

We have the Cure for the "Flu."

HERE IT IS:

Emulsion of Cod Liver Oil with Hypophosphites of Lime and Soda.
Tastless Cod Liver Oil, White Pine and Tar Cough Syrup.
White Pine with Eucalyptol Honey, Syrup of Linseed and Turpentine.
Syrup of Licorice, Linseed and Chlorodyne, Phoradane.
Paine's Celery Compound, Honey in Jars and Bottles; also Honey in the Comb (nothing better).

WHEN CONVALESCENT USE
"OVALTINE"

A complete food. A concentrated extraction from Malt, Milk and Eggs, flavoured with Cocoa. "The Great Body Builder."

Phone
11.

Ayre & Sons
LIMITED

Phone
11.

GROCERY DEPARTMENT.

Judicial Inquiry in Railway Accident.

(Continued.)

William Legge, sworn and examined by Mr. Mews, B.L.—I am a section man on the Reid Newfoundland Company's Railway. Joshua Sheppard is my foreman. Joseph Kleece is the road master on that division. I live at Curling. I have been working with the Reid Newfoundland Company since June, 1918. I remember the run-off which occurred on September the 24th three miles west of Curling. We were working about two miles east of where the accident happened. We were repairing the road. We were working west. The foreman and the other section men were working with me. Repairing the road would mean taking out old ties and putting in new ones, lining the road up, gauging, driving spikes where required. We often have to take out spikes and drive them again or put in new spikes. We did not have to lay down new rails since I have been working on the road. Upon getting instructions to go to the wreck, we went up, that is the foreman, Mr. Sheppard, myself and another man. We got instructions to go to the wreck shortly after the accident happened, and we went right away. When we got there we saw the five cars off the track. Besides the engine and baggage car, there was one truck on the road bed. The truck was not on the rails, it was on the road bed. The first thing we did was to go around to see if we could render any assistance to the passengers. When we went around, we found that all the passengers had been taken out of the cars, some being in a house close by and others were around the scene of the wreck. The injured ones were removed to the house and those who were uninjured were around the scene of the wreck. I examined the rail where the truck left it; that is the truck of the second class car. I could see where she left the rail, she cut the first tie she came to. I did not look to see what distance the wheels had gone over the ties. I looked to see if the rails had bent out of gauge or anything that might put a train off the track. I saw nothing whatever that would put a train off the track. I

found the rails in perfect condition. I examined the spikes for a distance of three rails back, that is east. The spikes were all right. I examined the joints of the rails and I found them all right. I really carefully examined the track and rails in the neighbourhood of the accident and could discover nothing whatever that would cause a train to run off the track. I saw one of the rails turned over on the lower side opposite one of the sleepers. My opinion is that that was caused by the sleeper when it turned over on its side. About three rails west of the point where the truck left the rails, I found about 10 sleepers bunched. They were just pushed together flat. My idea of the bunching is, when the truck left the rails, she got caught in the sleepers and pushed them ahead. I should say this was a two per cent. grade. The outer rail on the curve is elevated. As to the elevation, that is done by the foreman, still I know the elevation on this curve. I would say it was two and a half inches at this curve where the accident happened. In my opinion the elevation was all right. It was not a sharp curve, and in my opinion it was an eight or ten degree curve. After my inspection of the track the foreman and we two section men started to put the track in repair so as to allow other trains to pass along. The first thing we did was to remove the truck from the road bed. There was a relief train came up about an hour after we got there with a wreck and crew about with doctors, priests, ministers and all to succor the wounded. They brought everything with them for the wounded passengers. Other men from other sections who came up on the wrecking train went to work with us. After removing the truck, we started to get the rails that were twisted by the sleeper, in place. Another bunch of men were heaving the track up in line that ran over the dump where the second class car left the track and went over the dump, taking the rails with her. We put down some new ties and a new rail on the lower side of the track. The old rail had been

crippled or bent. Those repairs were completed about daylight the next morning. The track was fit to go over by daylight. We swung the track out to make room for the trains to pass clear of the cars that were laying on their sides along the track. I went home to Curling to my breakfast about seven o'clock in the morning. I walked home. When I came back from breakfast, the foreman stayed by the scene of the wreck and I went back to work over my section.

