General Business.

JUST RECEIVED.

10 BARRELS

Malaga Grapes,

1 CAR LOAD

CHOICE WINTER APPLES,

1 MIXED CAR

CANADIAN APPLES,

ONIONS,
CHEESE,
ETC. ETC.

BOTTOM PRICES.

D. CHESMAN.

JUST RECEIVED

—AT THE—

Commercial House,

CHATHAM, N. B.

Trimming Silks,
Satins and Velvets,
Plain and Watered Buttons,
Braids,
Linings,
Moire Ribbons,
Berlin Wools,
Fingerings and
Fancy Goods,
Working Canvas,
Splints,
Cardboards,
Gloves,
Corsets,
Hair Braids,
Switches,
Hosiery,
Etc.,
Etc.

BUTTRICK'S NEW YORK FASHIONS FOR SEPTEMBER.

W. S. HOWARD.

Dick's Powders,

Kendall's Spavin Cure,
Leeming's Essences,

A SUPPLY RECEIVED THIS WEEK.

By special arrangement a supply of NORTHROP and LYMANS'

EMULSION OF COD LIVER OIL

will be received from the manufacturers every month during the winter, thereby ensuring its

FRESHNESS and PURITY

FIRST LOT JUST RECEIVED, TWO SIZES 50 cts and $1.

—ALSO—

Pleasant Worm Syrup,
Burdock Blood Bitters,
HOP BITTERS,

and all the Patent Medicines of the day, at the

"MEDICAL HALL."

J. D. B. F. Mackenzie.

Chatham, Nov 1. 1882.

CHOICE

WINTER APPLES

1 Car Load

BALDWINS,
RIBSTON PIPPINS,
BISHOP PIPPINS,
SPITZENBERGS,
GREENINGS,
RUSSETS.

G. Stothart.

Executors' Notice.

ALL persons having any just claims against the Estate of Francis J. Letson, Esquire, late of Chatham, deceased, are requested to render the same, duly attested to A. H. Johnson of Chatham, Barrister at Law, within three months from date and all persons indebted to the said Estate are requested to make immediate payment to him.

ISABELLA JANE LETSON, EXECUTRIX.
JOHN ELLIS, ANDREW H. JOHNSON } EXECUTORS

Chatham, Oct. 9th, 1882.

Notice of Assignment.

NOTICE is hereby given that John C. Sinclair of Bathurst, grocer, has assigned all his Estate and effects to the undersigned for the benefit of his creditors and that the deed of trust is lying at the office of DesBrisay & DesBrisay, Barristers at Law, for execution by his creditors.

All creditors desiring to participate under the deed of trust are required to execute said deed within two months from this date

Dated at Bathurst this thirtieth day of October, A. D. 1882.

JOHN SIVEWRIGHT, T. S. TAYNE DESBRISAY } Trustees.

dec 7

MIRAMICHI BOOKSTORE.

(OPPOSITE DR. PALLEN'S CORNER,)

Water St., - - - - Chatham.

WALL PAPERS,
BORDERS,
WRITING PAPERS
AND ENVELOPES,
PENCILS in Wood and Gold.

SCHOOL SUPPLIES of all KINDS.

☞ Fancy Goods. Childrens' Carts and Wheelbarrows. New Goods Daily Arriving.

Agency of the INTERCOLONIAL EXPRESS.

EDWARD JOHNSON.

COAL! COAL!!

ANY person requiring coal will please leave their orders with the Subscriber who is to receive a few

Consignments by Rail.

Early orders are necessary in order that they may be

Satisfactorily filled.

T. F. GILLESPIE.

Miramichi Advance.

CHATHAM. - - - NOVEMBER 30, 1882.

The Late Railway Disaster.

When the Coroner's inquest at Newcastle adjourned on Monday evening last, we were under the impression that the statements of Express train passengers, which seemed to place the blame of the terrible accident of last Saturday morning on indulgence in intoxicating liquors, were unfounded. Disappointment was, no doubt, felt by many, that party politics—in the lowest sense of the term—had seemed to be pushed even into the presence of death in the awful form it assumed on that occasion, and political interest, official fears and a false and hypocritical sentimentality seemed to rise like a mist between the facts and a legitimate public desire to grapple with and thoroughly sift them. It was known that an accident involving human agony and death in one of their most terrible forms, the injury of a number of passengers who had entrusted their lives to the care of railway managers and officials, the providential escape of others and the destruction of much valuable public property had taken place. All this could not be recalled, but in view of a long roll of mishaps of late on the same railway the public mind became thoroughly alive to the necessity of ascertaining, if possible, the causes of such a state of things. A paper published at Railway headquarters has just stated that on 13th October it published an article calling attention to the fact that there had happened "five serious accidents, several of "them accompanied by loss of life, and "all occurring within a few days of that "date." To that article it added on Monday last, the following:—

It was but two days after the above was published when we were called to record the death of Breer, brakeman, killed at St. Flavie. On 19th October, by a brake giving away, brakeman Devine was thrown upon the track and two flat cars and the engine passed over him. The same issue contained mention that brakeman Trites was jammed between two cars and had his arm badly injured at Canaan, on the 20th, while another brakeman named Lockhart, got one of his hands badly bruised while coupling cars at Bathurst. There was then for some weeks an abatement of the accident doom till the 11th, when brakeman Caron was killed at St Charles. On the 12th one of the Minister of Railways' new recruits in engine driving ran his engine through the Round House at Riviere du Loup, but, fortunately, did not kill anybody.

