all ordinary English subjects.

There is a JUNIOR DEPARTMENT for Girls and younger Boys.

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General Agent for P. E. I.
Ch'town, July 31, 1880—3m

ADVISORY BOARD

—OF—
Agriculture & Local Industry.

WITH the view of securing a fair representation of our Industries at the General Dominion Exhibition, to be held at Montreal on the 14th day of September next, and at the New Brunswick Exhibition to be held at St. John City, on the 5th day of October next, the Board will pay Prizes as follows:—

GRAIN.	
Best Bushel Spring Wheat (white)	\$5 00
" " " " (red)	5 00
" " " " (bearded)	5 00
" " " " (any other kind)	5 00
" " Barley (2 rowed)	4 00
" " Oats (white)	3 00
" " Oats (black)	3 00
" " (Norway)	3 00

Grain samples to be the property of the Board, and to be accompanied by 12 heads of each sample in the straw.

FISH.	
Best Half barrel Mackerel	\$12 00
" Kit Mackerel	6 00
" Barrel Herring	8 00
" Half-barrel do	5 00
" Quintal large Dry Codfish	8 00
" Box 30lb. Boneless "	5 00
" Half-Box 15lb. "	3 00
" Quintal Hake	5 00
" Box 30lb. Boneless Hake	4 00
" Half-box 15lb. "	2 00

The Fish also to be the property of the Board.

Exhibits of Canned Goods, such as Lobsters, Mackerel, etc., and other Industries, will be forwarded free of charge to the Exhibitors.

Judges appointed by the Board will award the Prizes. All entries must be made on or before the 4th September, and all Exhibits (Live Stock excepted) must be delivered at the Secretary's Office, on or before September 11th, and no later.

All entries of Live Stock must also be made at the Secretary's Office on or before the 4th September, and such animals only as the Judges will recommend will be forwarded at the expense of the Board.

A. MCNEILL,
Secretary Advisory Board.
Ch'town, August 19, 1880—2w