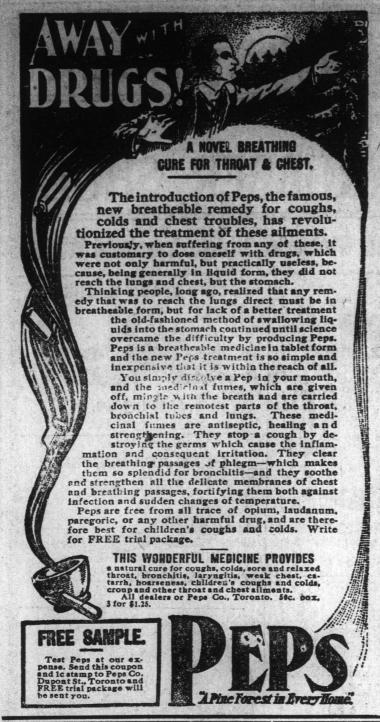
foundland. For the past seventeen

years in particular, my work has been

pecially connected with the main-



AMERICANS CAPTURE WOOD.

WASHINGTON, D. C., Oct. 28 munication for to-day. The destruction of thirteen enemy airplanes by pursuit squadrons of the American first army in the course of combats is reported in a supplementary statement under date of yesterday. Five American planes were lost.

CAILLAUX DISCLOSURES.

NEW YORK, Oct. 28.

alleged negotiations of Joseph Cail. peace with Germany, have been made Pensions Commissioners, Ottawa. to Deputy State Attorney General Becker, by Count James Minotto, an interned enemy alien, the State official announced here late to-day. 'The deposition of Minotto, who is a son-inlaw of Louis Swift, of Chicago, has been forwarded to the French Ambassador at Washington, Mr. Becker said, and a summary of it has been Pat. Assoc. at Curling, per cabled to France for use in the trial of Caillaux for high treason which opens to-morrow. The full text is also on its way to Paris by a fast steam-

Minister of Justice, has been appointed a Marine Court of Inquiry for the is now completely in the hands of the ing of the ship on her last voyage.

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MARY MACKAY, Hon. Treas.

# Judicial Inquiry in

ed by Mr. Mews, B.L.-I am the supany's system between Bishop's Falls both the condition of the rails, the duty is to keep the track in repair. Under me I have two road masters. this is mainly done by ballasting. Dur-They are Mr. Keefe and Mr. Hannon. ing the past seventeen years I have Mr. Hannon's division is from Bishop's been in direct personal touch with Falls to Humbermouth, and Mr. ballasting work. In fact, during that Keefe's division is from Humbermouth time I have always been supervising to Port aux Basques. Under the road ballasting work. From Bishop's Falls occurred in September last. I was in the dining car when the accident occurred. The first intimation I had of seventeen years. This accident occurthe accident was when I felt the car I red on the division between Bay of was in drop off the rails. At that Islands and Port aux Basques. This particular time I did not know the car year the company got two steam and pulled the emergency cord on the ing work. Hitherto ballasting had aland went for the bank turning over be ballasted, removed from the flat back was injured. I had to get assist- of the steam shovels and ditcheers this ance to get out of the car through the year the only actual hand work has did not visit the scene again till about for the season from June up to the a fortnight after. The track had all present, for one shovel, have put on

Cable News. Marine Enquiry. Second class car was partly out of the ceding 1917 we could only put out dump when I saw it next. I did not about four hundred cars per season. The leading trush Our hallasting season is about four hundred cars per season. second class car was partly out of the ceding 1917 we could only put out examine it at all. The leading truck Our ballasting season is about from of the second class car had been sent June until the end of October. It wil on to St. John's. Where the accident happened was on a curve to the right purpose of holding an investigation and an up-grade with an elevation of that with two steam shovels in operainto the loss of the s.s. Beverly and about two and a half inches. We were tion, the amount of ballasting that all matters connected with the send- not going very fast up that grade, will be done per year, should be about about ten or twelve miles per hour. Capt. MacDermott, R.N., is to be his We had gone over the Mount Moriah system. In the operation of a steam nautical assessor. The first sitting grade and had passed over a level por- shovel, but ten men are required, as of the Court takes place to-morrow tion of the track and just taking the compared with at least one hundred General Pershing reports in his com- at 3 o'clock in the Grand Jury Room other grade when the run-off occurr- men under the old system. The steam of the Court House, Mr. C. E. Hunt ed. I cannot tell what caused that shovel is capable of putting out about represents the Government, and Mr. run-off. I do not know what might three thousand yards of ballast per W. R. Howley, K.C., the owners of have caused the run-off on that particular part of the track. This particular part of the track did not come un- ty cars of ballast which at nine yards der my notice this summer as wanting per car would amount to six hundred repairs. It had been repaired. I and thirty yards per day. We were not ing Claimant. don't know just when. That is this working at anything like the full ca-Summer. Some of the causes of a run-off would be an axle burned off. I pacity of the shovels as we only work-ed one engine when the shovel could

