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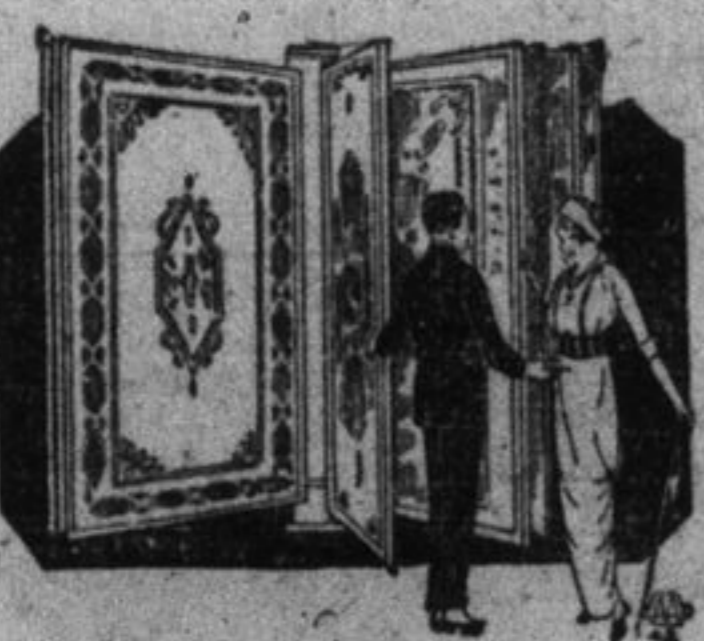
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OVERTURNING OF CAR GET IT FIRST—NOT LAST

WHICH KILLED MISS WALLACE REMAINS A MYSTERY.

Coroner's Jury Unable to Ascertain What Caused the Derailment and the Upsetting of the Coach.

"We find that the deceased, Miss Edith Wallace, met her death in an accident on the Grand Trunk Railroad in Kingston on February 25th. The cause of the derailment of the trucks and the consequent upsetting of the coach, which caused her death cannot be ascertained by the evidence produced," was the verdict of the jury empanelled to enquire into the death of the late Miss Wallace at the inquest held in the Police Court rooms on Saturday evening. No evidence with the exception of that of the crew of the train was given. Considerable time was taken in trying to find out whether or not the accident was due to the coach leaving the track on account of there being no cotter pin in the king pin which connects the rails to the trucks. Although practically all the witnesses swore that there was a hole in the "king pin" for a cotter pin to enter, they did not know whether there was one in on the night of the accident.

William Moffatt, conductor of the train, was the first witness called. He said that the leading trucks of the rear coach left the rails and went for some little distance before the train was stopped. There was no reason to his mind why the trucks should have left the rails, as there was no sign of a broken rail. The trucks were on the rail when the train left the station. He presumed that the trucks leaving the rails caused the upset. The conductor said he did not know why the upper part of the coach fell over and the trucks remained upright. The king pin which held the coach on the trucks appeared to be all right. If the king pin had been all right and keyed there the truck would not have gone over.

Cross examined by John Dawson, foreman of the jury, witness stated that cars used on suburban do not differ from those used on main line. When asked by Mr. Dawson whether or not king pins are fastened, the conductor could not give any light on the matter. Mr. Dawson stated that he had examined the car shortly after the accident, and was unable to find any sign of a cotter pin in the king pin. The conductor stated that he had felt the smoking car raise. The train was going at the rate of two or three miles an hour.

Mr. Dawson asked: "Is it the custom in modern cars to fasten king pins in?"
 "Any I have seen are like that one which turned," said the conductor.
 "Is there a hole in the king pin for a cotter pin?"
 "I don't know," replied the witness, who added that he did not know what caused the accident.

Stanley Stinson, brakeman, said he was going into the baggage car from the mail car when the brakes went on. The car ran about two and one-half lengths. He saw no reason why the body of the car should upset, and no reason why such an accident should occur.

Coroner Gardner: "Do you think there was anything wrong with the car? Do you think a run off on level ground would upset a car?"

"It was my first experience," replied Mr. Stinson, who added that the engineer stopped the train as soon as he could, but the trucks had dragged for some distance. The cars, he said, are examined once a day. Nothing was wrong with the under-structure of the coach. He had no idea what happened that caused the wreck. All the coupling and chains were complete after the coach turned over. He did not know whether there is any opening in the king pin for a cotter pin to fit in.

C. Hood, baggageman, testified that he was not aware that there was an accident until the train stopped. He knew of no reason why the coach left the track.

Coroner Gardner: "If the body of the coach was firmly attached to the truck could it break away if there were cotter pins in the king pins?"

"I don't think so," replied the witness, who said he believed that the king pins were fastened securely.

A. Kennedy, engineer, could give no reason for the trucks going to one side of the track and the coach to the other. He did not know what did it. "I got a signal to stop," he said. "I never saw coaches go off like that before, and never heard of the like before. There is not a coach in the service in any better shape than the one which was wrecked. The car had been overhauled during the past year. The king pins in that car were perfect. I could not say how long the trucks had been off the track. There is a

When a cold grips your system it is convincing proof that your condition is weakened—remember that. It is risky indeed to simply trust your strength to throw it off, because neglected colds have brought more serious sickness than any other one thing, while weakening cathartics and stimulating syrups are often depressing and dangerous.

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hole in the king pin for a cotter pin to go in. I don't know if there was a cotter pin in the king pin. It might break. There was no sign that the cotter pin had been pulled out. The weight of the car might cut the cotter pin off."

Stanley Hadley, the fireman, could not throw any more light on the cause of the wreck.

The conductor, when recalled, stated that he was sure the coach was all right when it started off.

