

The Late Railway Accident.
OFFICIAL INVESTIGATION.

The following is the concluding portion of the evidence taken at the investigation on Saturday last:

MICHAEL BERRIGAN.—I am one of the trackmen on Section No. 7, between Royalty Junction and Suffolk Stations. The section ends about five telegraph poles west of Suffolk.

I have been employed about six years on the Railway, the whole time on Section No. 7. The section is walked over every night and morning. I live at Royalty Junction, and go over the section with the foreman until we meet John McQuaid, who walks from the other end of the section. I always make it my business to examine the track carefully when going over it, and when anything is wrong it is repaired at once.

The accident which occurred on the 25th August last, took place on a stiff down grade, and on a quick curve and near the end of it.

There has been a good deal of work done on the curve where the accident occurred, this summer, and we lined it and put in new sleepers wherever they were needed.

There were sleepers not in the track on the day of the accident, which were kept on hand for repairs.

On the day of the accident I consider the track was in good condition.

We have put in new sleepers on the curve where the accident happened, twice this summer. The sleepers were examined carefully, and all which were considered necessary to be removed were taken out.

I was at the run off about an hour after the accident occurred. From my knowledge of the condition of the sleepers I think they had nothing to do with causing the accident.

I have seen several runs off on the Railway within the past four years, and the sleepers would be cut up. When a run off happens the previous condition of the sleepers cannot be accurately known, as they are generally so cut up.

I saw many sleepers which were put in the track last year and the year before (W. B.), where the accident happened on the 25th August, 1880, all smashed to pieces.

The gauge of the track was carefully examined where the accident occurred, all around the curve where we were working there a few days ago. We finished working at the curve about nine days previous to the accident, and the foreman said to me, when going over it on our way home, that it was now in good order, and I replied that it was.

MICHAEL BERRIGAN.

ALEXANDER STRONACH.—I have been connected with the Prince Edward Island Railway for six years in the capacity of Mechanical Superintendent.

Previous to that period I was connected with the Intercolonial Railway and the European and North American Railway, both combined, for fourteen years in the mechanical department as foreman of shops and also for about three years on the Grand Trunk Railway as leading hand of locomotive repairs.

I have never had any connection with maintenance or repairs of track.

The rolling stock of the Prince Edward Island Railway is examined daily, or such as can be got at.

The accident which occurred on the 25th August, 1880, was on a curve and on a bank about four feet high. I do not know whether it was on an up or down grade. If the speed of a train exceeds the proper elevation of the outer rail, it would have the tendency to mount the outer rail. I cannot say that the smoke-stack on the platform cars had anything to do with causing the accident, as it was of sheet iron and light.

I occasionally go over the road between Charlottetown and Souris, but have never paid any particular attention to the place where the accident occurred.

The engine did not leave the rails on the day of the accident. It was No. 16, and was built at the Kingston Locomotive Works, and would weigh about 66,000 pounds, including the tender.

With the exception of three or four, all the sleepers were disturbed or broken up.

To all appearance the sleepers were in good condition where undisturbed, but it is my impression there were some bad sleepers in the track; for, although the upper part on which the rail rested, was sound, the part lying on the ground was not. The outer rail was canted and had out into the sleepers about an inch.

A. STRONACH.

JOHN HUNTER.—I have been employed on the Prince Edward Island Railway, since 1874, and have been occasionally occupied as a spare Engine driver, within the last two and a half years, and for about half that time in the shops. I was previously employed as a fireman.

I was Engine driver of the train which met with the accident on 25th August 1880; The accident occurred near the foot of two grades descending towards each other, and near the end of a sharp curve.

I generally shut off steam going around this curve while going down the grade.

When I am about striking the ascending grade I put on steam.

I think the rails spread, as where the accident happened, I saw three sleepers broken at the end.

As far as I could see from the Engine I always considered the curve in good condition.

I do not know the condition of the sleepers before the accident. **JOHN HUNTER.**

JOHN MCPHERSON.—I have been connected with Railways for twenty years and occupied positions from section laborer to section foreman, contractor and road-master.

I have been roadmaster on the Prince Edward Island Railway nearly five years.

I have seen several run offs from the

track where sleepers would be so cut up that their previous condition could not be known.

I have seen cases where sleepers were apparently sound to be broken by the weight of a passing train.

