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Brittle Wa.	Per lb.	40c.		Gradus	Per lb.	40c.	
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Wardwell's Kidney Wax	40c.			Telephone to arrive about May 15th.			
Improved Golden Wax	30c.						
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Yellow Eye	20c.						
Soldier	20c.						
BEET SEED				SWEET PEAS			
Early Blood Turnip	Pkt. Oz. 1/4 lb.	7c. 15c. 40c.		BRECK'S CHOICE MIXTURE—This mixture is made up of the leading and most showy varieties. Per oz. 10c.			
Long Red Mangel	7c. 15c. 40c.						
SWEET CORN				PUMPKIN			
Crossley's Extra Early	Per lb.	30c.		Connecticut Field	Pkt. Oz.	7c. 15c.	
Golden Bantam	35c.						
FIELD CORN				RADISHES			
Early Yellow Canada	Per lb.	15c.		Early Scarlet Turnip	Pkt. Oz.	7c. 15c.	
Improved Teaming	15c.			French Breakfast	7c. 15c.		
				Early White Tipped	7c. 15c.		
CUCUMBER				SQUASH			
White Spine Improved	Pkt. Oz.	7c. 20c.		Hubbard	Pkt. Oz.	10c. 25c.	
Long Green Improved	7c. 20c.			1/4 lb. 75c.			
SAGE				SIMMER'S TURNIP SEED			
Common Sage	10c. pkt.			Kangaroo (bulk or pkg)	Per lb.	90c.	
LETTUCE				Jumbo (bulk or pkg)	90c.		
Early Curled Simpson	Pkt. Oz.	7c. 15c.		Champion Purple Top	90c.		
PARSNIP				ONION SETS.			
Hollow Crown	Pkt. Oz.	7c. 15c.		Yellow	Per lb.	25c.	
				Potato Onions	15c.		

## SIX WITNESSES HEARD IN THE C. N. R. WRECK INQUEST THURSDAY NIGHT—ADJOURNED TILL TUESDAY

Log Jam Assigned as Cause of Washout at Bridge Which Caused the Run-off—Section Foreman Hiram Wade Expressed the Opinion That Temporary Track Could Have Been Laid in an Hour to Enable Crane to Make Attempt to Lift Engine or Tender—Other Evidence Contained Little That was New.

The inquest into the deaths of Driver Frank Gillis and brakeman John Estabrooks which occurred on the 10th inst. when the engine of the C. N. R. freight for Newcastle plunged into the Nashwaak River at the approach to a bridge about two miles north of Marysville, was continued at Marysville Thursday night before Dr. B. M. Mullin of Devon, coroner.

The witnesses examined were Hiram Wade section foreman, Walter S. Long, conductor of the wrecked train, Daniel Mountain and Miah Osborne, brakemen of the same train, Dr. J. A. Macintyre who previously had given evidence and William A. Estabrooks brother of one of the dead men.

### Temporary Track Suggested.

The facts brought out were practically the same as those previously published but in greater detail. Wade expressed the opinion that a temporary track could have been laid in an hour and from it an attempt made to lift the engine or tender with a crane.

The opinion also was expressed that the washout which caused the run-off was the result of a log-jam which formed on jampiers in the river which were built recently, it formerly being the custom to hold the logs farther up the river. The inquest will resume Tuesday night.

### Hiram Wade.

Hiram Wade called and sworn, stated:

I reside at Penniac, I am employed by the Bridge and Building Department C. N. Railway, have been an employee of the C. N. R. since 1900, with the exception of three years and eight months, when I was in the Canadian Army. I remember the morning of the 10th of May inst. I was on my way to Penniac Station to catch the "Whooper" to go to Durham, where I am working, when I heard of the wreck. I at once turned about and proceeded towards the scene of the disaster. This was between 6.30 a. m. and 7 a. m. I live about on mile above where accident occurred. I was accompanied part way to the wreck by John and George Moore, my son Lemuel, 17 years old, and Charles Grasse. Grasse went with me to the scene of the disaster.

When I arrived at the scene I found the engine, tender, and two box cars on the west side of the bridge, and I was told that John Estabrooks was under the wreckage. I went down and talked with him, and he asked me if I could do something to get him out. I told him I had just arrived and would see what I could do. At that time Mr. Nash and his boy and some others were in a boat, trying to find out how Estabrooks was caught. Israel Nash had reached down in the water until he could feel the top of Estabrooks' boot. At that time I did not make any effort to release him, but later made some suggestions as to the best way of getting him out. His brother, W. A. Estabrooks, asked me if the forward engine was thrown off the wing wall would it not release him from his position. I said that we had better wait 15 or 20 minutes until some of the officials arrived. I suggested to a number of the men standing by, that the end of the engine might be raised sufficiently to clear Estabrooks from the water.

