

CPR
BURY, QUEBEC
TRAIN WRECK
FEBRUARY, 1914

ENGINEER YANDOW KILLED IN HEAD-ON COLLISION

Two Freight Trains Crashed Together at an Early Hour Near Bury This Morning. Dead Engineer Stuck to His Post to the Last. Buried Beneath Wrecked Cars. Other Members of Crews Escaped. Line Blocked. Passengers Transferred. Loss to Company Will be Heavy.

Bury, Feb. 17.—(Special)—One of the worst freight wrecks that has occurred here for some years, and which unfortunately attended with loss of life, occurred a short distance from the station here at 3:45 this morning. The wreck was caused by a head-on collision between two freight trains.

The engineer of the westbound train, Leo Yandow, of Farnham, was killed. The engineer, fireman and other train hands escaped by jumping as the engines came together, and although one or two were gashed by staves none were seriously injured.

REMAINED AT POST.

The body of Yandow was not recovered from beneath the wrecked cars until several hours after the collision took place. It is thought that he remained too long in the cab in an endeavor to minimize the impeding collision as much as possible, because the brakes were set and the steam shut off on the engine.

LIVED FOR SOME TIME.

As soon as the train hands gathered themselves together a tally of the two crews was made. It was then discovered that Yandow was missing, and it was some time before he could be located. Later his fellow workmen could hear his groans beneath a pile of wreckage but they could do nothing to relieve him from his terrible position or his sufferings. It was not until after the wrecking trains arrived from Farnham and Micklethwaite that the work of recovering the body was proceeded with. This work, however, was handicapped owing to the fact that both engines

MANY CARS LEAVE THE TRACK.

About twenty cars altogether left the track, and the impact was so great that many were smashed to kindling and the contents strewn all over the place. The freight destroyed will amount to a large sum.

MISTAKEN ORDER.

The cause of the accident is believed to have been brought about through mistaken orders.

The westbound freight had the right of way, and was pulling out of the yard when an eastbound freight pulled in. It was the intention of the train crew of the latter to carry out shunting operations, and the train was being pulled on to the main line to carry this out.

The report of the collision was heard a considerable distance away, and help was soon at hand. The scene was a weird one, with the dim light from the lanterns of the train crews and the escaping steam from the smashed engines.

LOSS WILL BE HEAVY.

The loss to the company in rolling stock and freight destroyed, besides that to the permanent way, will be heavy.

WRECKING TRAINS ON HAND.

The wrecking trains from Farnham and Micklethwaite were rushed

"(Continued on Page 3)

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**ENGLISH ENGINEER KILLED
IN COLLISION**



(Continued from page 1.)

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the scene. The train from the latter place was the first to arrive, and immediately began clearing away the cars of the westbound train, and the crew from Farnham on their arrival followed the same operations on the eastbound train.

TRACK BLOCKED.

The track is not expected to be cleared for through traffic until late this afternoon, if then. The Halifax express was held up at Scottstown, where the passengers were given breakfast.

TRANSFER THE PASSENGERS.

In the meantime arrangements had been made to send out a special train from Sherbrooke to the scene of the accident, and the express was also moved down so that the passengers and baggage were transferred to the special.

The train which leaves here at 7:15 for Lake Megantic went out on time, and the passengers will be transferred to the regular train which leaves Lake Megantic (or Sherbrooke) in the morning.

FURTHER PARTICULARS.

Bury, Feb. 17.—(Special)—Engineer Yando, who lost his life in the wreck here this morning, belonged to Farnham, and leaves a wife and five children. From the position in which the body was found, it would appear that he had jumped clear of the engine, but when the impact occurred

he was caught by the freight cars that were thrown off the track and buried beneath them.

The cause of the accident is believed to be due to the fact that the train crew on the eastbound train did not observe that the westbound train had orders to go right through without stopping at the station. Several cars were pulled from the siding when the westbound train came around the curve, and the engines came together.

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AY, FEBRUARY 18, 1914

WILLIAM O'BRIEN RE-ELECTED IN CORK

Leader of Independent Nationalists Sought Re-election After Taking up Challenge.

RETURN UNOPPOSED SHOWS HE HAS NOT LOST HIS HOLD ON THE CONSTITUENCY.

CORK, Ireland, Feb. 18.—(Special)—William O'Brien, leader of the Independent Nationalists, was re-elected unopposed to-day as member of Parliament for Cork city. He recently resigned in consequence of a speech by Augustine Rocha, Nationalist member for North Louth, who declared that the independent co-leader had lost "his hold" on Cork.

ENGLISH CLERGY ARE ALARMED

Bishop of London Says Steps Must be Taken to Allay Unrest

MEMORIAL FROM PRIESTS OF DIOCESE OF LONDON SENT TO UPPER HOUSE OF CONVENTION

LONDON, Feb. 18.—A memorial signed by 676 priests of the diocese of London was presented to the Upper House of Convocation yesterday with the memorial expresses grave anxiety

ACCIDENTAL DEATH VERDICT

Jury Returned Above-Division in Connection With Death of A. Yandow.

INQUEST WAS HELD AT BURY, LAST NIGHT, BY CORONER AND JURY.

Coroner Bachand had an inquest at the Village of Bury last night on the body of Arthur Yandow, the C.P.R. engineer who was killed when two freight trains collided early yesterday morning.

The jury was composed as follows: Barlow Coates (foreman), Alfred Braudette, Wm. Cathcart, J. Hamel, Abel Whitehead and Godfrey Loranger.

A large number of witnesses were called and the hearing lasted several hours.

ACCIDENTAL DEATH

After hearing the evidence the jury returned a verdict as follows: "That deceased came to his death at about twelve telegraph poles from the east main switch of Bury Station by sustaining concussion of the brain and injuries received from a collision between two freight trains, and that the jury is of the opinion that death was accidental, and strongly recommended that the C.P.R. Company should use all necessary precautions to prohibit switching outside the yard limit without a safe protection."

ENGINEER YANDOW WAS INSTANTLY KILLED.

