Doctor Tells How To Strengthen

Railway Accident

Roll

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Royal Naval

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not bring up suddenly. She probably ran two cars length or perhaps there till near 12 o'clock noon when I put on the emergency brake the emergency brake the ender was running straight on the sleepers. The other cars were put over the embankment by the motive force of the rear cars. The baggage car was put over in that way. The baggage car was put over in that way. The baggage car in turn pulled the tender over. Going on the right curve the tendency of the engine would be to keep the cars from going over the left embankment. Hat is to keep the tender from going over the left embankment, that is to keep the tender from going over the left embankment. What I did was about the quickesst way I could have brought the engine to a standstill, but I could have stopped her gradually. Had I brought her to a standstill, but I could have stopped her gradually. Had I brought her to a standstill, but I could have force of the motive force of the motive force of the track, the motive force of the track that is not provided in all of the provided in all of the provided in the prov put on the emergency brake the ten- passenger cars, but I know they are the tender. When I arrived at the wreck, I found the baggage car off which accounted for the reduction of

fall into her. I did not see him trying to open the western door, but I

wreck, I found the baggage car off the track on her side, the second class car off the track on her side and class car off the track on her side and the direct my engine. I reduced my of where the supposed tender left the

class car off the track on her side and the diner partly off the track. The second partly off the track. The second cars as they would feel it more than track where I think it did, the broken at all, only on the end of the track where I think it did, the broken at all, only on the end of the side that the cars went over on, and You may want to change your automobile, or your piano, or even your homebut you will never want to change the COFFEE, when once you taste the delectable flavour of Chase & Sanborn's "SEAL BRAND" COFFEE.

in 1/2. 1 and 2 pound tins. Whole-ground-pulverized-also fine ground for Percolators. Never sold in bulk.

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A Free Prescription You Can Have Thilade had been at Home.

A Free Prescription You want classes? Are you a victim of eye strain or other eye weaknesses? If so, you will be gland to know that according to Dr. Lewis there is even conderfully benchied by following the simple rules. Here is the prescription. One man says, after trying it: "I was alines to blind; could not see to read at all. Now I can derrul free prescription. One man says, after trying it: "I was alines to blind; could not see to read at all. Now I can may expect on one water are may be could not see to read at all. Now I can may expect on the could pain freedfully; now they feel they wont of the track to where the tender get one fine at all. Now I can may expect on the could not see to read at all. Now I can may expect on the could not see to read at all. Now I can may expect on the could not see to read at all. Now I can may expect on the could not see to read at all. Now I can may expect on the could not see to read at all. 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Now I can may be considered the could not be could not seen the could not seen the could not the could not seen the could not the could not seen the could not seen the could not seen the could not the cou did not come to any conclusion as to give any explanation other than I have whether the rail was broken before already done. When I came back aftclass car was on fire. What passengers could get out, were out before I got there. I saw the brakesman on the west end of the car: He was on top of the side of the car. He was trying to get off the car for fear he would fall into her. I did not see him trying to open the western door, but I switch the rail was broken was spread apart at this point some 3 or 4 feet, probably more. It was wide enough two ends of the broken rail were apart when I saw them. They were apart when I saw them. They were about three or four feet apart, wide enough. The marks that I saw indicated to me that the trucks left the road bed at this point and passed out three or four feet apart, wide enough. The marks that I saw indicated to me that the trucks left the road bed at this point and passed out three or four feet apart, wide enough. The lea or inside rail was in good shape: fall into her. I did not see him trying to open the western door, but I heard him singing out to the passengers to "come this way." I heard him singing this out while I was going gers to "come this way." I heard him singing this out while I was going being broken, at least, I did not see him trylamps that are not lit, it is the usual practice to unscrew the cylinder and lift it. It is my duty to report an accident and the probable cause, but in this case I was more concerned looking after the passengers and getting them out of the cars. I was there till 5 o'clock in the afternoon but I took no steps to consult with Mr. Graham as to the probable cause of the accident. Up to the present the remains of eight measurement of the car after, I saw of the accident. Up to the present the restrict of the western door, but I heard the lead or inside rail was in good shape: It was not affected by the other rail being broken, at least, I did not see him trylead or inside rail was in good shape: It was not affected by the other rail drew away. I then the car after I arrived. I did not see him trylead or inside rail was in good shape: It was not affected by the other rail drew away. I then the car as well as when I got there. No passengers came out of the west end of the car until everything was cleared away. I have had two or three derailments before. I have never the being broken, at least, I did not see him singing out to the west end of the car until of the spikes. I have had two or three derailments before. I have never the being broken, at least, I did not see him trylead or inside rail was in good shape: It was not affected by the other rail drew away. In that case the rail drew away from the spikes. I have had two or three derailments before. I have never the spikes. I have had two or three derailments before on the tease. I had one on Gambo marsh on a straight piece of road. The car went particularly over out in a deep ditch. We had six car lengths from the spikes. I have had two or three derailments be but I took no steps to consult with Mr. Graham as to the probable cause of the accident. Up to the present time I have not assigned to the company any reason or cause for the accident. There was not much wind at cident. There was not much wind at the remains of eight passengers out one helping to get the passengers out the direction but the brakesman and the conductor.