On the 14th at Thompson's station, N. S., a passenger named Nickerson had a foot crushed so badly that it had to be amputated.

On the 18th George Biddington, at Rothesay, had two ribs broken while coupling cars.

On the 24th November there was another smash up and the wrecks of eight cars piled upon one another alongside of the torn-up track. And, finally, on Friday about midnight, occurred the fatal collision in which three persons were killed!

We know, as everybody knows who is properly informed on the subject, that the rolling stock of the Intercolonial Railway is not adequate to meet traffic requirements, and that the men whose duty it is to do the practical work of controlling, running and managing the trains are handicapped thereby, while their mouths are shut, so far as the public are concerned, because they know that if they were to express their views freely and openly to the public, whose servants they really are, they would soon find their places filled by other and, perhaps, less capable men. Every engine on the road is worked up to its full capacity, while the men are, also, at times, taxed to the full measure of their endurance, and it is not a matter of wonder that many of them are said to resort to stimulants to sustain their vital energies and that some of them drink more than is good for themselves or safe for the travelling public. So far as we have heard those who run passenger cars are free from any charge of indulgence in intoxicants, but it matters little to injured or delayed passengers, when a collision occurs, on which train the carelessness, recklessness or misunderstandings blameable therefor take place. It is important that men responsible in any way in the actual work of running trains—whether they be working, special or passenger trains—should, at least, abstain from the use and be free from the effects of strong liquors when on duty.

When Saturday morning's calamity was announced there were rumors of liquor being blameable, to some extent, for it. The St. John *Globe* published the statement of a passenger named Morrison as follows,—

I believe that liquor caused the accident; my reason for saying this is because when the doctor who was attending the fireman before he died offered him some liquor, he put out his hand as if to put it away from him and said: "No, rum did it all." I am certain he said that.

The Moncton *Times* said,—

With the construction train running tender foremost in a storm, it is very easy to see how the slightest relaxation of the precautions that should have been observed by the men on the engine, might result in the fearful accident just recorded. The poor fellows have, however, paid a greater penalty than the most rigid investigation could require of them, and the public can afford to pass the current reports and suspend judgment awaiting the decision of the coroner's jury. One thing that should be inquired into, however, is the extent of the use of ardent spirits on board construction and all other trains. If there is one railway rule that should be more strictly observed than another, it is that of prohibiting the use of strong drink among railway men.

Some members of the Coroner's jury appeared to us, on Tuesday, desirous of learning what foundation there was for the statement of Mr. Morrison, and they questioned District Superintendent Price and the doctors on the subject. The latter gentlemen agreed in stating that so far as their knowledge went the poor fireman had not made the remark quoted by Mr. Morrison, while Mr. Price, although he saw the driver of the special acknowledge a crossing order at a station not more than twenty miles from the scene of the collision, did not notice any appearance of liquor upon him. When these three witnesses showed that neither of them could corroborate Mr. Morrison's statement one juryman remarked that "the man who made it ought to be hanged." The man who would invent such a statement, must be a bad and heartless one, but no juryman realizing his position, ought to be too hasty in reaching a conclusion. Mr. Morrison's error was in saying the remark was made to the doctor, but in other respects he was correct. On Monday night we believed his statement to be incorrect, but after receiving a letter from a thoroughly reliable business correspondent in Bathurst, we made what enquiries we could and regret that the results thereof strengthen the presumption that the poor fellows who paid the penalty of their recklessness were not in the condition their position of responsibility required of them. There is a sentiment which leads many persons to remain silent respecting the dead, when what may be said is not in their favor. The application of that sentiment may, however, be carried too far, to the injury of both dead and living, so whatever may be said of the course which duty points out to us as the proper one to take, we shall follow it.

We called upon a lady yesterday who was in the first class car when Crossman was brought in suffering from his scalds, and she said that as she kneeled to sooth him, and without any questioning on her part, he moaned,—"It was rum that did it all—we all had rum." Other exclamations of the same tenor, which we do not think it necessary to repeat, were made by the sufferer and when he asked for water and it was passed to him, mixed with a little brandy, he said, "take it away, it has rum in it, I want pure water," and even when pure water was given to him he seemed to fear it was mixed with rum. Some who stood by said, "he is wrong in his mind," and the lady said "I'll try him." She then asked him if he wanted to see his mother, and he said, "Oh, yes, take me to my mother!" "If I had done as mother——" but he did not finish the sentence.