Thomas Rossiter, sworn and examined by Mr. Mews, B.L.—I am a brakeman with the Reid Newfoundland Company. I have been with them for six years. I was brakeman on the express train that left St. John's on September the 23rd last and which train met with an accident west of Mount Moriah on the evening of the 24th. The run-off occurred about 4.30 that afternoon. I was in the baggage car at the time of the run-off. I was standing in the middle of the car looking out the side door window on the lower side. We were going around the curve and I could see the cars coming after me. The first notice I had of the accident, I felt a jolting in the baggage car and upon looking out I found the second class car on the rails. I immediately pulled the emergency cord. After I pulled the cord, I opened the end door of the baggage car. The cars were still coming in line. The leading end of the second class car uncoupled from the baggage car and fell down; that is the leading end dropped. She then turned to the right and went over the embankment upright. When she struck the embankment on the west side of the ditch, she turned over. When the second class car left the track, the leading truck stayed on the road bed. She took the rear truck with her. When the second class car left the road bed, the rear truck was still in its place attached to the car. I could not see the leading truck under the car when I was looking out through the baggage car. The leading truck had gone under the body of the second class car about midway and stayed on the road bed. The leading truck was caught up against the ties that were bunched together. The wheels of the leading truck sank into the road bed and pushed four or five ties together while the second class car remained connected with the baggage car. The strain was put on the king bolt, the king bolt bent and the body of the car still kept on, but the truck stayed where the ties had brought it up. When the leading truck shifted back, there was nothing to keep up the leading end of the second class car which caused the car to drop and uncouple from the baggage car.

The evidence of Rossiter is being continued this afternoon.

Feindishness.

Lamentable things were happening at Saint Amand, near Valenciennes, which was captured by our cavalry. Into this village the enemy collected nearly 1,500 people who were suffering from what is called Spanish influenza. He turned one building into a hospital for them, and crowded it. Then when he left the village to escape our cavalry, which had closed round it, he shelled it with mustard gas. Most of his shells fell around the hospital, though his gunners ought to have known and had pity, and these poor stricken souls who went hiding in their cellars so ill already that many could not stand, and some dying, and are now dead, were aware of the poisonous vapor stealing into their lungs and burning them.—Philip Gibbs Special Correspondence.

Hat brims are charmingly irregular. Dangling buttons are new and amusing. An accordion pleated skirt is worn four inches from the ground. An evening wrap of yellow and cerise velvet is lined with pink silk.

FURNITURE!

There is no need for us to go into detailed description with regard to the quality or quantity of Furniture we stock, it is already well known all over the Island.

Here we announce the opening of new shipments. We are ready to furnish your Bedrooms, Dressing-rooms, Bathrooms, Dining-room, Drawing-room, Den, Library, Living-room, Halls and Kitchen with everything necessary to make your home absolutely perfect in every detail.

When you want just what is newest and best in Furniture, remember the address below is that of the finest house-furnishers in Newfoundland.

U. S. Picture & Portrait Co.

St. John's.

Items of Interest.

GATHERED FROM EVERYWHERE.

A young Chicago bank clerk named Cross, filling out his questionnaire, wrote, in answer to the query as to whether he had any children, "One expected." Instead of one, two arrived, both red-headed like the father. One has been named Red Cross and the other Chris Cross.

A London, G.B., despatch, referring to the successes won by Gen. Allenby's army in Palestine and Syria, pays a tribute to the part taken therein by troops from India, and adds the information that since the war began India has contributed 1,115,000 men to the British armies operating in Asia, Africa and Europe.

The world will applaud the fearless concern of the King and Queen of the Belgians for the welfare of those of their subjects who have been living for so long under Germany's cruel rule. They are among the first to enter the re-captured Belgian cities, and often in the face of danger. The honored names of Albert and Elizabeth will occupy a prominent place in the pages of history.