The engineer was recalled to explain about the rolling blocks on the coach. These blocks should catch a coach when it starts to tilt, but they will not keep it from turning over. Roll blocks do not couple, but only ride.

The following men composed the jury: John Dawson, Robert Richardson, W. Ford Webster, F. Desrosiers, W. H. Cleahnan, D. Mills, F. Curtis, W. J. Paynter, C. A. Bunt, F. L. Hogan, W. R. Stratford and F. Davis.

THE "PILL BOX" CAP

OF THE R.M.C. CADETS LIKELY TO BE ABOLISHED.

Board of Visitors Recommend Officers' Pattern Forage Cap—Important Changes Advocated With Regard to the Staff and Curriculum.

Some marked changes are recommended in the Royal Military College by the Board of visitors to the Militia Council. The Board says it is essential that a readjustment of the staff duties should be immediately carried out and recommends that the positions of professor and assistant professor of survey be filled by civilians instead of by officers of the Royal Engineers; that the departments of civil engineering and survey be combined; that a subaltern officer of the Royal Engineers is all that is necessary for the teaching of military engineering.

That the senior professor of the scientific department should act as the educational adviser to the commandant and receive additional remuneration and that a permanent schedule with a definite aim and object in view is absolutely essential and should be adopted. As far as possible, are two most important recommendations made by the Board which points out that at the present time there is no permanent schedule of work and that successive commandants are inclined to base the military curriculum chiefly on the branch of service to which they belong. The result of this is that no permanent policy embracing all arms of the service can be maintained.

The Board recommends that the civil staff should be paid as follows: Professors, \$2,400; associate professors, \$2,100 and \$2,800; instructors, \$1,400 and \$2,100. It also recommends that the tenure of office of the commandant be extended from five to six years.

The abolition of the cadet "pill box" cap is one of the board's recommendations with regard to change in uniform. It advocates the substitution of the officers' pattern forage cap with scarlet band and R. M. C. crest in gilt. Khaki British Warm and khaki raincoats are advocated instead of the present great coat and cape.

The board notes the failure of the Government to erect a riding school and points out the necessity of enlarging the educational building to accommodate 250 cadets. It advocates the use of waste ground around the College for a vegetable garden, which could supply the demands of the College at a minimum cost.

Mr. Wilson, of C. W. Lindsay, Ltd., spent the week-end with friends in Brockville.

Left Arm Became Powerless. Saved From Paralytic Stroke

By the Timely Use of Dr. Chase's Nerve Food—Has Built Up Nervous System Wonderfully.

Paralysis is not a pleasant thing to contemplate. Even nervous prostration and locomotor ataxia are among the most dreaded conditions. It is always better to avoid these results of neglected nervous troubles by keeping the nerves in health and vigor.

Dr. Chase's Nerve Food has done wonders for people suffering from the more severe forms of nervous diseases, but we prefer to recommend it as a means of preventing such conditions.

This letter from Mrs. Nichols well represents what we mean, for she was undoubtedly on the verge of more serious trouble when she heard of Dr. Chase's Nerve Food and sought its aid.

It is best to be warned by nervous headaches, sleeplessness, nervousness and irritability and to apply the remedy in time.

Mrs. Merritt Nichols, R. R. No. 3, Dundalk, Ont., writes: "I take pleasure in writing to tell you the great benefit I have derived from the use of Dr. Chase's Nerve Food. I was so

nervous I could not sleep and found it hard to get my work done at all, but having no help at the time, had to do the best I could. Finally my left arm became powerless and cold and this continued to get worse until my whole side was affected, head and all. I decided to try Dr. Chase's Nerve Food, and the first box helped me so much that I used several and believe that this treatment saved me from having a paralytic stroke. It has built up my nervous system, and I can recommend it most heartily, believing that if more Nerve Food were used, there would be much less sickness."

There is no lack of evidence as to the great work of restoration being carried on by Dr. Chase's Nerve Food. The sales of this great nerve tonic are rapidly increasing as its virtues are being found out. But this will not help you unless you put it to the test in your own particular case. It is well worth trying, and will not disappoint you. Fifty cents a box, six for \$2.50 all dealers, or Edmondson, Bates & Co., Ltd., Toronto.

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CONCERT IN GRANT HALL.

By the Company of Belgian Artists on Saturday Evening.

Kingston had the pleasure on Saturday evening of again hearing the Belgian musical artists who are touring America under royal patronage in behalf of the Belgian sufferers. The concert was held in Grant Hall, and a large audience enjoyed the splendid programme given by the four Belgians, assisted by Willis Flanagan, Italian opera tenor.

Upon the shoulders of Mlle. Gabrielle Radoux, of the Royal Antwerp Conservatoire, rested the larger share of the performance, for she also played the accompaniments. Her solo numbers were greatly enjoyed. Mlle. Daisy Jean delighted the audience with her cello playing, while Mlle. Octavie Bellou, of the Antwerp Opera House, charmed her hearers with her beautiful soprano voice. She carried her audience by storm when she rendered "The Little Grey House in the West," as a recall number. Jan Collignon, first bass baritone of the Antwerp Opera House, and Mr. Flanagan received warm applause for their several numbers. The former enthused the audience with "On to Berlin," and Mr. Flanagan, by his sweet rendering of "Mother Macree," showed that though he sings in Italian most of the time, he is still master of Irish brogue. The concert concluded by Mr. Collignon singing the Belgian national anthem and Mr. Flanagan "O Canada."

The concert was held under the direction of ex-Mayor Sutherland, who some time ago arranged for a return visit of this excellent group of artists, who could not be gathered together for a foreign tour in normal times.

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