The Bathurst correspondent to whom we have already referred, says: "The "accident at Beaver Brook has caused "considerable discussion here, and "when it is known that the men were "under the influence of liquor more or "less it is all the more shocking. Parties who were over to meet the down "Express here and saw the party of the "special, describe the scene as something "terrible, and a section foreman described the Conductor's van as 'a little hell'. "There is a tavern within 100 feet of "our station, which sells night and day. "The matter calls for strict investigation and the government should get "an overhauling from the press for allowing such an amount of drinking "among their employees."

It is no pleasure to us to publish such statements as these, but we give them, hoping they will be the means of assisting those, both on the road and not connected therewith, who desire to effect reform. We give the facts as they have come to us, in good faith, and are prepared to give names to the railway authorities, to substantiate what we publish, as soon as we are convinced that they are earnestly setting about an enquiry. We have not space to discuss the subject further this week, but will, probably, return to it again. We cannot close, however, without making mention of the conduct of Mrs. Hugh Marquis, sr. of Chatham, of whom the passengers speak with the highest respect and admiration of her noble conduct at the time of the collision. Several friends and correspondents have communicated with us on the subject, but Dr. Smith, of Newcastle, who was one of the physicians summoned to the scene, perhaps best expresses the feelings of those who witnessed the conduct of this lady. He says,—

"The kindness shown to Crossman "by Mrs. Marquis was touching. I "overheard the poor fellow ask, in "piteous tones, for his mother more "than once. Although his mother "could not be with him in that sad "hour it may comfort her to know that "Mrs. Marquis attended him with a "mother's care and attention. Too "much cannot be said in her praise. "The gentlemen in the cars seemed "more than willing to render any possible assistance to the dying man, "but the tenderness that a woman only "can exhibit was singularly exemplified "in her solicitude for the suffering and "dying fireman."

Honored Warriors.

The total number of decorations presented by the Queen last week to the troops who had distinguished themselves in Egypt, including those given to the Indian contingent, was 370. The Prince of Wales and nearly all the members of the royal family were present at the ceremony. The Queen, conferring the decorations, said:—"I have called you here to-day to express my best thanks for the gallantry and devotion you displayed in the short but decisive campaign in Egypt, and to say how proud I am of my soldiers and sailors who have added fresh laurels to those already obtained in previous campaigns, and of their devotion to their Queen and country." At the close of the Queen's address, which was delivered with beautiful emphasis, three lines of men retired, leaving the Queen facing the commander of the expedition and the naval brigade. The conferring of the decorations was then commenced. Admiral Seymour and General Wolseley have been gazetted peers.

Protection in the Census.

The meagre census returns thus far published have, as may be naturally supposed, upset some of the favorite theories of the Pennsylvania protectionists, and the charge is made by them that the figures have been "doctored." General Walker answers this attack with the declaration that the census figures as now presented are accurate, and that if they conflict with previous governmental statistics on the same subject it is because the latter were falsified in the interest of the protection school of politicians and manufacturers. The controversy which has arisen between the selfish protectionists of our sister State and the head of the Census Bureau recalls a significant incident which occurred some years ago with respect to the Philadelphia reprint of an English cyclopædia. It was discovered after the work in question had been put in type that all its articles bearing on the question of protection and free trade were gross heresies from the Pennsylvania point of view, and the book had to be altered or "doctored" so as to meet the views of the statesmen, economists and manufacturers of that State. The situation, then, is this:—Protection has not a leg to stand on when investigated in the cold light of facts and figures. This is the experience of the whole world; but the light has not yet dawned upon Pennsylvania. —*N. Y. Herald.*

The cyclopedia referred to above is Chambers', and the liberties taken with the name of Messrs. W. & R. Chambers of Edinburg, by the American publishers are exposed in the edition of this year in a brief but caustic preface. The action of the protectionists in the matter has done much to render the American edition of an otherwise invaluable work undesirable as a reliable book of reference. Messrs. Chambers' prompt action in exposing the fraud is characteristic of them as intelligent and honorable publishers.

Miss Mary Campbell, Elm, writes: "After taking four bottles of Northrop & Lyman's Vegetable Discovery and Dyspeptic Cure, I feel as if I were a new person. I had been troubled with Dyspepsia for a number of years, and tried many remedies, but of no avail, until I used this celebrated Dyspeptic Cure." For all Impurities of the Blood, Sick Headache, Liver and Kidney Complaints, Costiveness, &c., it is the best medicine known.

Shocking Railway Accident.

