

CANADIANNATION  
AL WRECK AT  
TRENTON-  
FEBRUARY 13th,  
1941. Engineer  
GEORGE NAYLOR  
KILLED.



Feb. 13, 1918.—  
 Jacks from Neville to La Folie. Bulgarians captured Eibassani, Albahla. Russians in the Caucasus took Town of Khopy in drive on Erzerum.

## Japan Plans Conquest of East Indies

(By JOHN A. STEVENSON.)

The importance of the developments which are now obviously afoot in Europe tends to divert attention from the possibility that Japan may yield to pressure which is undoubtedly being exercised by Germany and launch a campaign against the Dutch East Indies to synchronize with a German offensive somewhere in Europe. The clique of Fascist generals and admirals who now control the policies of Japan would dearly love, as part of their plan for establishing "a new order in Asia," to get their clutches upon the great archipelago of fertile islands lying east of Singapore; most of them are now under the Dutch flag, but substantial portions of the two great islands of Borneo and New Guinea belong to the British Commonwealth and Portugal holds part of the island of Timor. Possession of this archipelago would give Japan the Lebensraum, for which her rulers crave, and they would proceed to plant colonies in it and exploit its varied resources with all the ingenuity at their command.

If they had only to reckon with the "Free Dutch" Government, which has been successfully maintaining itself in the Netherlands East Indies, they would lose no time in conforming to Hitler's desires and launching a full-dress assault upon these colonies. But they are manifesting an intelligible reluctance to take the plunge, for they must know that an attack upon the Dutch East Indies would certainly involve them in immediate hostilities with Britain, and might also be a deciding factor in ranging the United States as an active belligerent against the combination of totalitarian powers. With a large part of their army still bogged down in Central China and no prospect of an early liquidation of the struggle with Chiang Kai-shek's Government in prospect, the Japanese may well hesitate before they make moves which will assuredly bring upon them the resolute antagonism of the two great English-speaking powers.

### Singapore a Strong Fortress

They cannot get anywhere in their plans for the conquest of the Dutch East Indies without achieving definite naval and aerial supremacy in Southeastern Asia and the attainment of this objective must be a daily more difficult. The British far-eastern fleet which is based upon Singapore, now one of the strongest naval fortresses in the world, is probably not yet powerful enough to cope with the full strength of Japan's battle fleet, but it has been strengthened lately and now that the British Navy has secured virtually unchallenged control of the Mediterranean, it should be possible to send eastward some more capital ships to redress the balance. But for the moment it is chiefly upon submarines and the Royal Air Force that reliance will be placed for beating off any Japanese attack. In recent months there has been a steady reinforcement of the Royal Air Force in this region and it is estimated that there are now enough well-trained squadrons, some of them Australian, able to operate from Singapore and other bases to make a great deal of trouble for any invading force.

### Have Formidable Air Force

Moreover, the Dutch colonial government, which has its headquarters at Batavia, the capital of Java, has not been idle and fortunately the present Governor-General, who rules in the name of Queen Wilhelmina, is a man of firm resolution and great energy. Some time ago when the Japanese Government sent to Batavia a delegation authorized to negotiate a trade and other mutual problems it was bluntly asked whether the leadership of Greater East Asia referred to in the tripartite pact between the three totalitarian powers, was meant to embrace the Dutch East Indies and it gave definite verbal assurances that Japan cherished no designs against them. But the Dutch au-

## Trains Collide, Causing Deaths, Heavy Damage



Roaring along in a dense fog, a passenger train crashed into the rear of a standing freight train east of Trenton yesterday, killing two trainmen and injuring others. A view of the wreck is shown at top. Lower left, George Naylor, engineer, who was

killed. Centre, Fireman Nelson Schryver, the second victim. At right is Donald Dow, engineer of the freight train, who was uninjured. He is seen standing in the doorway of the cab of his locomotive. A blown cylinder head caused freight to stop.

## TWO ARE KILLED, SEVERAL HURT IN TRAIN CRASH

Fast Passenger Plows Into Rear of Stalled Freight Near Trenton

### INQUEST IS OPENED

Trenton, Feb. 12 (Special).—Two men were killed and several others suffered minor injuries when a Canadian National Railways passenger train plowed into the rear end of a stalled freight train, near the Trenton railway bridge early today.

The dead are: George Naylor, 58, engineer of the passenger train, and Nelson Schryver, 42, fireman, both of Belleville. They were the engine crew on the passenger train.

The collision occurred shortly after 4:30 a.m. when the freight train was forced to stop on the Canadian National Railways bridge because the right cylinder head of the engine blew out. The crack Montreal-Toronto express, No. 19, following the freight train by four or five minutes, plowed into the rear of the freight before the train crew were able to halt it.

The terrific impact shattered seven box cars and the caboose, and the engine of the passenger train plunged over a fifty-foot embankment, coming to rest in a frozen marsh, a twisted mass of wreckage. A baggage car following the engine and tender shot into space over the engine, coming to rest on the wreckage, balanced at a precarious angle. The second baggage car tumbled over the embankment on the other side, but remained on its wheels.

The locomotive was partially submerged in the marsh at the foot of the embankment and was so twisted out of shape it hardly could be recognized as the engine of the crack express. The two victims were trapped in the wreckage and were not found by the wrecking crew until two hours after the accident. Efforts were made by Conductor Bruce Wilbur, Belleville, and Trainman Cleland Allison to flag the approaching passenger train, but they were unable to get a sufficient distance down the tracks before they noticed the oncoming lights of the train. Jabbing in a couple of flares, they fled for their lives down the embankment, narrowly escaping as the wreckage fell about them.

### Many Passengers Escape

Passengers on the Montreal-Toronto express escaped injury with the exception of a few who suffered minor bruises. Trenton taxis were immediately commandeered to carry the passengers from the wreckage where another train was made up and they continued to Toronto.