U. S. Food Administrator Hoover says that during the year ending July 1, 1919, America must ship 2,600,000 tons of meats and fats for consumption by our own soldiers, the Allies, Belgium and neutrals; but he says also that it will be necessary to increase breadstuff shipments 3,600,000 tons over last year, sugar 330,000 tons, and feed grains 750,000 tons during the same period, so there's no argument here for vegetarianism.

The body of a woman about thirty-five years of age was recently taken from the river at the Canadian Maid of the Mist landing, Niagara Falls. The only clothing was a dark blue skirt, black stockings and black buttoned shoes. On the third finger of each hand was a gold ring, one set with a diamond and one with a sapphire, and a lace collar about the neck was fastened with a gold brooch set with a diamond. The body had been in the water about a week.

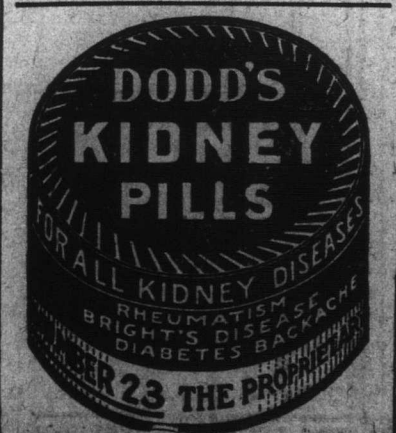
Writing to the Montreal Star, a correspondent who signs himself "Montreal Physician" makes the following observation: A large number of our supposed influenza cases can be traced directly to the use of "camphor bags." As an agent to lower temperature in febrile diseases, camphor is very useful, but it is very harmful when lowering the normal temperature of a healthy person. Drop the use of camphor and see the "drop" in influenza cases.

While reports from thickly populated sections of Ontario show an increase in the number of cases of Spanish influenza, the situation generally gives cause for encouragement. Fewer deaths are reported in the majority of towns and cities and although there is little difference in the number of new cases many are of a milder type. Doctors throughout the province express satisfaction at the production of a preventive vaccine at the Connaught Laboratory of the University of Toronto, and with this to aid them expect to check the disease in a few weeks.

Approximately \$3,500,000 worth of Liberty Bonds were sold at a dinner given at New York to her friends by Miss Geraldine Farrar, the opera singer. Miss Farrar, J. P. Morgan and Galen L. Stone started the sale with subscriptions of \$100,000 each. The largest pledge was one of \$1,000,000 by William Boyce Thompson. Thomas W. Lamont, was toastmaster, and among the guests was Boris Eshmetiev, the Russian Ambassador, who delivered an address; Mr. and Mrs. Charles M. Schwab, Mr. and Mrs. J. P. Morgan, Mrs. Edward T. Stotesbury and Howard Elliott.

A schoolboy courtship and a broken engagement of 45 years ago culminated in the marriage at Chicago recently, of Mrs. Sarah Leming Shephard, 75 years old, of St. Paul, and Rev. Edmund S. Dunham, 75 years old, of Delaware, O. Their engagement, nearly a half century ago, was postponed when Miss Leming went to India as a missionary. A report came back that she had died. The Rev. Mr. Dunham then married. When Miss Leming returned she likewise married. Within the last ten years their mates both died, and hearing of each other, they sought a meeting.

SEAL FOR NORTH.—The S.S. Seal will sail again on Friday for Labrador and intermediate ports, and will go as far as Cartwright.



Twilight of the Demons.

(From the New York Times.)

Teutonic mythology is getting as hard as the Teuton heathen who have named so many pregnable "impregnable" lines after their divinities. Hindenburg, the war god, into whose wooden idol in the Thiergarten the worshippers no longer drive their votive sails, couldn't protect his line, nor can he long protect any line. Wotan, a kindlier deity than the German Gott, who seems to be a union of Thor and Hindenburg, cannot save himself or the faithful. Siegfried is helpless. Why did the Germans name a line after him? True, he was faith-

less, but only in love. Loge, habitual liar and traitor, would have been a better choice. The Americans have reached and crossed "the Freya defense position." After the unspeakable abominations done by the Germans, the choice of the goddess of marriage as a tutelary divinity is as curious as most things German.