About this time the auxiliary arrived and T. Murray Brewer, Wrecking Foreman, took charge. A line was fastened to the end of the engine to the crane, and another line was fastened to a tree on the opposite side of the railroad, but no strain was taken on either line. For first twelve years of my employment with the C. N. R., I was employed on a section, three summers as foreman of section. My duties as foreman consisted of, supervising repairs to the railroad, and seeing that it was kept in safe condition. In case of storms and in the spring weather, it is usual to patrol the road before any trains pass over. The water in the Nashwaak was very high on May 10th, but I have seen it higher. The present railway bridge was built six or seven years ago, I think. The piers of the bridge are built of concrete, on either side there is a wing wall or retaining wall, to support the fill. I helped to build the trestles for the fill. I think the fill was made of stone and ordinary ballast, but did not work at it myself. Fred Condon was the Inspector of this bridge when it was built. I have seen the water higher in the Nashwaak, but not since this bridge was built. A wooden bridge, which occupies the site of the present railway bridge was swept away by high water about 25 years ago.

### Cross-examined.

In this cross-examination, Mr. Wade reiterated statements made to the coroner. With reference to logs in the Nashwaak, Mr. Wade stated that in former years it was customary to hold the logs above the Covered Bridge, this was done by the aid of five jampiers. The new concrete dam at Marysville is about one mile below

the scene of the accident. Above this dam, a short distance three jampiers and two shore abutments were built during last winter season. The logs came down and formed a jam on these piers, and in my opinion this jam was the direct cause of the fill at the railway bridge washing out. I was of the opinion that a temporary track could have been laid which would have permitted the crane to approach opposite to the engine and take a lift on her. In my opinion this could have been done in half an hour, but this was not done.

I saw Dr. Macintyre there when I arrived at the scene. At that time Estabrooks was conscious and I heard him ask someone "to get a saw and cut my leg off." I saw Dr. Macintyre administer stimulants.

Cross-examined by J. B. Dickson. This cross-examination brought forth no new evidence excepting that he had seen Dr. Ross on the scene, and that he did not see Dr. McNally.

Dr. J. A. Macintyre. Dr. J. A. Macintyre was re-called, and in response to a question from the coroner stated that Estabrooks died about 9.20 a. m., immediate cause of his death being exposure and not shock.

### Walter S. Long.

Conductor Walter S. Long was the next witness called.

On being sworn he stated as follows: I am a Railroad Conductor, employed on the C. N. R. for the past 25 years. I reside at South Devon. I remember the morning of May 10th inst. I was in charge of Train No. 644, a regular scheduled train from South Devon to Newcastle. We left South Devon at 4.50 a. m. with Driver Frank Gillis, in charge of the engine, Clifford Hughes as fireman, Miah Osborne, Daniel Mountain and John T. Estabrooks as brakemen. We arrived in Marysville and after discharging freight, we left there about 5.30 I was just sitting down to my desk in the van when I felt a shock which threw me to the floor. As soon as I recovered, I rushed out of the car towards the front of the train, where I found the engine, tender, and two car loads of pulpwood over the bank on the eastern side of the railroad. Being unable to proceed further on that side of the track, I crossed over the train and went forward. I found the engine lying with the forward part of the wing wall of the fill, and the cab in the water, the tender was sitting at right angles to the engine, and two car loads of pulpwood resting against the tender. I could not see anyone on account of steam, as I approached the engine, I saw Fireman Hughes crawling out. He informed me that he was scalded.

I asked him where Engineer Gillis, and Brakemen Estabrooks were and he stated that he did not know. My next move was to the telephone, in company with William Estabrooks. I went to James Peterson's to telephone, and although I tried for some time, I could not get communication with the despatcher. I left that telephone and went to Miles Spencer's, where I got in touch with the despatcher, and told him of what had happened and asked that assistance be rushed to me. I then returned to the wreck. I think the accident occurred about 5.40 a. m.

### Asked to Have Leg Cut Off.

After telephoning I returned to the wreck, and met Brakeman Mountain, who told me that Estabrooks was living, but caught in the wreckage. I asked him to go down with me, but he replied that he could not stand it. I went down to where Estabrooks was and found him in the water, with his head and shoulders above water. He knew me, and said, "Walter I am caught and cannot get out, get a saw and cut my leg off, you can do it quite easily." I replied, "Jack, I will do the best for you." At that time, there was no one there but the Brakeman and I, and not knowing that there was a Doctor in Marysville, and fearing that the train might be rushed out without medical aid, I ran down the track to Marysville Station and telephoned again. I remained there, until the train arrived from Fredericton and rode on it to the scene of the wreck. When I got there, Dr. Macintyre was doing all he could for Estabrooks. The balance of my train consisted of 12 cars, was taken to Devon in order to clear the track for the auxiliary. As soon as this was done the auxiliary was sent out. On arrival of the auxiliary, the line was attached to the engine, but no strain was taken on it, because some men were working around Estabrooks trying to release him, they having asked not to pull on it for fear it would upset the engine and throw all into the river. The draw bar coupling between the engine and the tender, remained intact. I did what I could to assist, but received no orders from anyone. The weight of the engine between 70 and 75 tons, the lifting capacity of the crane was 50 tons. An empty coal car, one truck of which had gone off the track, was pulled on to the track and taken to the Marysville Yards. Conductor Long also told of the line being attached to the tree, and passed over the top of the box car, but no strain was taken on this line. Estabrooks died at 9.15 a. m.

### Cross-examination.

Cross-examination by Mr. Peters and Mr. Dickson elicited nothing (Continued on page 4)

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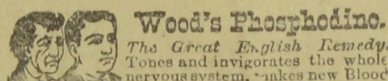
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