

DRUNK AND ASLEEP ON DUTY.

Official Report of the Commissioners.

SENT TO HALIFAX BY MR. BLAIR

To Investigate Cause of the Windsor Junction Collision.

The following is the interim official report of the commissioners, J. E. Duval and G. Ruel, appointed to investigate the railway accident near Windsor Junction last month, and addressed to Hon. A. G. Blair, minister of railways.

To the Honorable Andrew G. Blair, Minister of Railways and Canals:

(1) The immediate cause of the accident.

(2) The more remote causes.

(3) The question of responsibility.

As to (1), the accident was caused by freight train No. 75, contrary to schedule, crossing orders and signals, running westward past Windsor Junction, and meeting near Grove's Siding, express train No. 23, running eastward, which had crossing orders on No. 75 at Windsor Junction, resulting in the death of Driver Wall and Fireman Oakley, of No. 26, and Forward Brakeman Thorpe, of No. 75.

As to (2) the more remote causes of the accident, the investigation included: (a) The questions whether the Intercolonial Railway by any of its employees or officials other than the crew of No. 75 train, or by defective equipment, signalling devices, operation rules or in any other manner, contributed to the accident. (b) How far the crew of No. 75 train included the crew of engine No. 277. (c) Details of fact incident to the more remote causes of the accident.

As to (a) with one exception we find in the negative upon all the questions included. The evidence shows that the engines, air brakes, signalling devices and other equipment were good and sufficient and were in proper working order, that the rules for the operation of the trains were proper and sufficient rules, and were duly observed with one exception by all employees of the railway affected thereby other than the crew of train No. 75. The one exception, so far as we can find, is Hostler Parcell of the Richmond yard, who knew of the incapable condition of Forward Brakeman Thorpe, but failed to report in time. We also find that ample periods of rest, and ample means of obtaining rest were provided by the railway with respect to the crew of train No. 75.

As to (b) we find that Conductor Haines and Rear Brakeman McDonald, of train No. 75, adopted all proper precautions and took every means within their power to stop their train at Windsor Junction. That Driver Copeland and Fireman Hill, of engine 277, attached to train No. 75, and Forward Brakeman Thorpe, of train No. 75, who was riding on engine 277 at the time of the accident, while conversant with the train schedule requiring a stop at Windsor Junction, and with the special crossing orders affecting train No. 75, on the night of the accident disregarded the schedule stop, the crossing order signal, and the west semaphore at Windsor Junction set at danger train No. 75.

As to (c)—respecting details of fact incident to the more remote causes—we find that Forward Brakeman Thorpe, who was riding on engine 277, was under the influence of liquor, asleep, on the fireman's usual seat, and was incapable of performing his duties of maintaining a proper watch; that Fireman Hill, who had neglected the opportunities for rest, properly provided at Richmond, was resting after the heavy work of firing the engine up the Bedford grade, and was asleep, sitting on the running board, in the engine cab, when the train rushed through the Windsor Junction yard. That Driver Copeland, of engine 277,

who had in like manner neglected his opportunities for rest and had been drinking when off duty, was capable of performing his duties, as evidenced by careful handling of his 950 ton train upon the Bedford grade, but fell asleep in his cab after passing the grade and before reaching the junction, and was asleep when the train went through the junction and until the time of the collision.

In this connection we may touch briefly, in this interim report, on Driver Copeland's story of the accident. He stated to the commissioners on oath, that on reaching the cut east of the road crossing east of Windsor Junction (some 2,000 yards from the Junction) he blew the whistle for the crossing; that upon the third blow the whistle cord broke; that thereupon leaving his engine under steam with the lever about four notches from the coraer and left-injector going, he went out upon his engine, in front of the cab, climbed upon the handrail, and was fixing the cord, when, by some agency unknown, he was rendered unconscious and so remained until the accident. We entirely disbelieve this story. It is improbable that an experienced driver such as Copeland undoubtedly is, would leave his cab for such trivial repair when within 2,000 yards of a point where his engine would stop to take water and to cross trains 26 and 86. In any event for such a service he would ordinarily send one of his engine crew, but should he go himself he would direct his fireman to take his place while absent from the cab. Further, according to the testimony of the physicians, he sustained no injury by steam or otherwise sufficient to cause unconsciousness. He remained on the engine until the collision, and was conscious and free from the usual effects of severe shock immediately thereafter, and it is consequently an extremely improbable, if not impossible conclusion that he was unconscious, through severe shock, immediately prior to the collision.