The startling announcement that three men had been killed on the Intercolonial Railway between Newcastle and Bathurst, was made on Saturday morning last, and various reports of the circumstances attending the event were soon in circulation. The fact that three men were killed under peculiar circumstances, while the lives of many more were preserved, although, exposed to great danger, awakened public enquiry to a greater extent, perhaps, than any similar event that has happened for a long time. Briefly stated, the main facts are, the south-bound express from Quebec, having started from Campbellton with a freight engine to draw it, was behind time, as steam could not be kept up. When within a little more than a mile of Beaver Brook, steam was so low that the train had to be brought to a stand-still for some time, variously estimated at from a quarter to half an hour. Just as the Express started again, and had gone a hundred yards or so, a special consisting of an engine, conductor's van and two box cars—the engine running tender foremost—ran into the Pullman sleeping car which was on the rear end of the train. The wheels and other heavy under-gear of the tender passed under the Pullman while its water-tank portion was driven in through the end, smashing the wash room, smoking room, drawing room and a portion of two berths, spreading the sides and starting the roof upwards. The Pullman coupling bar penetrated the end of the boiler and steam and hot water, mingled with cold water from the broken tender went dashing and hissing into the Pullman among the passengers, some of whom were asleep and some awake. Then, there were cries of agony heard in the wreck and those who hastened to the point of collision realised, though they could not see, that human beings were being scalded to death. In response to their heart-rending appeals for release, willing hands worked with all despatch, but it was some time before they could be reached, for the force of the collision had driven the engine-cab and Pullman so closely together that the Pullman had to be cut into in order to get at them. The engineer of the special, John Brown, was first got out and laid on the snow, his eyes so scalded as to present a sicken ng spectacle, while the skin came off his hands as he writhed in the intensity of his sufferings. Two men next entered the cab, one through an aperture made in the Pullman and another through the cab window from the engine foot-board, and recovered two other men, Amos Crossman, brakesman, and James Fraser, fireman. These were scalded to even a greater extent, apparently, than the engineer. Fortunately this closed the list of casualties which were evidently fatal. In the special train another man—a trackman it was said—was badly burned and bruised by being thrown down with the stove, while a score or more of other men who were in the box cars and were going to work next day at or near Newcastle, escaped unhurt. On the express train the porter, named Duport, was thrown from the drawing room through the open door and slightly injured, all others in the Pullman escaping with slight scratches or contusions or without any injury whatever. The interior of the Pullman presented a most confused spectacle, however, as the rubbers, boots, valises, clothing, etc., of some, or all, of the nine passengers were thrown together with broken portions of the woodwork, the whole being saturated with water from the tender and rendered even more confused by the escaping steam of the engine. The engine that was to have taken the express train from Newcastle to Moncton being ready, Drs. Smith and McLearn who were summoned by telegraph, were brought by it to the scene as quickly as possible, but they could do little for the suffering men, one of whom died just as the train reached Newcastle and the other two shortly afterwards.

THE INQUEST.

Hon. Allan A. Davidson, Q. C., Coroner, held an inquest, commencing on Saturday. The jury selected was composed as follows,—

C. C. Watt, *Foreman.*	
Donald Sutherland,	E. Lee Street,
John Maltby,	H. D. Harper,
Thomas J. McEwan,	James O. Fish.

The jury, on being sworn, were taken to view the remains, which were afterwards sent forward to the friends of the deceased.

Witnesses were examined as follows,—

HENRY F. HINDS,

conductor of the Pullman car, deposed that the express arrived behind time at Bathurst and left there behind time. After passing Bartibogue, when near Beaver Brook, the train came to a stand-still for want, as he understood, of sufficient steam; remained, perhaps, 15 or 20 minutes; was sitting in the forward part of the pullman car when the train started and four or five minutes afterwards heard Conductor Olive, who was in charge of the express and the brakeman call out, whereupon witness stood up to go to the rear end of his car, when, almost immediately, a crash came and he was thrown against the forward partition and the lights all went out; opened the door and ran into the 1st class car, which was next to the Pullman, asking for a lantern and returned to look after his passengers. There were nine passengers in the Pullman, who were all on the lower tier of berths. Some one had brought a lantern in; got all the passengers out into the first class car; next heard a crying out of persons as if in pain in the rear part of the Pullman; went back as far as he could inside and found the tender of an engine which was telescoped into the rear of the Pullman; saw a man's head through the left hand side the Pullman, about eight feet from the rear. He cried, "For God's sake, save me!" Witness broke the glass around the head and with assistance got him out. On the opposite side found two men in the cab of the engine who were passed out to witness. One was the deceased John Brown, engine driver. He was badly scalded on the face, back and body. The other men were, Amos Crossman, fireman, and James Fraser, brakeman, also much scalded, but how otherwise injured witness did not know.

The witness submitted a plan of the inside of the Pullman car, and explained its features.

WILLIAM HENRY DUPORT,

of Montreal, porter of the Pullman, testified that the crash hurled him through the drawing room into the body of the car; he was thrown on the floor and deluged with cold water from the tender. None of the Pullman passengers were injured.

OWEN M'GINTY.

