

COPY of the Evidence taken in the matter of the explosion of the boiler of the Steamer "Sunbury," on the thirteenth day of November instant, and which explosion was the cause of a number of lives being lost.

*Provincial Steamboat Inspector's Office,
Judge Ritchie's Building, Saint John, N. B.
November 23, 1863.*

Present—William M. Smith, Steamboat Inspector, Commissioner in this matter, and P. Stubs, Barrister at Law, Secretary.

JARVIS S. VERNER, sworn.—Was Clerk of the Steamer Sunbury on the thirteenth instant, and for several months previously. The Sunbury left Indiantown at 4 P. M. on the thirteenth instant, with passengers and freight for Fredericton. Made the first stop at Brundage's Point, about 5 10 p. m.; the next stop at Henry Belyea's; the next stop at Holder's; the next stop at Whelpley's; the next stop at Williams'; the next stop a little below Oak Point; the next stop at Flewelling's, where the Steamer arrived in about twenty minutes after she left the last landing place. The Steamer had a list to port from the time of leaving Oak Point until her arrival at Flewelling's. The object of stopping at the different landing places was for the purpose of landing goods and passengers. Arrived at Flewelling's about 8 o'clock, p. m.; stopped at Flewelling's about 15 minutes. The Sunbury had a list to port for about thirty five minutes immediately prior to the explosion. At the time of stopping at Flewelling's, thinks the boat was listed to port until her guard at the port-wheel was brought under water, and this was caused by the passengers passing to the port side; that this extra list prevailed for about the length of time the Sunbury stopped at Oak Point. The Schooner Ino was in tow of the Sunbury until the explosion, being on the port side. After leaving Oak Point, remarked to David Mayes, the Engineer of the Sunbury, that it was strange that we could not make much better time in towing one boat, than we had hitherto done when towing three boats. He replied that he had not steam, the fuel being bad. There were two Engineers belonging to the Sunbury, David Mayes, chief, and John Tibbits, second Engineer, on the night of the explosion. David Mayes was in charge of the Engine at the time of the explosion. Could not say whether the Sunbury righted or not prior to the explosion. About 8 15 p. m. an explosion took place of the starboard boiler opposite the side to which the Sunbury listed. Knows of no cause for the explosion.

(Signed) JARVIS S. VERNER.

THOMAS RANTON, sworn.—Is a steam boiler builder, has an establishment in Brittain Street, City of Saint John, has been engaged in working at this business since the year 1843, or for about 20 years. Was directed by Mr. Duncan D. Glasier, the owner of the Steamer Sunbury, to make repairs on her boilers. These repairs were made during the Autumn of 1862, and Spring of 1863. Mr. Glasier directed witness to repair the boilers thoroughly, and to stay them, so that they would carry 90 lbs. of steam to the square inch. This was done, and the boilers were delivered in May 1863. The work was done by the day. Put in new tops to furnace, new flue sheets in the back end, and stayed the boilers on flat surface, four and a half inches apart on the sides, and five inches on the top. Would consider the boiler safe to carry 125 lbs. of steam to the square inch. The work was thoroughly done by the express orders of Mr. Glasier, he having directed me to have it thoroughly and efficiently done. Saw the parts of the starboard boiler of the Sunbury since the explosion took place, whilst the wreck was lying in Rodney Slip, in Carleton, and thinks the crown sheet must have been overheated at the time of the explosion from the manner in which it was bent, and the shape it had assumed.

(Signed) THOMAS RANTON.

JAMES DELANAY, sworn.—Is now, and has been for over eight years foreman of Thomas Ranton's shop, the witness last examined. Mr. Ranton told me to keep each man's time that worked on the Sunbury's boilers. I did so, and gave in the time to Mr. Ranton. Have heard the testimony of Mr. Ranton carefully read over, and feel certain to the best of my judgment that the work on the

boilers of the Sunbury was faithfully performed, as required by Mr. Ranton, and also that the materials required in the repairs were of the best quality. The flat surfaces were doubly stayed, in order to secure greater strength. Thinks the boilers would be perfectly safe with an adequate quantity of water, to bear a pressure of steam up to 120 pounds to the square inch. Examined all the stays of the boilers after they were put in the boat, and saw that they were perfectly secure.

The said James Delanay placed his mark to this deposition in my presence, it having been first carefully read over to him, and he seemed perfectly to understand the same.

(Signed)

PETER STUBS, Sec'y.

(Signed)

his
JAMES X DELANAY.
mark.

SAMUEL PIERCY, sworn.—Is a Marine Engineer, and has pursued this calling for eighteen or twenty years, when he was first placed in charge of a steamboat. Was employed last Spring in fitting up the boilers, pipes, &c. of the Steamer Sunbury. This Steamer was fitted up with guage cocks, and a glass water guage on each boiler. The boilers were fed by a force pump, driven by the low pressure engine, having a branch from the feed pipe to each boiler, with a check valve to each boiler, with an adjustable lever to each valve, so that either or both boilers could be fed at the same time. There was a safety valve on each boiler, and a government safety valve on the steam dome of the starboard boiler. The Sunbury had also an injector for feeding the boiler, with a branch to each boiler, and a stop cock on each boiler, by which means both boilers could be fed. The stop cocks were one and a half inch in diameter. There was no water connection between the boilers, excepting through the injector feed pipe, when both cocks must be opened, in order to effect this connection by a flow of water. Has not seen the Sunbury's boilers since the explosion. Thinks the feed pump amply sufficient to feed the boilers, but Giffard's patent injector was placed thereon as an extra precaution.

(Signed)

SAMUEL PIERCY.

*At the Office of the Provincial Steamboat Inspector,
24th day of November. A. D. 1863.*

Present—William M. Smith, Esquire, P. Steamboat Inspector, Commissioner, and Peter Stubs, Secretary.

GEORGE TRUE, sworn.—Was Captain of the Sunbury at the time of the explosion on the 13th instant. The Sunbury was running between Indiantown and Fredericton, under a Government certificate. Received from the Provincial Inspector a printed copy of the Steamboat law in a pamphlet form; believes that all matters on board of the Sunbury were in conformity with the Provincial Steamboat law. Had two boats with the Sunbury, with four oars to each boat; had also twenty four buckets; had twelve new cork life preservers; had pump and hose on board; had 8 or 9 lanterns on board, including signal lights. These articles were in proper order, and in their proper places at the time of the explosion. The Sunbury was allowed to carry 75 pounds of steam by the Government certificate. Was on board the Sunbury at the time of the explosion; cannot assign any reason or cause for the accident. After the above apparatus was put on board, Mr. Smith, the Inspector, expressed himself satisfied that Mr. Glasier had complied with the law; this was after an inspection on the part of Mr. Smith. Mr. Smith made a passage on the Sunbury from Fredericton to Indiantown, in order to see that all things were right in his department on board of the Sunbury. The Sunbury stopped on both sides of the river on the 13th instant, and as she alternately stopped on each side, she would list towards the larboard or starboard side, or upon the side to which the passengers passed over. There was a copy of the Steamboat law and a Certificate of the Inspector, respectively, posted up in front of the main cabin.

(Signed)

GEORGE TRUE.

ROBERT SCOTT, sworn.—Is an Engineer and Machinist; have been in Messrs. Fleming and Humbert's employ as an Engineer and Machinist, and Foreman in the Engineer and Machinists' shop. Superintended the fitting of the high