To this may be added his admission to one of the physicians that he was asleep, his conflicting stories to others, his remarkable failure of memory and attempt to mislead the commissioners. A rumor that Copeland was subject to fits was closely followed and proved unfounded. As to (3) the question of responsibility, we consider that the responsibility for the accident and for the killing of his fellow employees rests chiefly upon Driver Copeland. That had Forward Brakeman Thorpe been fit for duty the accident could not have happened. That while Fireman Hill, from his position on the running board with the cab, could not have seen the danger signals displayed, it is difficult to account, other than by the theory of sleep, for his failure to notice the engine passing the numerous switch points and junction buildings. That had Hostler Parcell notified the proper authorities, as his duty required him to do, of the incapable condition of Forward Brakeman Thorpe, the accident might have been avoided, there being no doubt that had a capable forward brakeman been furnished in Thorpe's place and at his proper post, the train could have been stopped in time. That Conductor Haines, of No. 75, should have noticed the condition of his train crew before leaving Richmond yard, and being responsible therefore, is not free from blame.

A detailed report going more closely into the evidence and inferences therefrom, with the evidence and exhibits will be furnished shortly. We recommend that copies of the evidence be furnished to the authorities having charge of the criminal investigation at Halifax, and that every assistance be given to the criminal prosecution of Driver Copeland.

Under good railway practice Driver Copeland, Conductor Haines and Hostler Parcell should be dismissed from the service.

[These three have since been dismissed by orders of Mr. Blair.]

Of Special Interest to Ladies.

Unsightly Warts can be removed in a few hours, by Putnam's Painless Corn and Wart Extractor. Reliable, safe and sure. Try "Putnam's."

HARVEY STATION.

(Special Correspondence to the Herald.)

May 25.—Old farmers here say that this is the driest seed time they ever saw. The seed has been got into the

ground in fine condition, but rain is now much needed. There was a very heavy frost on Sunday morning and ice formed in some places a quarter of an inch thick. It is feared that some damage has been done to gardens and fruit trees by it.

Messrs. H. S. Hammond and T. Hayes of St. John, were here last week and bought six handsome horses which they shipped to St. John. Mr. Hammond will remain here for a few days; he is a guest at Robison's hotel.

Archibald Fraser with about twenty men are repairing and making alterations in the Western Union Telegraph line. They have their tents pitched near the bank. The C. P. R. Co., are widening out the bluff cutting at the lake, and have a number of men employed under Charles, Grass of McAdam. This work is made necessary by rock slides coming down upon the track in the spring.

There has been considerable painting done this spring. Mrs. Margaret Little and Andrew Robison have had their houses painted up in good style, and S. B. Hunter is having his store and residence painted, which will present a handsome appearance when finished. The Manse is also being painted.

Miss Mina Glendenning has returned from her trip to Houlton and Fort Fairfield. She was accompanied by her nephew, Master Jordon Chamberlain.

Allen Little of Little Settlement, who has been in poor health for some time past, is not recovering as his many friends would wish. He is lying very low at present, and it is feared that he will not recover.

THE WAY TO BE WELL.

The Blood Must be Kept Rich and Pure and the Nerves Strong.

Good health is the most precious treasure any man or woman can have. But good health can only be had by keeping the blood rich and pure, and the nerves strong. If the blood is allowed to become weak and watery, the whole system is weakened and falls an easy prey to disease. There is no medicine can equal Dr. Williams' Pink Pills in keeping the blood rich and pure, and the nerves vigorous and strong. Every dose helps to create new blood, and by a fair use of the pills, pale, sickly people are made bright, active and strong. Here is proof. Mr. Robert Lee, New Westminster, B. C., says:—"Before I began using Dr. Williams' Pink Pills, my blood was in a very impure state, and as a result pimples that were very itchy, broke out all over my body. My appetite was fickle, and I was easily tired. My wife urged me to try Dr. Williams' Pink Pills, and I got half a dozen boxes. By the time I had used them I was completely restored to health, my skin was smooth and clear, and my appetite good."