I was driving engine No. 103, on the express last night from Campbellton to Moncton. We left Campbellton 15 or 20 minutes behind time. We lost time all the way to Bathurst. The engine would not steam. She is a freight engine. When I endeavored to rush her she did not give off steam, and after we left Bathurst we continued to lose time, and on the up-grades we merely crawled. When we got to the up grade about two miles north of Beaver Brook we stuck on the grade and had to remain 10 or 15 minutes to get up steam. I heard conductor Olive send back his men with signals—a red lantern and torpedoes. When I got up steam I gave the signal—five whistles—for the man to come in, and on getting the signal from the conductor I started the train. Had not got more than two or three train lengths before the engine of the working train, coming tender first, ran into the tail end of our train, which was the Pullman car. We had five cars, viz., postal and baggage cars, second class car, first class car and Pullman. The shock pulled the drawbar of the baggage car and separated my engine from the train. The train followed the engine until it was brought up by the brakesmen with hand brakes. There was no air brake on the engine. The train was brought to a standstill at the south switch of Beaver Brook station. As soon as I stopped my engine I went back to my train, when I was instructed to take all the lights and assist to get parties out of the train. I went back with a lantern to the Pullman, where I heard that the driver, fireman and brakeman of the colliding engine were badly hurt. I saw them after they had been removed to the cars. I examined the disabled engine and found the fire was out.

I don't know why my engine did not give sufficient steam. The grade where we stopped is not very heavy; had come over heavier grades between that and Bathurst. It was storming and snowing. We had only just started and were going at the rate of two or three miles. I did not know what train was coming behind us. We had carried signals for another train following from Campbellton. The train which ran into us was this working train. I believe she came from Bathurst and I knew there was a special following. I did not know it was the working train. If the working train went north from Newcastle engine first to Bathurst it would have to return tender first. Deceased, John Brown was driver of the working train; Amos Crossman was fireman, and James Fraser brakeman. Brown had been driving two or three months; Crossman had been fireman about the same length of time. I don't know how long Fraser had been brakeman. They were all young men. Fraser I think was married. If we had proper steam to have carried our train the working train would not have overtaken us. My engine is not an engine usually used for expresses. She is usually used for freight. I was ordered to put this engine on the train at Campbellton. The round house foreman appoints the engine for the several trains leaving Campbellton. I went up with a special freight. I generally run freight trains. I have been driving since April, 1880. The locomotive foreman was on the locomotive train with me and knew the state of the engine. We could have taken no other precautions to protect our train than I understood our conductor did. A train is not to follow another train sooner than fifteen minutes. We were about that length of time getting up steam on the grade. I only knew there was a train following by carrying the signal. I don't know what was wrong with my engine. I never saw an engine work as she did. Our speed was very slow—from fifteen to twenty miles per hour.

CHAS. B. HUMPHREY.

I reside in Moncton and am a brakeman on the I. C. R. Was on Olive's train Friday night on the trip from Campbellton to Moncton. We were late leaving Bathurst,—I think about an hour. We lost time after leaving Charlo, until we reached Bathurst. I was on the rear end of the Pullman car. The train stopped about one mile north of Beaver Brook station, on an up grade. When the train stopped I jumped off to go back to protect the train. Conductor Olive told me to go back and put plenty of torpedoes out. I went back about 800 yards, or about 16 or 17 telegraph poles. I put out five torpedoes—one at every 200 yards, till I reached the outside or further point, where I put two. I had a red signal lamp. I could see between 200 and 300 yards off. I had only reached the farthest point when the signal was given by the engineer to come back. I left two torpedoes on the track and fastened them. Another brakeman, named Thompson, was sent out after me to help take up the other three torpedoes. When I was out at the farthest point I did not hear nor see any engine coming toward me. I could have heard one coming half a mile off. We hurried back to the train just as it was starting. When our train had got a couple of car lengths off, I heard the other engine coming around the curve about a quarter of a mile, or between that and a half from us. There were two white lamps showing. I gave the signal to the driver with a red lamp to stop. I was on the rear end of the platform of the pullman car. The driver or his fireman could have seen the signal if either had been looking. Conductor Olive and brakeman Thompson also gave signals to stop. I don't think there was anything to prevent them from seeing the signals. There was not any attempt to stop. I think they were running from 30 to 35 miles per hour. I remained on the pullman car till the approaching train was within 150 yards of us. I then noticed the engine was tender first. I jumped off the car and got clear of the track. I saw the approaching engine strike the pullman with great violence. I could not see anything else for steam and smoke. The whole length of the tender telescoped. The cars of the colliding train stopped almost immediately after. The engine proceeded with our train and shoved it along. When the steam and smoke had passed away I looked but could not see our train. I followed and found it on the south switch at Beaver Brook. When I arrived Conductor Olive sent me to signal another engine coming from the south. The torpedoes make quite a sharp report, sufficient, I think, to be heard by those on the engine. In my opinion the approaching train was running a little too fast. I saw the the three deceased persons lying in the aisle of the car and they seemed to be suffering desperately, apparently, from scalded wounds.