I do not consider that two broken sleepers would cause a run off.

I have known several occasions on which trains have been thrown from the track where sleepers and rails were in perfect condition, and the "run off" could not be accounted for.

We have had several "run offs" on the Prince Edward Island Railway within the past five years, and very few of them could be accounted for.

I consider the danger of a train leaving the track at or near the foot of two descending grades much greater than on a continuous grade, and I consider the risk is increased on a curve.

In my experience the small platform cars leave the track more readily than the large platform cars, because there is more side sway. **JOHN MCPHERSON.**

NEWS BY TELEGRAPH.

CANADIAN.

MONTREAL, Aug. 28.

Mrs. George Stephen, wife of the president of the Bank of Montreal, has just received a letter from the Queen, thanking her for the care taken by her of Prince Leopold during his recent sickness. The Prince was for some time at Mr. Stephens' summer residence, on the lower St. Lawrence, and received from himself and Mrs. Stephen all attention. Her Majesty's acknowledgment of this service was conveyed in very simple as well as cordial and gracious language, and was accompanied by the presentation of a fine portrait of herself.

UNITED STATES.

NOETH LAWRENCE, Mass., Aug. 28.

A fire occurred this forenoon in the flock washing room of the Pacific Mills, a small one-story building having neither door nor window, the entrance to the same was through a skylight. Michael Lanergan and Patrick Moriarty who were working inside, were both burned to death.

WASHINGTON, Aug. 28.

It is understood that the efforts of Commodore Shufeldt, commanding the U. S. steamer *Ticonderoga*, to negotiate with Corea to open her ports to American commerce, have been unsuccessful.

EUROPEAN.

ROME, April 28.

Cardinal Nina is much better.

ST. PETERSBURG, Aug. 28.

Two vessels under orders for the Pacific remain in the Mediterranean in view of the naval demonstration in Turkish waters.

LONDON, Aug. 28.

The Ottoman Ambassador at London writes to the papers officially denying that the Porte is trying to excite the Mussulmen in India and Afghanistan through seditious publications.

The House of Commons went into committee of supply last night without opposition and discussed the details of the Irish votes. At three o'clock this morning the House adjourned. It meets at noon to-day to proceed with the committee on burials bill and other government measures.

In Turkish circles at Vienna it is affirmed that 30,000 men are already concentrated in Thessaly and the Epirate. The Vilyayetti have more arms than they require and have accumulated much ammunition. There are large magazines of provisions, etc., at Arta Pieria, Metzgoos and Larissa. The fortifications at the latter place are almost completed.

CONSTANTINOPLE, Aug. 28.

The collective note of powers on the Greek frontier question is firm but not threatening.

ST. PETERSBURG, Aug. 28.

The Chinese legation is believed to be permanently established here, and Marquis Tseng, the ambassador contemplates a long stay. Much more peaceful advices have been received from the Russo-Chinese frontier. No hostile intentions on the part of the Chinese are apparent. The Chinese authorities have even ordered the Nomads on the frontier to withdraw further from the borders to avoid encounters with the Russian posts.

DUBLIN, Aug. 28.

The weather continues all that can be desired for harvesting. Brilliant sunshine has been the rule during the last three weeks. The larger portion of the grain is now cut and half has already been cleared from the fields.

Special Notices.

EVERY lover of music should get a copy of the new and beautiful song, also waltzes—the "Blue Alsatian Mountains"—at Fletcher's Music Store.

SMOKE of all kinds at Rubin & Hart's. SMOKE La Acacia cigars at 25 cents each, or 5 for \$1.00 from Rubin & Hart's.

A New Importation of choice Havana Cigars from 1880 crop, at Rubin & Hart's.

A few cheese left will be cleared out at 12 cents per lb., at the Family Grocery.—R. K. BRACK.—Aug. 7.

FLOUR—200 bbls. White Buns, and 100 bbls. Otter Creek, just received at BRER & GORF's.

THE RIFLE.—Remember the grand military play and concert on Tuesday evening, the 31st inst., at the Academy of Music for the benefit of the Ottawa Rifle Team. Friends of the Volunteers and all relishing an enjoyable evening's amusement, should not fail to attend. We would advise parties intending to go, to secure their seats at an early hour, to avoid fleeing crowded. A glance at the programme will satisfy any one of the worth of the performance. **a30 2i**

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