I but it was blowing in the direction but the brakesman and the conductor. chance of bringing my tender around led the tender to the engine; but the brakesman and the conductor, but the baggage car to the diner belief might have the twee the way the flame of broken and I know he was there. The thin and I know he was there all, but it was blowing in the directionfrom the baggage car to the diner because that was the way the flame
went. It was not directly direct but
heard him and I knew he was there
went. It was not directly direct but
heard him and I knew he was there
than I arrived the flames were coming out through the
whose man earer
the
brakesman's end than to mine.

This Deponent Arnold Webber upon
eath saith as follows:—Examined by
Mr. Hutchings, K. C.—I am in the employ of the Reid Newfoundland Company. I was driver on Engine No.

115. On Sunday evening, the 5th instant, my engine was stalled at Clarenville, awaiting the arrival of the
express which left St. John's at 12.30
in the afternoon. This express arrived in charge of Conductor Lush
about 8.50 p.m. The engine that arrived with the express at that time was
driven by Engineer Patrick. He disconnected and I joined up. We left
Clarenville between 9 and 9.10. We
arrived at Benton about four or four
hours and a half after leaving Clarenville. About 10 miles East of Glenwood an accident occurred. Between

but the express a the conductor, but
he can be ended the care was there can the conductor and the brake conductor, but
heard him and I knew he was there,
he conductor, but
heard him and I knew he was there,
have the candidate when the surposite file the tender to the engint. The
the curve if I had checked genuity. If had to use my brake the same as if
have had a bigger run-off, that is,
more cars off the track. If I had no tasted may brake has a bigger run-off, that is,
more cars off the track. If I had no to seed my brake as I did, it would be all
own over the bank. That would be
down over the bank. That under the curve in him, there were any passengers
were any passengers
were around, but I don't note the curve in him, there were any passengers
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here were any passenger
wi miles, that would be about four miles, hours and a half after leaving Clarenville. About 10 miles East of Glenwood an accident occurred. Between Benton and this point I made no stop. The accident occurred at a point where the track curved to the right and at a place where there was an embankment. The embankment was between 10 and 12 feet. My attention was atracted by the tender going off the track. I felt the jolt and then looked behind. As I looked behind I saw that the tender was jumping. She was off to the left, which would be to the outside of the curve. The other cars, as far as I could see, were all on the track. I immediately put on my emergency brake, reversed my engine and brought her to a standstill. It was down grade and the engine did not bring up suddenly. She proba-

Supposing I had not seen the tender ticular car, so that if I saw a mark in-off and had driven on in the usual side the outside rail, and a corresnot that when she brought up. When she stopped, the tender was over the bank, and when the steam cleared away I saw the other cars over the bank. The cars were between twenty and thirty feet, probably more probably less from the track. When I put on the emergency brake the tender when the steam of I have nothing to do with the put on the emergency brake the tender when the steam of I have nothing to do with the passenger cars, but I know they are put on the emergency brake the tender was running straight on the sleepers. The other cars were put over the embankment by the motive force of the rear cars. The baggage when the sleepers and lit by kerosene leaded by steam and lit by kerosene heated by steam and the jumping on the ground would indicate it was the leading wheel that was off. I examined the ground would indicate it was the leading wheel that was off. I examined by the ground would indicate it was the leading wheel that was off. I examined by steam and the jumping on the ground would indicate it was the leading wheel that was off. I examined by the ground would indicate it was the leading wheel that was off. I examined by steam and the jumping on the ground would indicate it was the leading wheel that was off. I examined by steam and the jumping

broken at all, only on the end of the side that the cars went over on, and apparently caused by the leading wheel of the tender went off, and from the beginning of these marks up to the broken rail was half a car length. These marks were wheel marks on the snow and the sleepers.

Cross-Examined by Mr. Higgins:

I saw the marks of the truck on the inside of the high rail. The marks that I found, which apparently caused by the leading wheel of the tender, as it was being dragged along and before the draw bar was broken. Betweep the break and the engine on the side the cars went off, the rail was good. When I spoke of giving a service application of the brake at the point, which I mentioned as being rough, this was not my first service on the inside of the high rail. The marks that I found, which apparently caused by the leading wheel of the tender, as it was being dragged along and before the draw bar was broken. Betweep the break and the engine on the side the cars went off, the rail was good. When I spoke of giving a service application of the brake at the point, which I mentioned as being rough, this was not my first service application. I had been braking this way all down the grade.

ST, THOMAS'S M.B.C.—A large gathering of members and their friends attended the regular weekly meeting of St. Thomas's Men's Bible Class last night. Mr. W. H. Jones

would in the engine. I did not take ties were caused by the tender trucks

ke-Cross-Examined by Mr. Higgins: -Between the part of the rail that

marking the rails must have been spread in order to show marks of the spread in order to show marks of the truck between the two rails. The spreading might have been caused, in my opinion, by the fact that when the rail broke, one end of it would swing out of place and the spreading would work back a certain distance along the track. I could not say definitely that the marks that I saw on the

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