ALFRED E OLIVE,

Conductor of the Express:—We left Campbellton at 8 o'clock on Friday night. The driver's name is McGinty. We had the usual number of cars on; the Pullman was on the rear end of the train. The engine did not steam well, in consequence of which, we lost some time. We were one hour and fifteen minutes late leaving Bathurst. We did not lose any time after leaving Bathurst until we stopped, which would be from a mile to a mile and a half from Beaver Brook. We came to an entire stand-still. I asked the driver, when we stopped, how long we were going to remain here, and he told me that he had no steam, but he would get ready as soon as possible. The brakeman on the rear end of the train, Charles Humphrey went out with signals—torpedoes—and a red lamp. I told him to go as fast as possible. I could not say that he went though he told me afterwards he did go. We stopped at Beaver Brook until 12 21 a. m. I should judge we remained stationary about 20 minutes. I also sent the second brakeman out in rear of the train. I told the driver and he gave the signal to the men to come in. The signal from the driver is usually a repetition of whistles. The men should go back with the signals a distance of 16 telegraph poles, or 800 yards from the train. I could not see the signal men from the train owing to the curve. It was about ten minutes after the signal was given by the driver, when the signal men reached the cars. I started a few moments before the men actually got on board. We were on an up grade and the train started slowly. We had not gone farther than two car lengths when I noticed the train coming behind me. I did not know at the first what end of the engine was approaching us. I called out to our driver to go faster but he could not hear me. I also made motions with my lamp to the other engine to stop. I think that my train had gone about two train lengths when the collision occurred.

To a juror:—

I was standing on the end of the Pullman when I gave the signal. The engine of the other train I now noticed was coming tender first. Seeing my danger I jumped off. The smoking end of the Pullman was in the rear, the drawing room is next. The tender of the engine ran into the Pullman as far as the drawing room, any further I cannot say. The collision sent our train ahead, and with sufficient force to break the draw-bar of our engine and free it from our train. The train did not bring up until it reached the south switch at Beaver Brook station. It would be between one mile and a mile and a half from the place of the accident to where the train stopped.

To a juror:—

The other train was running quite fast at the time of the collision.

We had no air brakes on. It was about ten minutes after the accident occurred when I discovered that any person was killed. I walked and ran from where I jumped off to Beaver Brook station. After hearing some persons were injured from trackmaster Patterson, I went to the train and found the tender of the engine had telescoped the pullman car as far as the cab. The driver and fireman of the colliding engine were in the first-class car. The driver's name was John Brown, and his fireman Amos Crossman. The brakeman's name is James Fraser. Fraser was taken into the smoking car. They all seemed to be in great agony. Brown spoke to me when I went in. Fraser was also conscious. I sent the signal men out to flag the train coming ahead. In the meantime I started to telegraph to Mr. Price my report of the accident. He was at Campbellton. I understood when I reached the station that Mr. Patterson had telegraphed the accident to Mr. Price. On the arrival of an engine and two cars from Newcastle we started back for Newcastle. Crossman, the fireman, died in the car; the two others were removed when we reached the station. I then proceeded with my train to Moncton. My instructions for protecting the train at stopping on the track are to send the rear brakeman back with signals 800 yards or 16 telegraph poles, and until they have a clear view of the track, They are also to place torpedoes on the rails—every 200 yards—on the way out. They leave a torpedo on the furthest end and gather the rest coming in. They are always secured to the track and are exploded by the first train passing over them. The only protection after the signal men come in is the one torpedo. These torpedoes make quite a loud noise. How loud I cannot exactly say, but I have always heard them when I have used them. I could not say that they always explode, but during my experience with them, they have. I don't think they could be heard on the other end of the train—that is, the rear. I think this working train had been working at the wreck at Millstream above Bathurst, the previous day. If the brakeman had placed the torpedoes at 800 yards distance from our train, it would be sufficient time to bring up without collision. I could not say how long the driver and fireman of the working train had been employed as such. I did not know that the working train was following me. I only knew that I carried a signal from Campbellton. The signal is white, placed on the rear end of the train. I crossed two trains at Red Pine and one at Bartibogue.

The Coroner here asked witness whether or not the engine was fit in the state she was to carry passengers.

Mr. J. R. Bruce, chief clerk of the railway, rising:—

Mr. Coroner, I don't think that is a proper question to ask the witness, as he could not know whether the engine—

The Coroner, raising his hand.—That is my business. I am conducting this investigation, and I cannot allow you or any other railway officer to interfere.

Witness continued: I did not know what state the engine was in when we started. All I know is that after we had come about 18 miles the engine began to lose steam.

To a juror.—It would have been better to have got another engine when we reached Bathurst if there was one to be got. I told Mr. Price, the superintendent, when I came to Campbellton, the state of the engine.

To the Coroner—I do not know why it was that the tender was run first. It is just as safe I think, except when there might be obstructions or cattle on the track. The driver has not the same facility for seeing ahead of him when the tender is first, as he would have head first.

Monday's Evidence.