have seen that on two occasions; it handle two, and besides we had not pensions might be claimed who can- cars. A loose wheel might also cause flat cars to match the powers of the laux, one time premier of France, and not be traced. In the list is the name a run-off; a broken joint in the rail shovel. My experience under the old Count Von Luxberg, former German of Peter Martin, Aguathuna, Port-au-might cause one. If a fish plate broke system was that with one hundred Minister to Argentina, intended to re- Port, Newfoundland. If Mr. Martin the rails are pulled apart. A spread men the best I could average would be eestablish Caillaux in power in Paris should see this note he would do well rail might cause a run-off. A foul a half car per man or fifty cars per in 1915 and bring about a separate to communicate with the Board of joint is a rare occurrence. I have day totalling four hundred and fifty seen a run-off caused by a brake beam yards. When I speak of this, I am falling down. Anything getting in making a calculation as to what I front of the wheel might cause a run- think is the best that could possibly

off. I could see nothing in this case be done; I have never done such a that would have caused the accident. day's work because I never could ob-None of the above causes were prest tain enough men to do it. I would (Q.)—If the elevation was more

than two and a half inches, is a runoff more likely to occur than if the I am assured of getting a large

he speed. If the elevation was high the place where the accident occurred, going at a walking pace, it would the road bed was in good shape. not be safe, and certainly would not Where the car went off the surface was be safe with a high speed. From my hard and flat. There was no embankgeneral knowledge of the track, I ment at the particular places where should say the elevation of this curve the car left the rails. The curve in would be two and a half inches. In an that place is about ten degrees, which engine pulling a train around a curve I would not regard as a very sharp the cars have a tendency to keep to curve. We have curves as high as 14 the cars have a tolke curve, which is degrees. As regards cleats, they are the high rail, and therefore a tendency not used on this road at all now. The to go in a straight line. The greater object of cleats is to prevent the rails pressure is on the outside rail, that is spreading at the joints and we accomthe side push. I guess the most weight plish that object by keeping the road of the train would be on the lower bed in good shape and by keeping the rail. There is more side pressure on ties and fish plates in order. If any the outside rail in going in a straight line. That side pressure would have a tendency to spread the rails.

(Q.)-Is it possible for the engine and tender to spread the rails and

(A.)-That could happen, of course There are no cleats on this part of the cleats on other sections of the track. used years ago on this railroad, than that his sections are kept in good re- about one hundred and thirty-fit pair. There are seven to nine miles in miles. We had not reached the scen track where the accident occurred from Curling west, since account foreman was Sheppard. Sheppard would have to see that his section was kept in order without my having to bank, and these repairs have been tell him.

and Port aux Basques. My general ties and the roadbed. As regards the keeping of the roadbed in good repair, naster is a section foreman and sec- to Port aux Basques, I have been in tion man, who do the actual repairs. charge of the maintenance of the road I know the curve where the accident for the past two years, but from Bay ahead was off the rails. I jumped up shovels and two ditchers for ballastleft hand side of the car, which was ways been done by hand, that is, balthe high side. Just as I pulled the last was taken out by hand and put on cord, the car left the track altogether flat cars, transported to the place to about twenty feet from the track. I cars by hand and then packed in under was thrown down on my back and my the ties by hand. Since the procuring window. I then went into the baggage been the packing under the ties. The car to rest. A relief train came up ballast is taken out by machine shovfrom Humbermouth. It made two els, placed on the cars by them, retrips back to Humbermouth with the moved from the cars which are specassengers and I went on the last trip ially constructed by doors opening, bout 12 o'clock that night. I did not leaving the actual hand work to be xamine the track after the accident done, the placing under the ties. As as I was unable on account of injur- the result of this method of ballasting les. A wrecking train came up that there has been a big increase in the night, but it was after I left for Hum- amount of ballasting per year. This ermouth. All the wrecking train did year, as the result of the change, with hat night was to swing the track out one shovel, we put out one hundred o enable other trains to get along, I and eighty-three cars per week, and been repaired then. I did not examine three thousand two hundred and sixtythe truck of the second class car. The five car loads. For the five years pretherefore say that in my judgment the great advantage that steam shovels amount of ballasting done every year because of the shovels requiring so (A.)—That would all depend upon few men to operate them. As regards

Examined by Mr. Mews, B.L.-We had more section men working this fifteen to twenty more working this nmer than last summer. The thirty three hundred car loads of ballast is deposited along by the side of the track to be worked into the track by the section men. Up to the time of the accident it had been packed in from they are now. I have roadmasters Port aux Basques to Cook's Brook, and sectionmen, working under me. which is ten miles west of where th nsible for that. This part of the the balast. We have had it packed me under Roadmaster Keefe whose it is required. Where the run-off oc curred, extra repairs were require cause of the carrying away of the

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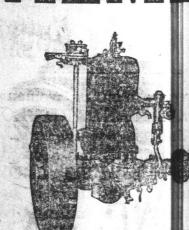
I am cross, sick and

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Bilious, Constin

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