Dr. Williams' Pink Pills do not purge—they simply make pure rich blood. That is why they cure such troubles as indigestion, neuralgia, rheumatism, anemia, partial paralysis, St. Vitus dance, scrofula, erysipelas and the ailments so common to women, young and old. Sold by all dealers or sent post paid at 50 cents a box, or six boxes \$2.50, by writing the Dr. Williams Medicine Co., Brockville, Ont.

ALLENDALE.

(Special correspondence to the Herald.)

May 18.—Our people are taking advantage of the fine weather and are putting in their crops rapidly.

Mrs. T. S. Madden who has been very sick is getting better.

Mrs. A. Adams who has been sick, is able to be out again.

Mr. and Mrs. John McTague, jr. of Danforth, Me., has moved to this place. Miss Florence McLaughlin, who has been visiting friends at Charley Lake, has returned home.

Our school has been reopened and is in charge of Miss Whitehead of Queensbury.

The forest fires are doing great damage. George Simmons has purchased the farm next to the Allendale church from William Hay of Lower Woodstock. It makes a great addition to his other farm.

The gentleman at Oromocto who wrote to D. Connelly, Allendale, and did not give his name, will please write again and give his address.

Wearry Brain Workers.

Fagged out, ideas come as slowly as molasses. You think of things just a minute or two too late. Snap's gone! The buoyancy that made work a pleasure—that's gone too. The doctor would tell you that you are run down, not eating enough nor digesting enough. Your stomach needs aid, your digestion needs a bracer too. Your blood requires Phosphorus and iron that it may be formed readily. Now Ferrozone is a wonderful nerve bracer and blood maker. It's food for the blood and nerves, it will make you strong quickly and permanently. Sold by all druggists.

After Thirty Years.

New York, May 26.—The Sun has the following special today from Edinburgh:—John Carruth, whose sight has been restored after a life of thirty years spent in vague imaginings, says blindness is blacker than black. He is a most interesting study. Yesterday he travelled to Greenock to see the sea. He passed through long and short tunnels. In one of these his companion, who is blessed with full sight, experienced the most intense darkness, resembling, as he expressed it, that of the most impenetrable night. He spoke of this to Mr. Carruth, who replied: "Aye it is dark, but there's a feeling of light to me yet."

His friend replied, "But it is pitch dark."

"Oh, nothing of the sort," said Carruth. "It's nae as dark as it used to be when I could not see."

Some other curious facts about Carruth are that he has been moving about with his eyes open for practically only two days, and for the first time has experienced what it is to be able to see and yet to be afraid. When he was blind he rode horseback and delivered messages and parcels. He was never afraid of making a wrong turn or of being thrown from his horse. He now declares that he would be afraid to do so. He walked on a rude plank lying only on one rail over the water with perfect confidence when he was blind. He is very timid now. He also feels, as he never did before, that he may get run over or miss his footing, and that he must be careful to look where he is going. As the train approached Greenock he observed that they were approaching that town. When asked how he knew, he said he could tell by the sound, although nothing of the kind was appreciated by his companion. When he smoked cigarettes during his blindness he did not obtain half the enjoyment that he does now. His expressions of wonder and admiration of the beauty of everything as the train passed by the fields and farms and trees showed intense delight and the deepest interest.

"I am taking stock; I canna make it all out yet; it will come down."

He could hardly say that he had a definite idea of what the women were like, but he never thought they were "sae bright and sae bonny."

President Roosevelt and his wife met each other for the first time in the nursery, and played at horses and trundled their hoops together. By-and-by Miss Caron went to Europe to finish her education and Roosevelt went to college, and when he left it to begin his career he married a Miss Lee, who died three years later, leaving him a widower with one little girl. Then he came across Miss Caron again just by chance. All these years she had been faithful to her first pinafore love. So he married her, and they in true story-book style have lived happy ever after.