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af ENGINEER YANDOW WAS INSTANTLY KILLED

et. The statement in the report of the head-on collision at Bury yesterday that Ernest Yandow had been heard to moan after being burned under the wreck is incorrect. Mr. J. H. Williams, the fireman, who was with the deceased engineer, told the Record no this morning. He stated that Mr. Yandow must have been instantly killed as his skull was fractured. Mr. Williams found the body and although it could not be extricated he could reach it so that he was able to tell that life was extinct.

et. TELLS STORY OF ACCIDENT

re Mr. Williams in telling of the accident stated that he (Williams) was the first to see the other train when they were but nine telephone poles away. "I tried to get engineer jump militak but your life we are going Miss," a whip hand of Mr. Yandow immediately after ascertained the emergency and, I opened the door of the cab and Mr. Yandow was right behind me and I cannot tell what made him go back to a certain I jumped and went down to the low embankment. It was dark at the time but we were so close that there was no difficulty of getting where I jumped. Mr. Williams said hardly scratched and bumped about the older Miss

et. BODY TAKEN TO FARNHAM

et. Harry Fox is a Special Agent of the Inter-City Yandow, who met his death in the head-on collision in east end junction, between two freight trains, was taken to Farnham today.

et. Engineer Bradford, who was on the eastbound engine was more seriously burned than was at first supposed. He has not yet been removed to his home, and Mrs. Bradford arrived last evening to be with her husband.

LINE NOW CLEAR

The track was repaired and cleared so that trains were running through in the afternoon. It will be some days, however, before the cars and debris are cleared away.

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Y, FEBRUARY 19, 1914

TRAIN CREWS TESTIFY AT INQUEST AT BURY

IS IS Engineer and Conductor Smith First
in They Got No Orders to
West Bound Freight

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Bury, Feb. 19.—(Special)—The evi-
dence given at the coroner's inquest
which was held here in connection
with the fatal accident to Engineer
A. Yandow in the head-on collision
here on Tuesday morning was quite
lengthy. As stated in yesterday's Re-
cord, the jury returned a verdict of
accidental death.

CONDUCTOR SMITH FIRST WIT-
NESS.

Angus Smith was the first witness
called. He stated that he was the
conductor on the train running from
Mericantie to Bury, and he had a run-
ning order to Bury. The train was
traveling at the rate of fifteen to
twenty miles an hour going down the
grade just at the turning of a curve.
In company with others he discovered
the body of the late Engineer Yan-
dow at daylight, but it was not taken
out until about 10 o'clock in the
morning when the wreckage was re-
moved. As soon as the accident hap-
pened he rushed to the station to
report it to the dispatcher.

PREVENTED ANOTHER COLL-
SION.

Herbert Campbell, brakeman on the
same train as the previous witness,
deposed that he was in the van with
Conductor Smith at the time of the
collision. After the accident he rush-
ed back to the milk board to signal
a train that was coming behind, so
as to prevent another collision. He
corroborated Smith's evidence as to
the finding of the body of Engineer
Yandow.

IDENTIFIED BODY.

William E. Way, Superintendent of
No. 7 District, Eastern Division,
said that Dispatcher W. J. Findlay
was on duty at Parcham at the time
of the accident. He was present when
deceased was found under the box car
of the train coming from Mericantie.
He identified the body as that of En-
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IDENTIFIED BODY.

William B. Way, Superintendent of
No. 1 District, Eastern Division,
said that Dispatcher W. J. Findlay
was on duty at Parrish at the time
of the accident. He was present when
deceased was found under the box car
of the train coming from Megantic.
He identified the body as that of Arthur
Yandow.

DID NOT KNOW OF WESTBOUND FREIGHT.

Joseph L. Ashfield, conductor of
the train from Sherbrooke to Bury,
said his train was switching outside
the yard limit at Bury when the ac-
cident occurred. He got a message at
Sherbrooke telling him to switch his
train and lift another rush train at
Bury. He got an order No. 408, at the first
lookbook saying the Halifax Train
was running 15 minutes late, and af-
terwards received another order say-
ing it was reported 25 minutes late.

When a freight train was in a yard at

a station it was protected against

all trains except first and second

class trains between the two main

switches or semaphores in the yard

limit. His train arrived at Bury at

about 1:35 a.m. He said to Conductor

Braddeck of his train and to Brakeman

Smith that he had just about

time to lift the cars and get to

clear for the Halifax train. He also

told them they would pull up, refer-

ring to the way in which the work

was to be done—and back on to the

train by some lifting which was done

board of seventeen box cars. Accord-

ing to his orders he had the right to

lift those cars. There were no pro-

visions to that effect contained in the

general train and interlocking rules

of the C.P.R. Co. His orders had which

all been fulfilled at 3:30 a.m. when

his train left the station towards the

train coming from Megantic. His

train started from Parrish and went

to Sherbrooke. They had a clearance

and orders from Cookshire to Bury.

The witness positively swore that the

only order he saw at Bury station

was No. 417 concerning the Halifax

train being late. He never saw or

heard of order 408 for the train com-

ing from Megantic to Bury until af-

ter the accident. Brakeman Smith

and Wymouth were taking care of the

switch movements while witness was

in Conductor Walsh's van looking for

way bills. Walsh was not in the van

and witness returned to the station

in search of him when the operator

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train he was lifting which was composed of seventeen box cars. According to his orders he had the right to begin lifting those cars. There were no protestations to that effect contained in the general train and interlocking rules manual of the P.R.R. Co. His orders had which all been fulfilled at 3:30 a.m., when the train left the station towards the train coming from Megantic. His train started from Faribault and went to Sherbrooke. They had a clearance and orders from Clockshire to Bury. The witness positively swore that the only order he saw at Bury station was No. 401 concerning the Halifax train being late. He never saw or heard of order 401 for the train coming from Megantic to Bury until after the accident. Brakemen Smith and Wymond were taking care of the switch movements while witness was in Conductor Walsh's van looking for way bills. Walsh was not in the van and witness returned to the station in search of him when the operator told him he had a II order for him against a plough extra. It was then about 3:38. His train had pulled out for the switch, backing down on the van towards west at about seventeen car lengths from the station. The main switch was about five car lengths towards east. When he asked the operator why he had not told him about the II order, he remarked he had told his brakeman. Witness did not know if the operator had val that order for him when he went in his office to ask for orders. At the on. time of the switching operations his train was composed of about 33 cars and the end of the train was about two or three car lengths from the main switch. He immediately reported the accident to the dispatcher and then went to the scene of the was wreck where was gathered every mem-ber of both crews except deceased. He did not see deceased until he went to the undertaker's that night. His was and a superior train, and in a superior direction—right to the main line. His poor engine stopped opposite the order board at the station. They were not supposed to go by the order board unless they knew what orders there were. He did not receive any such order from the dispatcher; he asked the operator if there was any order for him.