DAVID M'NUTT

who had charge of the special, which ran into the express, being sworn, said he had been working a wrecking train on Friday, between Bathurst and Millstream, in connexion with the accident at the latter place, and, having finished such work, was running as a special to Newcastle. He did not know when he left Bathurst, but thought it was some fifteen minutes behind Olive's express. He stopped at Red Pine and Bartibogue, having crossing orders for these places, and left Bartibogue about twenty minutes behind the express, as the station agent there told him. Of himself he did not know what time it was when he left Bartibogue. His train consisted of two box cars and a van. The box cars contained a number of men who were at work on the wreck at Millstream, and were to work next day at Newcastle under Trackmaster McLellan. The speed of his train was about twenty miles an hour, but slower at about three and a half miles from Beaver Brook, where he put brakes on for a mile and over, it being a down grade with a curve. The engine, which was then some two miles from Beaver Brook, was running seventeen to eighteen miles an hour. Taking off the brakes he went inside the van, as it was now an up grade for a mile or more to the brook. He was standing in the door of the van when the train struck the express. They were then going not over twenty miles an hour. The shock nearly stopped the train within its own length. He thought they were off the track, and did not know at the time what they had struck, but jumping off met Conductor Olive of the express who said his train had run into him. The draw bars of the two box cars were broken but the cars were on the track. The draw bar of the van was not broken.

The collision occurred just on the other side of the grade or on a down grade, so it was all down hill to Beaver Brook. He at once put out signals to warn a train coming behind him. One of his men in the van had his hand cut in the collision by window glass. He put his torpedoes back a mile and a half. One man in the rear box car was burned about the hands and face by the stove upsetting. He proceeded to Beaver Brook and learned that the train had gone on to Newcastle with the injured men. He found his engine telescoped, tender first, into the Pullman on the rear of the express train. One box car had its trucks forced back by the engine, and had dropped down on the track. An engine from Newcastle took them in shortly afterwards. They could not turn on the track between Campbellton and Newcastle, which was the reason they were running tender foremost.

To Juror Harper—I was not informed at Bathurst before the collision that the express engine could not make steam. If so I should have been informed and kept a better look out.

At the request of the jurors the evidence of Conductor Olive and Driver McGinty was read showing that the former had stated that the express lost no time from Bathurst till stopping at Beaver Brook, while the latter said she had lost time all the way from Bathurst.

The witness continuing said: It was a quarter to one by his watch when the collision took place. He heard no torpedoes explode before the collision and could not have heard them in the van had they exploded. If the engine was blowing off steam a torpedo exploding might not be heard. A snowplow or flanger would not displace them if fixed properly, but the first wheel crossing them would explode them.

W. MILLEDGE THOMPSON,

brakeman on the express, was next called. His evidence was principally in connection with the orders given by Conductor Olive and was corroborative of that officer's testimony. He said: When he heard the train approaching they had not got up speed. They soon saw the special coming; all three, the conductor, other brakeman and witness, made signals for her to stop and hallooed to their driver to go on. The special came on rapidly and as it neared he jumped off, crossed the track to high ground and signalled to stop as the special passed; saw the engine was tender first; she struck the rear of the Pullman, and ran into it about the full length of the tender.

JAMES E PRICE,

District Superintendent between St. Flavie and Moncton, being sworn, described having come down on the express the night of the accident, from Bathurst, as far as Red Pine. He knew at Bathurst that the express engine was not steaming well, but Olive remarked that M'Ginty would now be able to make time as he had cleaned his fire. He had, however, given orders to have another engine waiting at Newcastle so he did not change the order. While at Red Pine he heard the operator at Bartibogue report that the express train had passed that station, but on inquiring at Newcastle about the time she was due there, he learned of her non-arrival. He then heard of the collision by a message of assistant track-master Patterson, addressed to him at Campbellton, and proceeded on number thirty-six train to Bartibogue, that train being at Red Pine waiting to proceed South. Thence he proceeded to the wreck on the engine of Haines' special. He found the van and two box cars, one of which was off the track.—One truck was knocked back from its position and the end of the car broken in. Witness continued.—

I then walked to Beaver Brook station, about a mile and a half distant, arriving about ten minutes after the express had left with the doctors, as the agent informed me. The express had left her Pullman and McNutt's engine near the south switch points. The tender of the engine was driven its full length into the rear of the Pullman. I waited at Beaver Brook until an engine and the auxiliary car arrived from Newcastle, when I proceeded with them to where McNutt's car was off the track. This car was dumped to the west side of the track. I then returned with the train and McNutt's remaining car and van to Beaver Brook. There the Pullman and disabled engine were coupled on and we proceeded to Newcastle. On my arrival at Newcastle I was told that Driver Brown had just died. I had previously heard of the death of Crossman and Fraser while at Beaver Brook.

To Juror Harper—We had no express engine at Campbellton to give to the express that night; the express engine was delayed at the wreck which had taken place at Millstream on the morning of the same day, and we had to transfer baggage, passengers, etc. The express engine could not reach Campbellton in time for the express train coming south. We don't keep first class engines in reserve at all making up stations. The spare express engine was at Moncton. Three express engines run the trains between Campbellton and Moncton, and the lie-off is always at Moncton.