Pain Must Get Out

Where Polson's Nerviline is used. Compound of the most powerful pain-subduing remedies known. Nerviline cannot fail to give prompt relief in rheumatism, neuralgia, cramps, pain in the back and side, and the host of painful affections, internal or external, arising from inflammatory action. A bottle of Nerviline will give efficient proof of its superiority over every known remedy. Try Nerviline. Large bottles 25 cents. Druggists sell it.

Husband—Well, dearest, did you get your hat?

Wife (just home from shopping): Yes, darling, and it is a beauty and, it just cost only \$23.00. I'm ever so much obliged to you for the money, and in return for your kindness I have bought you a new necktie. It's very pretty, isn't it?

Husband: "It is indeed, darling. What did you pay for it?"

Wife (blushing): "It isn't the cost that makes the thing valuable, you know, but the spirit in which it is given. It cost 19c."

There's a story of a farmer and his son driving a load to market. Of the team they were driving one was a steady reliable old gray mare the other a fractions, balky black horse. On the way the wagon was stalled and the black horse snked and refused to pull. "What'll we do, father?" said the younger man. "Well," said the father, "I guess we'll have to lay the load on the old gray." That homely compliment to women: "The gray mare's the better horse" suggests how often

when there's an extra strain to be borne it is laid on the woman's back. How often she breaks down at last under the added weight of some "last straw." Women who are dragging along wearily through life can gain real strength by the use of Dr. Pierce's Golden Medical Discovery. It puts back in concentrated form the strength making material which working women use up more rapidly than it can be restored by Nature in the ordinary processes of nourishment and rest. Dr. Pierce's Pleasant Pellets are universal favorites with women because they are easy to take and thoroughly effective in curing the consequences of constipation.

An Ass Without a Stable.

(Halifax Chronicle.)

One of the leading and most respected clergymen of Halifax, who is as good a Canadian as he is a sound and sane Imperialist, told the following significant tale from one of the public school platforms of Halifax, on Empire day.

"Not long ago," said he, "I was conversing with a friend of mine, an English officer, and I remarked to him that certain of his children were Canadians." "Oh, no; they are not," he replied. "But," said I, "they were born in Canada." His answer was: "If a human being should happen to be born in a stable one would not in consequence, be compelled to call him a horse."

The rev. gentleman, being charitable as well as polite, does not appear to have rejoined, as he well might, that an ass foaled in England acquires neither a new name nor a new nature by the subsequent receipt of a commission in the British army, or even by a long continued residence in other parts of the world. The offspring of such a creature would be certain to demonstrate at the earliest opportunity their paternity, whether they happened to be brought forth elsewhere than in a "stable" or not. There is no asinine trait quite so persistent and assertive as the one indicated in the above anecdote.

Drugging Will Not Cure Catarrh.

This loathsome disease is caused by germs that invade the air passages of the head, throat and lungs, and can be cured only by inhalation of medicated air. Stomach medicines, atomizers, snuffs are ineffectual, because they fail to reach the cause of the trouble. Catarrhazone is successful because it is inhaled to every part of the breathing organs, and has power to kill the germ, heals the inflamed tissues and prevents droppings in the throat. Catarrhazone treats more than one thousand square feet of the mucous surface with every breath taken through the inhaler, and affords instant relief. It perfectly cures Catarrh, Asthma and Bronchitis. Sold by Druggists. Two months' treatment. Price \$1.00. Small size 25 cts., or by mail from Polson & Co., Kingston, Ont.

What an ornament and safeguard is humor!

Monkey Brand Soap removes all stains, rust, dirt or tarnish—but won't wash clothes.

COMMON SENSE AND CONSUMPTION

The treatment of consumption is every year becoming more successful. The majority of cases can be cured if taken in time. Not more medicine but more common sense is the cause of the improvement.

Fresh air, good climate, food, clothing, exercise, all these are important features of common sense treatment.

As a builder of flesh and restorer of strength Scott's Emulsion is still unequalled. The special action of Scott's Emulsion on the lungs is as much of a mystery as ever—but an undoubted fact.

Common sense and Scott's Emulsion is good treatment.

We'll send you a little to try, if you like. SCOTT & BOWNE, Chemists, Toronto.