ENGINEER CORROBORATES CONDUCTOR

Fred Bradstock, the engineer of the train from Faribault to Sherbrooke

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TRAIN CREWS TESTIFY AT INQUEST

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said his train arrived at Bury at 1:30. He had an order from Cockshie to meet the train at Ross. The next stop was Bury, where an order concerning the Halifax train was read to him. He positively swore that he saw no other order before the accident occurred. It was possible that the operator at Cockshie would have forgotten to recite to Conductor Ashfield a copy of order 408 which was the running order for the train from Megantic to Bury, and which would be a cancellation of order 31 from Sherbrooke to Megantic. At the time of the accident, about 3:45 a.m., his train was switching on the main line. His engine was about 28 or 29 car lengths from the main switch east of Bury. The distance was less than half a mile from there he saw the train from Megantic to Bury. Both were single engines. Witness and his fireman jumped when they saw the other engine approaching. The collision occurred a little more than half way between the main switch and the first curve. Immediately after the accident witness and his fireman went to locate the crew on the train coming from Megantic. Witness first saw a brakeman of this train and Fireman Williams, but was not present when deceased was found. He had that night indentured deceased as Engineer A. Yandow. When witness arrived at the station the order board was against him. He went to the station to see if there were any orders for him and the operator told him they had a little more than over the passenger train. He got no orders to go out by the board. The regulations were that when the order board was out, they could not go further than the yard limit. His engine was outside the yard limit when the accident occurred. They had a train to lift and one to set off. To his knowledge Conductor Ashfield went into the office and asked for orders. He asked Ashfield if he could pull out and he replied "Yes". The order board was still against him. There was no inside switch between the yard limit. The order board was still up when he left on his engine for switching operations.

Andy Wymouth, fireman of the train from Sherbrooke to Bury, said he was not present when Conductor Ashfield and Engineer Boulleau were in the operators office at Bury to get orders but was within the yard of his train. He didn't take notice of the light on the order board when their train was lifting their train leaving Bury about 2 1/2 a.m. He does

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first curve. Immediately after the accident witness and the fireman went out to locate the crew on the train coming from Megantic. Witness first saw a brakeman of this train and Fireman Williams, but was not present when deceased was found. He had lighted eight indentured deceased as Engineer A. Yandow. When witness arrived at the station the order on board was against him. He went into the station to see if there were any orders for him and the operator told him they had a little more time over the passenger train. He got no orders to go out by the board. The regulations were that when the order board was out, they could not go beyond the yard limit. His engine was outside the yard limit when first the accident occurred. They had a train to lift and one to set off. To his knowledge Conductor Ashfield this went into the office and asked for orders. He asked Ashfield if he could good pull out and he replied "Yes". The order board was still against him. There was no inside switch between the yard limit. The order board was still up when he left the engine for switching operations.

Anny Wymouth, brakeman of the train from Sherbrooke to Bury said he was not present when Conductor Ashfield and Engineer Headless were in the operators' office at Bury to get orders, but was near the van of his train. He did not notice the light on the van. He heard when there was lifting. Their train leaves fairly about 10 a.m. He noticed that the order board was up and he then saw the red light. He had no knowledge at all of the order that would have been given to E. J. Dauphin. He witnessed the main switch set the night accident occurred. Immediately after the accident he went to the hospital. He didn't see deceased until that night at the morgue.

16. ORDER BOARD

John Kenneth Smith, a brakeman of the train from Sherbrooke to Bury, saw only he was on the engine. The order board was up when he had reached Bury. He was in the open usually then after with Conductor Ashfield and Engineer Headless. His remembrance board seemed a No. 400-order concern ing the Hellings train, but saw no other order. When he went out to the station for the switching operation the order board was still up and when the accident occurred after train was set, the switch. He was about five yards length from the engine at the time.

17. TYPE OF EVIDENCE

Dr. A. Macdonald, pathologist, Dr. A. Macdonald, pathologist, who has conducted all the post mortem examinations and section from anatomical society for me.

18. OPERATOR GIVES EVIDENCE

Operator A. Dauphin of Bury stated being ed that order No. 400 for the train in the Megantic to Bury, and order 412 was for the Lullinax train. A copy received at 10.50 A.M. which had been given him that night. He

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Security
Form Z17 OPERATOR GIVES EVIDENCE
purchased Operator A. Chapman of Bury stated
is being ed that order No. was for the train
from Megantic to Bury, and order
417 was for the Halifax train. He
also received an order No. 401 which
had not been run that night. He
remembered running this order which
was dated Feb. 1 and addressed to
him at 11:15 a.m. which read as follows:
"To engine 320, engine 3513,
first No. 94 and second No. 94. En-
gines 430 and 431, dining car
and coal car first and second No. 94.
Bury to Megantic following sections
change number accordingly."

According to the rules of the railway,
the conductor of train from
Megantic to Bury was obliged to
cancel his orders and sign them before
he could cancel them, so long as
the signal was indicating "stop display". When
Brakeman Wynneth and Conductor Ashfield came to him
after the order board was indicating
danger, and in this case no train
could have gone beyond the yard limit.
According to the rules of the company the train order is not to be
issued at a meeting point unless it
cannot be avoided, hence in the pre-
sent case it would have been Cook-
shire from where the despatch of
order should have been sent. If the
order for the train from Megantic to
Bury had been submitted at Cookshire
to conductor of train in the yard it
would have been the cancellation of
preceding 31 order. During the
switching operations the train from
Sherbrooke to Bury was most of the time
outside the yard limit and no
clearance was ever given to said engine,
and said order board was up.

According to the rules of the company when it is desired to run a
train against the current of traffic
over the working limits provision
must be made for the protection of
such movements. The jury then returned a verdict of
accidental death as reported in yesterday's Record.