Q. Would it not be better or necessary to keep a spare express engine at Campbellton to provide for such contingencies?

A. It is not often, that such contingencies happen.

Q. Do you think the accident would have occured had the engine been running head foremost?

A. I think it might have occurred under ordinary circumstances; a driver can under ordinary circumstances, see as well when running tender first as the other way.

By Foreman Watt—Do you think the accident would have occured had the Express engine been a good one?

That would be a difficult question to answer; all engines are liable to accidents and to give out. I would expect the driver of this engine to run this train at the usual express train speed.

Q. At what speed would you expect McNutt's train to run?

A. His regulation time was 20 miles an hour. The engines on the express and McNutt's train were of the same character. I do not know that McNutt was exceeding his regulation speed when he passed Red Pine.

To Juror Maltby—I saw something in the *Globe* in reference to those men being intoxicated. I spoke to Driver Brown on the Bathurst platform an hour or so before he left and saw no liquor on him. I saw him also at Red Pine, where he signed a crossing order in my presence, and he was then apparently all right. He was an old railway man, but I do not know how long he was an engine driver. I have known torpedoes to miss exploding, but where there were two, one if not both, would be pretty sure to explode. I would not say those on the engine would hear them if they did explode. I consider Driver Brown and Conductor McNutt capable men.

DR. M'LEARN,

who went from Newcastle to the wreck, said, in his evidence, that he went first into the smoking-car of the express train, where he found the deceased, James Fraser, in a semi conscious condition, suffering from a severe shock. He examined him and found him badly scalded. He administered an opiate and then gave him a stimulant. Then, going to the first class car he saw Engineer Brown and Fireman Crossman, who were in about the same state as Fraser. He assisted Dr. Smith to treat them in the same way as he had treated Fraser. In about a quarter of an hour the train started for Newcastle, Dr. Smith and I doing what we could for the men on the way. Crossman died in the car, just as we arrived at Newcastle, and the other two men were removed to Mr. Graham's hotel, near by. Dr. Smith and I tried to rouse the men by administering stimulants, but without effect. Fraser died about an hour after reaching the hotel and Brown shortly after. They all died of the shock produced by a severe scalding; one man refused any stimulant, but did not say there had been too much of that, or words to that effect. None of the men said, so far as I heard, that liquor did it, or that rum did it.

ALFRED C. SMITH, M. D.,

of Newcastle, sworn, said: I was called last Friday night to visit some men injured by an accident on the Intercolonial. I proceeded by special train to Beaver Brook. I went first into the smoking car, where I found Fraser lying on the floor suffering from a shock and breathing heavily, his face and hands scalded, and apparently dying. I passed into the first-class car, where I found Crossman and Brown lying on a kind of mattress or bed from the Pullman car. Crossman appeared to be in about the same condition as Fraser. He afterwards rallied. Brown was conscious and seemed to be suffering more than the others. We administered stimulants to rouse them, as we could detect no pulse in the case of any of them. As soon as Crossman rallied he appeared to suffer, and we administered morphine to relieve his pain. Brown was suffering so much at first that we gave him morphine with stimulants. As soon as we made them as comfortable as we could we requested that the train should be taken on to Newcastle. Brown complained of feeling cold, though we had him close to the stove and well covered. During the journey to Newcastle we administered stimulants to both Brown and Crossman, but not much to Fraser, as he was not in a fit state to take much. When we reached Newcastle I arranged at Graham's for the men, and returning to the car, found that Crossman had died. The remains of Crossman and the two survivors were conveyed to Graham's, Fraser being then in a dying condition. I remained in constant attendance on Brown until about an hour before he died, Dr. McLaren remaining until he died. Having examined the remains of Crossman and Brown we found almost their entire bodies scalded, in parts very deeply. Even if they had rallied sufficiently to admit of our detecting the pulse the scalding would have caused death. We could not at any time feel any pulse. Death was caused by the shock of the severe scalding. I gave some stimulant to a lady to give to Crossman but heard no such remark as "rum did it," and think I would have heard it if it had been made.

JAMES PATTERSON,

of Campbellton, Assistant Trackmaster between Moncton and Campbellton, deposed—knew engine No. 103, Driver McGinty. I think it is a freight engine. I got on No. 32 on the train on Friday night at Bathurst. It was the express from Campbellton. It was behind time arriving at Bathurst, but I think it made running time after that until we stopped a mile or a mile and a half north of Beaver Brook, where there is an up grade, where the train stopped; not having steam, as I heard some one say. We remained 10 or 15 minutes and started again at about an ordinary rate. We proceeded about two train lengths when I felt a shock of another train running into us at the rear. I was in the smoking-car, looking out of the window in a stooping position. The shock sent me against the partition. As soon as I recovered myself I pulled the alarm line, and found it loose from the forward part towards the engine; then I went forward and