Wrecking crews were immediately rushed to the scene and by 11 o'clock this morning had cleared the eastbound tracks of all debris. Shortly after noon the Toronto-Montreal passenger train passed over the tracks, only a few minutes late on its schedule.

Expressman C. O. McAllister of Toronto, working in the second express car behind the mammoth 6000-type passenger engine, escaped with only a few bruises as his car was hurled down the fifty-foot embankment.

"There was a sudden jolt and I was hurled across the express car onto the floor," stated Mr. McAllister. "Then there seemed to be a moment of silence. The express car rolled and rocked like a boat being tossed on a heavy sea. Finally it rose up in the air and then dropped with a heavy thud. Rushing to the door I found the car part way over the embankment."

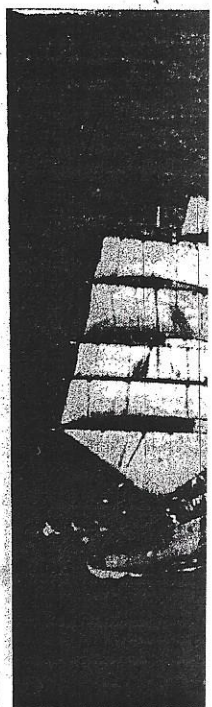
A bruised leg was suffered by Edward J. Cohen, a passenger on the train, when he and thirty-five other passengers were thrown from their seats into the aisles.

"I heard a noise and it sounded like the airbrakes going on," recounted Cohen. "Then came the first crash, and after it two more not so bad. I was thrown into the aisle, four seats from where I had been sitting."

### Inquest Opened

An inquest was opened at Trenton

## War Revived



Heavily loaded with barque Abraham Rydell training ship, is seen a sail yesterday after a storm in Brazil. War has made

## Barque Sail First Since

Boston, Feb. 12 (AP).—Capt. Malmberg, who has spent a of his thirty years in sailing a of his first Great War windjammer's temporarily out of treatment.

It was about a k that he b the last-masted barque Ab Rydell into port yesterday out of Santos, Brazil, with a of confused crew.

Without auxiliary power, the barque had been held about 5 miles off Boston by unfavourable winds since Saturday. She appeared as brightly as a yacht.

Through easy watches, her

## Union Jack Roman Ea

(By EDWARD KENNEDY)

Bengazi, Libya, Feb. 12 (AP).—British rule, but Mussolini's Eagles still perch upon the of this post jewel of Empire. I believe on the buildings of the new Roman Empire, but the Jack hangs from the Bengazi Hall, and British and Axis soldiers walk in the streets.

Bengazi fell Friday to the Army of the Nile. Proclamations on the wall announce that the former Italian town, which the Fascists invaded into Libya, is under British rule, with Lieut. Gen. Sir Maitland Wilson as Governor.

All 40,000 natives and some of the city's 20,000 Italians are here, with the local government functioning. Shops are reopening.

### Popular Deeds

The main problem has been looting of Italian property, natives, and orders have been to shoot. So far shots have fired only as warning.

British patrols are striving to restore order in the countryside. Natives have killed a number of Italian agricultural colonists pillaging their small homes.

At 6:30 p.m. curfew has been imposed to prevent violence.

## 5,000 War Savings Pledges Recorded in Day Ascribed Largely to Business Co-operation

Feel Ball Now Rolling, Says Committee Head

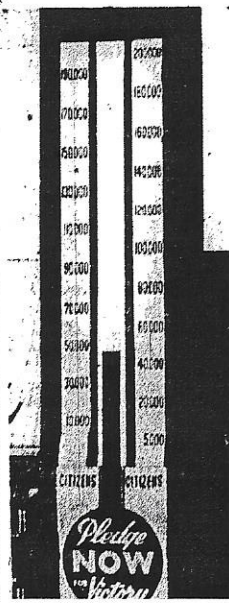
(By EARL SMITH.)

(Staff Writer, The Globe and Mail.) Officials of the Toronto War Savings Committee are convinced that yesterday's crop of 5,000 pledges, largest gain yet recorded on the City Hall thermometer, is largely attributable to the wholehearted co-operation of the city's merchants and business men.

"We are delighted with the way these men and organizations are lining up behind the drive," Howard Batten, chairman of the Toronto War Savings Committee, said yesterday. "Last night's theatre appeal, combined with the efforts of local merchants and manufacturers to keep the public conscious of the campaign, is at last paying dividends. We feel certain that the ball is now rolling and we intend to keep it that way till we reach our objective of 200,000 pledges."

Mr. Batten pointed out that the mark of 200,000, set as Toronto's objective, is far ahead of that set for the city by the Dominion Government.

"The Government has set 20 per cent of the population as the objective in each city," he said. "That would set our quota at 130,000. But



Tickets for Big Youth Rally Already Scarce

Attendance records at Maple Leaf Gardens are due to be shattered next Saturday morning if the present ticket demand for Red Foster's War Savings Youth Rally continues. Indications yesterday were that tickets were already scarce, but Mr. Foster promised more would be made available today.

More than 10,000 tickets have already been distributed among the public schools of the city, according to Mr. Foster. Additional tickets are being allotted secondary and separate schools.

The "Young Canada" rally will begin at 10:30 Saturday morning and will culminate in a monster civilian and military parade from the Gardens to the City Hall, where all will take part in the raising of the thermometer indicator which records the day's pledges in buy certificates.

Entertainment at the show will include young Anne Westcott, British figure-skating sensation, who came to Canada as a war guest; Joe Humbell and Clare Dickinson, who are in training for the April ice carnival at the Granite Club; and Margaret Wilson and Peter Killam, junior pair skating champions of Canada.