REMAINS OF ENGINEER YANDOW TAKEN TO FARNHAM

Farnham, Feb. 19.—(Special)—The remains of Engineer Yandow, who was killed in the wreck at Bury on Tuesday morning, were brought here to his home on Wednesday. On the arrival of the Halifax express at 1:30 p.m. a large crowd gathered at the station to pay a tribute of respect to the deceased. He is survived by a wife and five children, his mother, who is 84 years of age, and three sisters. The bereaved family have the sympathy of the entire community in their grief.

Engineer J. Braddock and Fireman H. Larus, who were also on the wreck at Bury and reported severely injured, arrived home on the express at 4:40 p.m. yesterday. Mr. Brad-

Engine 3513

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UNITED STATES BUS COMPANIES GIVEN PERMITS

New England Concerns to Be Al-
lowed to Carry on Tourist
Travel in Quebec Province As
Formerly

Experts emanating from Wash-
ington, that the Quebec Public Ser-
vices Commission has refused to
grant United States bus lines per-
mits for carrying on a tourist bus
service in the Province of Quebec,
have been promptly denied by
Commission officials and officers
of the transportation system in
the Province of Quebec. These re-
ports, which have had wide circu-
lation locally, have caused wide
misgivings in many quarters, as
many of these are operating from
Boston and New York to Montreal
and Quebec stopped overnight at
Sherbrooke.

Inquiries reveal that the Com-
mission has done everything in its
power to encourage such travel
and that the American companies
engaged in such business are not
even charged a permit fee to operate
over the highways of the prov-
ince.

Mr. Bowdery, chairman of the
Commission, in a statement from
Montreal, said that the reports gen-
erally originated from the refusal
of the Commission to grant a per-
mit to the Grey Line Inc., of Bos-
ton, to engage in a local or point-
to-point service within the prov-
ince in competition with Quebec
companies already operating.

This one-line application for the
right to operate a daily local pas-
senger service from Boston to Que-
bec, via Sherbrooke, N.B., was
made by the Provincial Transport
Company and the rail-
ways affected. The Provincial
Transport Company offered to op-
erate the Canadian end of the bus-
line, but this compromise was re-
fused.

The Quebec Central Railway,
who are serving the district by rail,
later made application for a permit
to operate an auto bus service be-
tween Sherbrooke and Rock Island,
which was granted recently by the
Commission, and it is expected that
this service will be started early in
the summer.

Thus the only company that has
been refused a Quebec permit was
one which desired to compete on
times that the Commission felt
were adequately served by either
railway or Quebec-owned bus com-
panies.

Rome, April 16.—Italy's unem-
ployed on March 31 totaled 1,083,-
000. This was a reduction of 96,000
in two weeks.

He died with his employer's family. As
far as is known, Lappin has no rela-
tives in this country.

rupt railroad, and if we continue we are going to
Pacific."

THREE HURT AND MUCH LIVESTOCK LOST IN TRAIN WRECK NEAR HERE

Disastrous Collision Opposite Crawford's Corner on C.P.R.
Line This Morning. When Lone Locomotive Crashed
into Oncoming Freight Train—Three Men Removed to
Sherbrooke Hospital—Over Forty Horses Crushed to
Death.

UNITED STATES BUS COMPANIES GIVEN PERMITS

New England Concerns to Be Al-
lowed to Carry on Tourist
Travel in Quebec Province As
Formerly

Experts emanating from Wash-
ington, that the Quebec Public Ser-
vices Commission has refused to
grant United States bus lines per-
mits for carrying on a tourist bus
service in the Province of Quebec,
have been promptly denied by
Commission officials and officers
of the transportation system in
the Province of Quebec. These re-
ports, which have had wide circu-
lation locally, have caused wide
misgivings in many quarters, as
many of these are operating from
Boston and New York to Montreal
and Quebec stopped overnight at
Sherbrooke.

Inquiries reveal that the Com-
mission has done everything in its
power to encourage such travel
and that the American companies
engaged in such business are not
even charged a permit fee to operate
over the highways of the prov-
ince.

Mr. Bowdery, chairman of the
Commission, in a statement from
Montreal, said that the reports gen-
erally originated from the refusal
of the Commission to grant a per-
mit to the Grey Line Inc., of Bos-
ton, to engage in a local or point-
to-point service within the prov-
ince in competition with Quebec
companies already operating.

This one-line application for the
right to operate a daily local pas-
senger service from Boston to Que-
bec, via Sherbrooke, N.B., was
made by the Provincial Transport
Company and the rail-
ways affected. The Provincial
Transport Company offered to op-
erate the Canadian end of the bus-
line, but this compromise was re-
fused.

The Quebec Central Railway,
who are serving the district by rail,
later made application for a permit
to operate an auto bus service be-
tween Sherbrooke and Rock Island,
which was granted recently by the
Commission, and it is expected that
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the summer.

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ployed on March 31 totaled 1,083,-
000. This was a reduction of 96,000
in two weeks.

He died with his employer's family. As
far as is known, Lappin has no rela-
tives in this country.

Dr. P. J. Piché
comes to tell
Indians a
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he declares
his whole
country, to
the people
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Dr. Piché
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APPOINT POST!

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Dr. W. C
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Dr. Bow
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Albert Couture, brakeman, and
Amédée Dubois, conductor, who were
on the freight which was coming into
Sherbrooke, together with M. Roger,
conductor on the lone locomotive,
escaped with a bad shaking up and
bruises of a minor nature. Their
injuries, as reported this morning by
hospital authorities, was not sufficiently
serious to warrant their removal to the hos-
pital.

Of the sixty head of livestock in
the three freight cars in the imme-
diate rear of the engine coming to-
wards Sherbrooke, about forty were
killed, the majority instantly, while
the others had to be destroyed on
account of serious injuries.

The horses were being shipped
from High River, Alberta, to Wood-
stock, N.B., Yarmouth, Nova Scotia,
and Halifax.

The three cars containing the
cattle were shattered to pieces. The
great shock of the collision caused
a terrible jolt, and the second car
was lifted completely on top of the
third—the terrified horses inside
being crushed to death or sustaining
fatal injuries. The remainder of the
freight train was not even derailed
and was shortly removed to the side
in Rock Forest.

The cause of the accident has not
yet been determined and no official
statement was available from the
local authorities this morning.
Through some mismanagement along
the line, the locomotive was permitted
to leave Sherbrooke at 8:15
o'clock, while the way freight was
on its way. The crash occurred at a
bend in the road, and as it was day-
light, and there was no dazzling
sunshine, glared of headlights, the
engineers on the locomotive had no
warning of the crash until the two
trains were almost head on.