"The Ring of the Nibelungen" is a prophecy of the fate of Germany. World-power is to come to him who is master of the enchanted gold-store of the Rhine Maidens. A promise treated as "a scrap of paper" brings on a curse. Murder and ruin follow. Valhalla is burned as pitilessly as if it were a French or a Belgian city. The Curse of the Ring is near its fulfillment. Only it is not the Twilight of

the Gods that is to come, it is the Twilight of the Demons.

COAL! COAL!

Just arrived and now laid at Tessler's wharf 200 screened N. Sydney Coal for your winter coal-to-day. Phone 244.

TESSIER & CO.

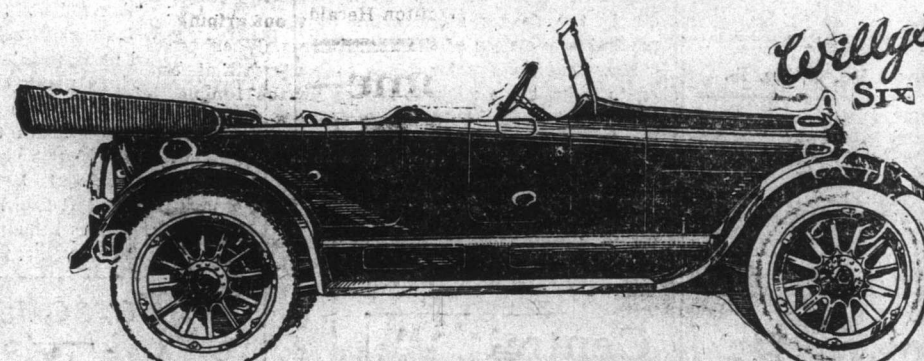
NOT MANAGER.—We are informed that Mr. A. D. Lynch, who was removed from the employ of the Nfld. Railway Mills, on Friday last, was not manager of the concern, his position being that of foreman of the Finlay's

For Immediate Sale!



ONE OVERLAND, Model 75.

Good Running Order.



ONE OVERLAND, Six Cylinder, 45 h.p. 7 Passenger.

Both these Cars are fully equipped, Electric Lights, Starter, Horn, Demountable Rim, etc., and are snapped as they will be sold cheap to prompt buyers.

T. A. MACNAB & Co.,

Phone 444. City Club Bldg. P. O. Box 785.

hundreds of people are nursing influenza patients these days, both unqualified nurses cannot be had and because the epidemic has many families unable to spare the money necessary to hire a nurse, the following instructions on how to care for the victims of the epidemic will be useful:

ESSENTIALS.

Fresh air. Rest in bed and sleep. Isolation (no visitors). Plenty of water to drink. Nourishing food. Gentle, unworried service. (Avoid crying, nagging, or questioning. Urge patients of sickest patients; these usually ask for what they want.)

Keep the patients in isolated room, separate beds, if possible. No patient in bed all of the time. Means patient must not get up to the bathroom. Two or three pillows arranged step down, the lowest well under the head, will make breathing easier. Wash arms and shoulders well to

ventilate the room freely, but pre-drafts across the bed or any part of patient. Red covering; patients with no need to feel snug and warm. On the onset, headache and back-ache are frequent. Cold cloths to (moist, but not dripping), and gently and without conver-

every few minutes give some. A hot water bottle to the back with witch-hazel, may be the patient. In doing these avoid exposure that may cause slightest chill. If the patient is extremely hot or perspiring profusely, do not insist upon daily bathing. Wash hands, especially after eat-

CARE OF MOUTH. patient brush teeth regularly. Tooth brush should be kept

and the Worst is Yet

