

INQUIRY INTO SUDBURY DISASTER

Evidence of Engineer Thurlow
—The Air-Brake Refused
to Work.

Sudbury, Ont., Sept. 14. — At the inquest on the Azilda railway disaster, in which fourteen lost their lives, the principal evidence was given by W. Thurlow, engineer on the third section of No. 2, which crashed into the waiting excursion train.

Thurlow testified that orders had been received in the regular way as to meeting the third section of No. 1 at Azilda. It was down grade practically all the way from Kilmory to Azilda, and he had tried the air brakes several times on the hill to steady his train. The brake had acted all right until applied for the purpose of stopping the train right at Azilda.

Thurlow said he turned off the steam when three-quarters of a mile from the meeting place, and applied the air brakes about half a mile distant. He found the air brake not working, although the gauge showed 70 pounds pressure in the train pipe and 10 pounds in the reservoir.

Immediately after the engineer had applied the brake, the conductor signaled for brakes, and then himself applied the emergency brakes. The train was running about 40 miles an hour, and on a bad rail. The wheels of the engine began to skid slightly, but the speed slackened only a very little. The air brake had the same effect if applied from either end, if the brakes were working right, and if this brake had been working right the train should have been stopped by the conductor's application of the brake.

When Engineer Thurlow saw his train would not obey the brakes and would not stop, he gave a back-up signal to the other train. Then he and his fireman jumped.

After the accident Thurlow and Kirby, conductor on the excursion train, with one Schofield, examined the air system. They found the angle cock back on the second car of the east-bound train, to be turned so as to shut off the air. Several links of heavy steel chain hung loose beside it. This loose chain might have struck or caught the handle of the cock and shut it off. He gave no signal for the hand brakes. The stay chains were inspected only at divisional points and might be jolted loose.

Thos. Kehoe, conductor of the east-bound train, corroborated Thurlow's evidence. He said that there was time to stop the train when he applied the brakes if the brake had been efficient, but he noticed that the train was a longer distance than it should have been when he applied the brakes. When Conductor Kehoe first saw the angle cock it had been turned back to the correct position.

There is no specific rule for speed when approaching a meet, but the engineer must have his train under control. D. Howland, conductor, corroborated the previous evidence. P. Limoge, engineer of the excursion train, testified that his train was a little late at Azilda. He saw the back-up signal given by Engineer Thurlow, but had no time to back his train. Kirby, conductor, testified that the stay chains sometimes uncoupled from jolting between divisional points. Some discussion arose as to whether Engineer Thurlow had applied his brakes in time, after which the inquest adjourned to allow of other witnesses attending.

MORE AND MORE PEACHES

Luscious Fruit Ripening Too Fast in Niagara District.

Lockport, N. Y., Sept. 14.—The peach season is at its height here. Local markets are flooded with the luscious fruit, which has ripened much earlier than usual because of the extreme heat of the past few weeks.

The warm weather made it impossible to ship peaches and the city may be deluged with them before the week's end and prices are expected to be smashed. Peaches are softening so fast that it is out of the question to attempt to place them on cars for an eighteen-hour or two days' trip to some eastern market.

The condition is one which is causing heavy losses to commission men. They are exasperated and out of patience waiting for some break in the hot spell. The failure of the predicted cool wave to pass over this section last night has only served to dampen their spirits and knock the props from under their anticipations.

The fact that shipments are not practical under the weather conditions will mean a slump in prices about this city if the weather continues as today for the remainder of the week. Statement was made by a local fruit buyer this morning. He says that hundreds of loads of peaches are being dumped on the local market, with no opportunity to consign to any distant city and a subsequent necessity of disposing of them here.

The retail prices for the best variety on the streets this morning was 60 cents a basket. The Niagara and Crawford peaches, the very finest for eating and preserving, are beginning to arrive on the market. It is expected that the peach season will reach its turning point about Monday. Thereafter the shipments into the city from the orchards will begin to fall off.

SOMETHING MORE THAN A PURGATIVE.—To purge is the only effect of many pills now on the market. Purgative Vegetable Pills are more than a purgative. They strengthen the stomach, where other pills weaken it. They cleanse the blood by regulating the liver and kidneys, and they stimulate where other pills compound depression. Nothing of an injurious nature, used for merely purgative purposes, enters into their composition.

The area of Bolivia is not accurately known. It is probable that it is present area is not far from 900,000 square miles, which is equivalent to the area of France and Spain combined. From the lowlands on the east and southeast the land rises, sometimes by easy slope and sometimes by abrupt uplift, to the snow-capped peak of Sorata, with its altitude of nearly 20,000 feet. Nothing of an injury, which is given as 21,300 feet in height. La Paz lies at an elevation of 11,000 feet and is one of the healthiest cities in the world. A few miles west of La Paz lies the inland sea of Titicaca, at an elevation of 12,000 feet.

\$59,000 DAMAGES BEING SOUGHT IN CASES ENTERED FOR ASSIZES

Grand Trunk Alone Sued for
\$41,000—Some of Actions Will
Be Very Interesting.

Damages to the extent of \$59,000 are being sought in actions entered for trial at the Middlesex fall assizes next week before Mr. Justice Mahe. The list contains fourteen jury and non-jury cases, of which ten are to recover damages.

The Grand Trunk Railway Company are defendants in three suits for \$12,000 damages each, and one for \$5,000, a total of \$41,000. Three arise out of accidents which resulted in the death of employees of the road.

Mrs. Mary Evelyn Crapp, of this city, is the plaintiff in one, and she is asking \$12,000 damages for the death of her husband, Richard Crapp, who was a fireman on the double-header freight train that was in collision with an express near Sarnia Tunnel on March 22 last. The accident was caused by the express taking the track for London. Instead of to Stratford, and Crapp and Hughes, of this city, were instantly killed. The claim will be set up that the company are to blame for the wreck, while the railway will put up the defense that the death of Crapp was caused solely by his own carelessness, and disregard of the rules.

Mrs. Alice Westwood, of Hyde Park, is the plaintiff in a suit against the Grand Trunk, her claim being for \$5,000 for the death of her husband, Jesse Westwood, who was killed by a train while working on the track in November. It is alleged that the deceased was not warned of the approach of the train.

The plaintiff in the fourth case is Mrs. Eliza Irish, of Ekfrid township, is suing the Grand Trunk and the Wabash for \$12,000 for the death of her husband, the accident occurring while he was unloading logs from a car at Thames River. It is claimed that the shunting of a car was the cause of the accident.

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