It was too late to avoid the acci-
dent, and the two engines smashed
into each other, with the thunderous
crash of breaking steel and ripping
timber. The train, where the colli-
sion occurred, was tipped completely
over, one of the rails being split

Continued on Page 1.

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April 15
1932

return said
as necessary.
Newspaper
dissemination
is sponsored by

ETS

TORONTO-

the winding
sheet which
the Knights
of Columbus,
Winnipeg,
had just
sent to
Reverend
J. J. Kavanagh,
Archbishop
of St. Boniface,
was laid
out in front
of Mr. J. E.
McGillivray,
Premier,
Mr. A. L. Lath
President,
and a host of
other prominent
men. A
large delegation
from the
Knights
of Columbus
had gathered
in the hall
to pay their
last respects
to Mr. D. J.
McGillivray,
and prepared
by the
Archbishop
to be a
joyous occasion.

It yesterday
afternoon
that one
of the
Knights
of Columbus
who had
been invited
to the
ceremony
had been
killed in
an accident
at three
o'clock
yesterday
when he
drove his
car into
a snowdrift
on the
Highway
between
Winnipeg
and Brandon.
He was
driving
alone
when he
lost control
of his
car and
crashed
into a
snowdrift
about
one-half
mile
from the
junction
of the
Highway
and the
main road
between
Winnipeg
and Brandon.
He was
taken to
the Brandon
Hospital
where he
died shortly
afterwards.

tural burgher of \$200 each should be offered for 1930 to MacDonald, University College and the college at Ste-Anne-de-la-Pocatiere.

THREE HURT AND MUCH LIVESTOCK LOST IN TRAIN WRECK NEAR HERE

(Continued from page 11)

Wingfield and the other town and twisted.

As soon as it was possible, efforts were made to free some of the imprisoned horses, and a few of the animals, horsed and shaken up, were permitted to limp into the nearby field. L. A. Gendreau, veterinarian of Sherbrooke, arrived upon the scene and rendered a number of the horses shot. A constable from the local police force carried out his order, and relieved the animals of the intense pain they were suffering. Of the entire lot of about thirty, nineteen horses were saved.

Hundreds of people flocked to the scene of the disaster as soon as it was known, and at ten o'clock the highway entrance of this city was black with cars coming to and from Crawford's Corner.

A wrecking crew from Sherbrooke, under the supervision of F. Hartman, began to clear the tracks at an early hour—but they were faced with an herculean task, and further assistance was obtained from Farnham. Mr. H. J. Quilly, superintendent of Farnham district, arrived with a crew and placed himself in charge of the work. He was accompanied by G. Kirkland, Farmham representative, and W. Wright, driver master mechanic.

Mr. Quilly was unable to say how long it would take before the track would be clear and the damaged rails repaired. The wrecking crews were working with frantic energy and as much as was evident from the road would be clear of the debris and the rails repaired at about two o'clock this afternoon.

The 10:15 A.M. the *Hudson*, from

St. John, N.B., was re-routed from this city via Newboro to Montreal, and was expected to arrive early about an hour late. The eight o'clock train to Montreal was also diverted from Newboro instead of this city, and the same train coming in from Quebec will arrive up at the scene of the wreck, from which the passengers

were sent

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V.S. SHIRKIN' IN STALINGRAD AREA

WEATHER
FAR AND WIDE.

FORT SMITH, Y.

THE PAPER OF THE EASTERN TOWNSHIPS

SHERBROOKE, QUEBEC. TUESDAY, AUGUST 18, 1942.

Established 1897.

SOVIETS TAKE OFFENSIVE IN STALINGRAD AREA

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THE PAPER OF THE EASTERN TOWNSHIPS

SHERBROOKE QUEBEC TUESDAY AUGUST 18 1913

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SOVIET'S TAKE OFFENSIVE IN STALINGRAD AREA

Regain Several Vital Regions in Don Sajen

Churchill-Stalin Talks Seen As First Steps To Opening Main Front With United States

SALES TAX FOR UNITED STATES HELD UNLIKELY

Elsewhere in Global War Signs Appear Today that Allied Star Is Rising with United States Extending Grip on Solomon Islands and Intensified British-U.S. Day and Night Air Offensives.

By The Canadian Press

FOOD RIOT IN FRENCH VILLAGE

VILLEY, Aug. 16.—A savage riot in the Unoccupied Zone, reported in today's *Paris-Soir*, occurred Saturday afternoon at Villey, a small village situated between St. Mihiel and Verdun. The Germans had been driven from the town by French troops, who captured several miles of front around in the critical struggle for the great Vosges steel city, and elsewhere.

Japan's chief command communications were cut off yesterday, Prime Minister Churchill, Howey and from Moscow with British and United States officers in three-
fourth of the way to Moscow, and
was South of Leningrad (Petro-
grad) and was unable to com-
municate with Moscow, he said.
The Japanese advance, it said,
was South of Leningrad (Petro-
grad) and was unable to com-
municate with Moscow, he said.
The Japanese advance, it said,
was South of Leningrad (Petro-
grad) and was unable to com-
municate with Moscow, he said.

Continued on Page 2, Col. 1

Allied Bombers Continuing

**BASIC IDEA OF
SAILORS FACED
DEVASTATING BLOWS OF
Loeholds**

BRITISH LIBRARY | **BRITISH MUSEUM** | **BRITISH ASSOCIATION FOR HISTORICAL STUDIES** | **BRITISH ASSOCIATION FOR THE STUDY OF IRISH HISTORY** | **BRITISH ASSOCIATION FOR THE STUDY OF LITERATURE** | **BRITISH ASSOCIATION FOR THE STUDY OF SCIENCE** | **BRITISH ASSOCIATION FOR THE STUDY OF SOCIETY** | **BRITISH ASSOCIATION FOR THE STUDY OF THE LAW** | **BRITISH ASSOCIATION FOR THE STUDY OF THE PAST** | **BRITISH ASSOCIATION FOR THE STUDY OF THE PAST**

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(August 9.)
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as a member of a mission headed by Lt.-Gen. George Brett, now Gen. Douglas MacArthur's air chief in the Southwest Pacific.

the men here. He and Maj. Proctor, and the other four officers, will receive exactly the same training as

Continued on page 2, column 3.

TWO KILLED IN DERAILMENT OF DOUBLE-HEADER FREIGHT

Two Locomotives and Fourteen Cars Piled Off Embankment
in Derailment Caused by Washout on C.P.R. Line Near
Richford, Vt., Early Last Evening—Wreck Described as
Worst in that Area in 15 Years.

Richford, Vt., August 17.—(P)—
Two men were killed near here last evening when two locomotives and fourteen freight cars piled off the embankment in a derailment caused by a washout on the Canadian Pacific Railway line.

Killed in the wreck were two firemen, Edmond Cousineau, of Montreal, and Eugene Laumailier, of Farnham, while an engineer and a brakeman were injured.

The accident occurred shortly after seven o'clock when the fast freight, consisting of forty-two cars, and bound for Montreal, struck the washout believed to have been caused by a torrential downpour which occurred just before supper.

The wreck took place about twenty-five miles from Newport, Vt., and four miles from Richford, Vt., near the East Richford Customs Station and Steven's Mills.

Wrecking crews from Newport and Farnham were immediately despatched to the scene to clear the line and repair the damages, but it was estimated today that the line would not be open for at least two days.

The wreck was described here today as the worst to have occurred in this area in fifteen years.

Traffic between Newport and Farnham is being re-routed over the Q.C.R. line via Sherbrooke, the first train to be diverted being the Boston-bound train at 2:10 o'clock this morning.

Although nine pa-
jured by police fir-
Calcutta, India's bl-
country generally wa-
ter the week of viole-
by the Congress' re-
bedience movement u
K. Gandhi and the
the leader and his li-

The spokesman fo-
was Sir Tej Bahadur
India's most promine-
urged at Allahabad th-
a parliamentary dele-
to discuss a settleme-
Sapru, who has ac-
an intermediary, is

U.S. Admi Control

Washington, Aug.
United States Cong-
called upon to set up
with extensive con-
country's manpower
to work next month
formal August vaca-
sources said today.

Establishment of a
direct the flow of
essential war tasks is
consideration as an a-
tion of one of half a
national problems or
jective or executive act.

In other quarters the
War Manpower Co-
planning to ask the
Departments and the
mission to place inspe-
suspected of "hoardin-
Such plants, operati-

Mayor and Union Leaders
Decide that No Action Will
Be Taken Against Life for
Article, However.

Detroit, Aug. 17.—(P)—Detroit's mayor and leaders of its union labor today took torrid issue with an account of this city's performance in the war production effort published in the current issue of Life Magazine.

The article was torn from some copies of the magazine by customs officials before they were permitted to cross into Canada under orders which the United States Collector of Customs, Martin R. Bradley, said came from Washington.

He added that the order was too late to prevent transportation of 100,000 copies to Windsor, Ont.

(A spokesman for the press cen-
sors of Canada said at Ottawa last
night that Canadian censorship was
not involved.

(At New York, C. D. Jackson,
general manager of Life Magazine,
expressed surprise that orders had

SUBMARINES IN CARRIE

Montreal, Aug. 17.—
Dudley Parrin, eighte-
bados, here to join the
adian Air Force, said
enemy "submarines al-
flea in the Caribbean
succeeding in cutting
around Trinidad and
fields. Within two we-
vivors landed at Trini-
cently." With Parrin

Immigration offered

August 17 1942

Sherbrooke Bazaar Record

SHERBROOKE, QUEBEC, TUESDAY, AUGUST 18, 1942.

COLONY

Record's Second Cigarette Campaign For Overseas

The second campaign, like the first, is open to all and it is hoped that sufficient money may be received to keep the cigarettes going regularly. Small donations are as welcome as large ones.

Following are the donations already received:

Mr. and Mrs. S. G. Norton, Sherbrooke.
"The Best Players,"
Miss Patty Wiggett,
W. A. and Mrs. C. G. Cleary, Sherbrooke.
Col. and Mrs. K. H. Jenkins,
Rosenblum's Ltd.

Mrs. M. E. Thompson,
Mrs. Jessie Rollins, Graniteville.
Mr. and Mrs. Lyle Hand, Graniticville.

Kaiser Girls Auxiliary.

Mr. and Mrs. Albert Bryant.

Mrs. George M. Robins.

Mr. and Mrs. A. A. Munster.

Mrs. E. Wobdy.

Corporation of the Village of Sweetwaters.

Lieut. W. D. Humphrey, Camp Debolt, N.S.

East Clifton Salvage Committee.

Mrs. Douglas Maylow, Bromptonville.

Mr. and Mrs. Leo Latherte.

Mr. and Mrs. S. Beaton.

Gordon MacLean, Paul MacLean and Lyman May, Stanstead.

Mr. and Mrs. D. J. Salls.

Mr. and Mrs. R. E. Goodenough.

A reader and friend, Stanstead.

Miss Ella Parks.

Mr. and Mrs. W. McNabb.

Master Bobby Keating, Montreal.

A friend in Maine U.S.A.

Mr. and Mrs. W. G. Cross.

Mr. and Mrs. H. J. Scott, Foster.

Mr. and Mrs. E. Gleason.

The Ak-Tr-Vic Club.

Mr. and Mrs. W. J. Lane, Lennoxville.

Mr. J. V. Burton, Lennoxville.

Mr. and Mrs. W. T. Evans, Lennoxville.

Mr. Justice and Mrs. C. D. White.

Mr. and Mrs. Frank Thompson, St. Hilaire d'Orford.

Mr. and Mrs. John McKechnie, City.

Mr. and Mrs. S. B. Cowen, City.

Pearl Roundups.

Mr. and Mrs. W. J. Lane, Lennoxville.

Mr. and Mrs. W. G. Cross.

Mr. and Mrs. Frank Thompson, St. Hilaire d'Orford.

Mr. and Mrs. John McKechnie, City.

Mr. and Mrs. S. B. Cowen, City.

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Mr. and Mrs. John McKechnie, City.

Mr. and Mrs. S. B. Cowen, City.

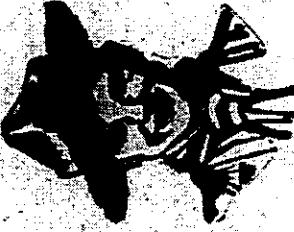
Mr. and Mrs. W. J. Lane, Lennoxville.

Mr. and Mrs. W. G. Cross.

Mr. and Mrs. Frank Thompson, St. Hilaire d'Orford.

Death Of Montreal Boy After Being Struck By Train Judged Accidental!

LENNOXVILLE MAN INCLUDED IN RAID UNIT



Flt.-Sgt. Daniel Rileen, of Lennoxville, formed part of Group Which Downed German Craft in Wide Sweep.

By LOUIS V. HUNTER

Canadian Press Staff Writer

London, Aug. 18.—(C.P. Cable)— Canadian Spitfire pilots, including a Lennoxville man, who formed part of the United Nations' fighter screen around American Flying Fortresses on their first bombing mission from British bases were credited with the destruction of one Nazi fighter, the probable destruction of four and the damaging of two others.

Credited with one Fache-Wolf 100 probably destroyed was Sgt. H. P. Fuller, of Hortonville, N.S., who naturally was credited with eight enemy craft saw one of them heading toward the ground with smoke streaming from it.

The engines of the Spitfires were still warm when other Canadian squadrons roared into the night to continue the air offensive that will become heavier as United States forces muster their strength on this side of the Atlantic.

A Boston intruder squadron whizzed over German airfields in Northern France where another German machine was shot down. At the same time a Hampden squadron commanded by Wing Cmdr. John Twyke of Ottawa joined the R.A.F. force which took advantage of the weather to deliver another bomb blow at Germany.

Two young Canadians, P.O. Stephen Beat, of Woodstock, Ont., and P.O. S. P. Marlett, Lillooet, B.C., were aboard the Boston Intruder

squadron which destroyed the returning German aircraft over a sta-

Body Of Second Fireman Killed In Wreck Is Not Yet Recovered

Quebec Central Railway officials here announced today that traffic between Beloeil and Montreal via Newport was still being re-routed through Sherbrooke as repair work continued on the washed-out East Richford, Vt., which cost two lives Sunday night in a freight train wreck. Two locomotives and fourteen cars tumbled off the track when the heavy, forty-three-car freight hit the washout near the East Richford customs station and Stevens Mills village on the way to Montreal. Edmund Gauthier, 34, and Eugène Laumaille, of Farnham, driver on the freight, were killed in the wreck, and Laumaille's body had not yet been recovered at noon today. Joseph Lafreniere, 21, a brakeman, who suffered scalp wounds and chest injuries, has been taken to a Montreal hospital, while the other brakeman, Fernand Fleuret, of Montreal, has been sent home after receiving treatment in hospital at Richford.

The engineer, R. E. Williams, of Odies Robillard, of Farnham, suffered a compound leg fracture while doing repair work yesterday afternoon, and was taken to St. Albans, Vt.

Additional equipment has been sent from Montreal and Sherbrooke to help in work of clearing away

timber and cars and repairing the track following the breakdown of equipment from Farnham and New-

King have not yet been raised,

but there will be held before tomorrow morning.

FREE ITALIANS TO ORGANIZE FORCES

Montevideo, Uruguay, Aug. 18.—(P.T.)—Count Carlo Storace, a for-

mer Italian, who

was a

member of the

EXECUTIVE MEETS

A special meeting of the Local Executive Association was held yesterday afternoon under the pres-

ident of the

Rotary Club.

President of the

Montevideo, Uruguay, Aug. 18.—(P.T.)—Count Carlo Storace, a for-

mer Italian, who

was a

member of the

Rotary Club.

exhibition

at there will

be held before

tomorrow morning.

new Waller

Chamber.

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30 31

Body Of Second Fireman Killed In Wreck Is Not Yet Recovered



BOY SCOUT NEWS

NEW APPOINTMENTS ANNOUNCED

His Excellency the Earl of Athlone, as Chief Scout for Canada, has made the following appointments on the recommendation of the Quebec Provincial Council:

1. T. H. Wardleworth, Honorary Provincial Commissioner. Mr. Wardleworth has been Provincial Commissioner for the past eleven years and recently decided that he should relinquish this position on account of advancing age which prevents him from continuing his active leadership.

2. Mr. William R. Allen, Provincial Commissioner. Mr. Allen was an Assistant District Commissioner in Montreal from 1928 to 1934, when he resigned in order to accept a position on the International Directorate of the Rotary Club.

EXECUTIVE MEETS

A special meeting of the Local

Quebec Central Railway officials here announced today that traffic between Boston and Montreal via Newport was still being re-routed through Sherbrooke as repair work was continued on the washout near East Richford, Vt., which cost two lives Sunday night in a freight train wreck.

Two locomotives and fourteen cars tumbled off the track when the heavy, forty-three-car freight hit the washout near the East Richford customs station and Steven's Mill while on the way to Montreal.

Edmond Cousineau, 44, M. J. and Eugene Laumailleur, of Farnham, firemen on the engine, were killed in the wreck, and Laumailleur's body had not yet been recovered at noon today. Joseph Lafreniere, of Montreal, a brakeman, who suffered scalp wounds and chest injuries, has been taken to a Montreal hospital, while the other brakeman, Fernand Fisette, of Montreal, has been sent home after receiving treatment in hospital at Richford.

The engineers, R. E. Williams, of Farnham, and H. Loveland, of Montreal, received cuts and bruises, and were treated at a nursing home at Atlee, Vt.

Odias Robbilard, of Farnham, suffered a compound leg fracture while doing repair work yesterday afternoon, and was taken to St. Albans, Vt., Hospital.

Additional equipment has been sent from Montreal and Sherbrooke to help in work of clearing away engines and cars and repairing the track following the breakdown of equipment from Farnham and Newport. Although the two huge engines have not yet been raised, hopes are held that traffic will be resumed before tomorrow morning.

August
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FREE ITALIANS TO
ORGANIZE FORCES

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the deceased was held.

RESUME NORMAL TRAFFIC OVER RICHFORD LINE

With repairs to the track and roadbed completed, traffic was resumed last night on the Canadian Pacific Railway line through Richford, Vt., after having been rerouted through Sherbrooke since Sunday night when a washout caused a derailment that took two lives and injured four people.

Wrecking crews from Newport, Farnham, Montreal and Sherbrooke were still on the scene today working to raise one of the two locomotives that piled off the embankment when the fast Montreal-bound freight, consisting of 43 cars, hit the washout. Body of Eugene Laumalker, of Farnham, one of the two firemen killed in the wreck, was recovered shortly before noon today.

First train to go over the repaired section was No. 903, West-bound from Newport, Vt., to Montreal.

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Mr. Justice and Mrs. C. D. White,
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Mr. and Mrs. S. B. Cowen, City.

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Death Of Montreal Boy After Being Struck By Train Judged Accidental!

Death in the St. Vincent de Paul Hospital yesterday afternoon of seven-year-old Jacques Desautels, of Montreal, two hours after he was struck by a passenger train on the Canadian Pacific Railway track at Little Lake was ruled accidental by the Coroner's jury which held an inquest into the fatality this morning.

Son of Lieutenant-Colonel Paul Desautels, who is serving Overseas, and of his wife, Violet Ward, of Montreal, the child apparently caught his foot in the track and was unable to free himself in time to escape being struck by the heavy doubleheader train.

The boy's two feet were severed by the train wheels, and he received other critical injuries. After the last rites were administered by Rev. Canon Michael Couture, who was on the scene within a few minutes, the child was rushed to hospital. Scene of the accident was Bean's Crossing, below the site of the former White House pavilion.

Young Desautels was playing with some companions near the level crossing, and as the train approached he attempted to run across the track. When his foot caught in the rail there was no time to stop the train and avoid the accident.

Vichy, France, Aug. 18.—(AP)—The former French deputy, Andre Philip, who recently joined Gen. Charles de Gaulle's forces in England, was deprived of his title of professor of law at the University of Lyon today by a Government order charging him with "anti-national activities."

LUCKY MITCH

St. Thomas, Ont., Aug. 18.—(CP)— Twins are commonplace things at the nearby Bannockburn farm of Premier Mitchell F. Hepburn where three sets of twin calves have been born in the same barn and twin onions are numerous in the fields.

Their Doublets, D. I. T.

August 18, 1943

THAW'S LIBERTY MATTER OF HOURS

Thirty Days of Grace For His Stay
In New Hampshire Expires
To-morrow

TRANQUILITY OF FUGITIVE AND
COUNSEL INDICATES THAT
THEY HAVE A TRUMP
CARD TO PLAY.

Manchester, N.H., Jan. 18.—Harry K. Thaw's residence in New Hampshire, extending back to September, 1913, has simmered down to a matter of twenty-four hours.

The decree of the United States Supreme Court ordering the extradition to New York of the fugitive from Matteawan becomes effective to-morrow, when the thirty days of grace expire.

The tranquility of Thaw and his counsel since the highest court in the land handed down the decision has puzzled the New England public.

The people of Manchester and the State cannot account for Thaw's apparent indifference in the face of an order that the best legal authorities hereabout agree permits of no further legal strategy in New Hampshire.

MOVE BY JEROME.

New York, January 18.—(Special)—The first move to bring Harry K. Thaw back to this State on ex-

SATURDAY JANUARY 25, 1913

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MRS. M. G. RAY

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OVER CROMER

news That London Hears That Zeppelins Proceeded Inland in a South-Eastern Direction

ON TAKEN WHILE SENSATIONAL RUMORS
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Legislation Will Be Asked to Give

THE RIGHT

OF BRITAIN

Two Steamers Flying the U. S. Flag Soon to Set Out Many For This Purpose

DACIA SAILS WITH COTTON AND THE WILHELSINA WITH FOOD STUFFS FOR CIVILIANS

London, January 25.—(Special)—Two steamers flying the American flag soon will be at sea, each bound for Germany and each sailing with the avowed purpose of testing the right of the British Government to interfere under certain conditions with American shipping.

The Dacia, cotton-laden, from Galveston, awaiting moderation in the weather to raise anchor, will determine the question of giving American registry to a German vessel, and the voyage of the Wilhelmsina, from New York last night for Hamburg with American foodstuffs, will decide, it is expected, whether Great Britain can stop American vessels from carrying to Germany American-made goods destined for consumption by the civilian and not the military population of that country.

AVIATORS
MAKE ATTACK
ON DUNKIRK

THE RIGHT

OF BRITAIN

HIS LAST LEGAL RESERVE

PRIVATE EXCITEMENT FROM

H. H. HAS OWN EXCITEMENT

EXPECTED THAT HE WILL LEAVE THIS AFTERNOON, ACCOMPANIED BY JEROME

Concord, N.H., January 25.—(Special)—Harry H. Thaw's prolonged stay in New Hampshire drew to a close to-day. He had been here to prevent extradition to New York, exhausted the power of intercession. White is expected to return to New York City to-morrow.

It was reported yesterday, who has been living in Massachusetts for several months, should be brought to this city this forenoon to extradite Holmes A. Drew, who has acted as his custodian since Thaw's arrival at Colebrook on September 18, 1912.

After receiving the mandate of the United States Supreme Court vacating his decision whereby Thaw was released on habeas corpus proceedings, Judge Edgar Aldrich, of the Federal Court, was to place the prisoner in charge of Mr. Drew in his capacity as sheriff of Coos County.

JEROME LEAVES FOR CONCORD. The next step, as planned, was for Sheriff Drew to give Thaw into the custody of Sheriff Hornbeck, of Dutchess County, N.Y., under the extradition warrant granted by Governor Fielder in December, 1912.

Sheriff Hornbeck, together with William Travers Jerome, special prosecutor in the case, Deputy Attorney

CORNER

EDNESDAY JANUARY 27, 1915

JEROME OUT ANS OF THAW CASE

inships Was Relieved From Duty As
a Special Attorney by
Att-General Woodbury

YET.—
FOR FIRST TIME IN NEARLY
NINE YEARS THAT FORMER
DISTRICT ATTORNEY
JEROME HAS NOT AP-
PEARED.

New York, Jan. 27.—(Special) —
For the first time in nearly nine
years that the case of Harry K. Thaw
has been before the Courts of this
State, William T. Jerome, Former
District Attorney of New York County,
will not appear for the State to-
day when Thaw is brought before
Justice Davis in the Supreme Court
to plead to an indictment for con-
spiracy to escape from the Matte-

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