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SHIP CANAL AT SAULT  
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WHEN A TRAIN WAS  
PASSING OVER ON  
OCTOBER 7<sup>TH</sup> , 1941.  
DULUTH SOUTH SHORE  
AND ATLANTIC  
LOCOMOTIVE NO. 706  
FELL INTO THE CANAL.

ENGINEER HAZEN  
WILLIS AND CONDUCTOR  
DAVID MUNROE WERE  
KILLED.

## Pennsylvania Rd. Adds to Equipment

At the beginning of November, the Pennsylvania Rd. advised as follows:—

"As part of its contribution to the National Defense, the Pennsylvania Railroad is today engaged in the most important and far-reaching programme of its entire history for the enlargement and improvement of its freight car supply. The programme calls for the construction, during 1941 and 1942, of 11,878 new freight-carrying cars, and the complete reconditioning, by class 1 heavy repairs, of approximately 3,000 cars per month. This will add 9,600 cars to the available supply by the close of the

present year, and over 23,000 by October 1, 1942, just prior to the annual traffic peak. By that date, also, the proportion of freight cars under or awaiting repairs will be reduced to 1.4%, a minimum practicable working level.

"The programme also includes the building of 25 new locomotives and heavy repairs to existing engines at the rate of 200 per month.

"In the 12-year period from January 1, 1930, to the end of the present year, installations of new equipment on the Pennsylvania total over 35,000 freight cars and 336 locomotives, all of the most

advanced and efficient designs. In the same period, the railroad has spent an aggregate of \$567,500,000 on betterments, improvements and additions to its general facilities for rendering service.

"The 3,000 repaired cars which the Pennsylvania is turning out of its shops each month are, from a service and utility standpoint, in every respect the equivalent of new cars. Only those parts are preserved in the repair process which are capable of giving results substantially equivalent to new, and, in addition, all improved and modernized features are applied so that the repaired cars emerge from the shops fully in step with the march of progress and ready for a dozen more years of service."

## Statement re Sault Bridge Failure

The following statement has been supplied in regard to the failure of the north leaf of the bascule bridge over a channel of the U.S. Ship Canal at Sault Ste. Marie, Oct. 7 last.

At 1:35 a.m. Eastern Standard Time on Tuesday, 7th October, while Duluth South Shore & Atlantic Railway Company's transfer engine 706 was moving from Canadian to United States territory, across the International Railway Bridge at Sault Ste. Marie, with a train of 25 loaded and 20 empty freight cars, the engine and tender went off the end of the north leaf of the double leaf bascule bridge at this point and was submerged in the canal, two employees being drowned.

The bridge was designed by the Strauss Bascule Bridge Company, the design being checked by the railway company's Engineer of Bridges and by its independent Consulting Engineer, Mr. C. C. Schneider. It was fabricated and erected on falsework by the Pennsylvania Steel Company, now a part of the Bethlehem Steel Company, and the falsework was removed, thus placing the bridge in independent operation, between 18th September and 13th October, 1913.

The railway bridges at Sault Ste. Marie cross the St. Mary's River and a number of power and navigation canals. The canal and lock system which allows vessels to move from Lake Superior to the level of Lake Huron is extensive. On the Canadian side is a canal with lock 900 ft. long, then the nine through truss spans of the International Bridge, while on the American side there are two canals equipped with locks as follows: Davis lock, 1,350 ft., and Sabin lock, 1,350 ft., having 24.5 ft. of water over sills, and Poe lock, 900 ft., the latter and the Canadian lock being 19 ft. or less over sills.

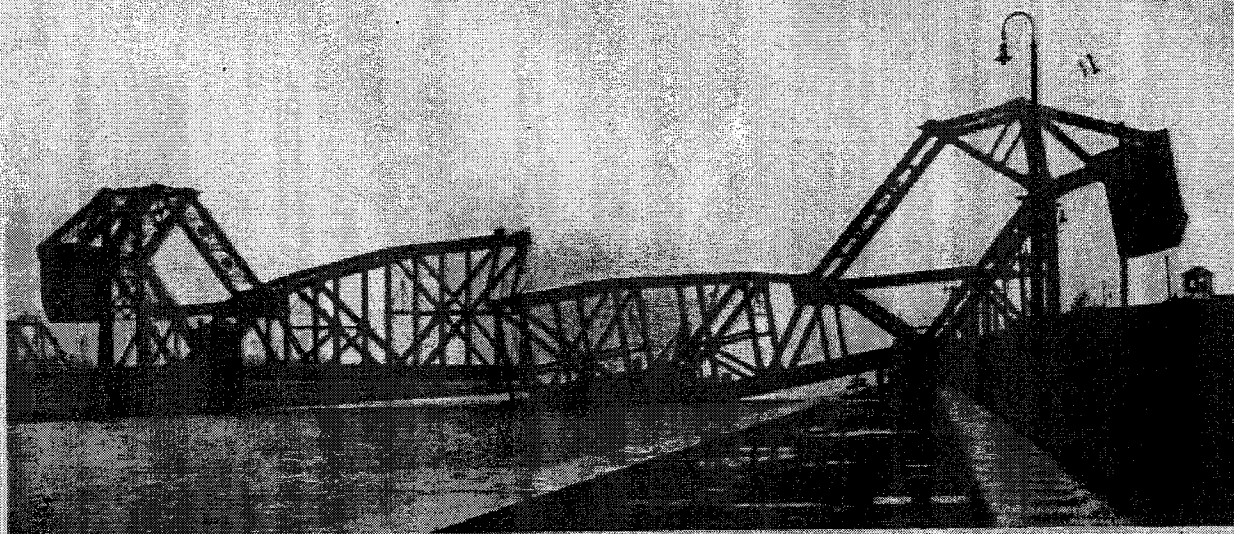
The accident at the bascule bridge, which spans the canal leading to the two deep water 1,350 ft. locks, rendered this canal useless for the time being and some delay was caused by deep draft vessels, particularly ore carriers, which, however, was greatly relieved by raising the water in the remaining United States and Canadian canals.

Due to a heavy gale, and the high seas resulting, the work of clearing away the submerged locomotive, which involved the use of divers, was greatly hampered; however, two marine cranes of 175 and

100-ton capacity were quickly moved to the scene, and the locomotive was successfully hoisted from the bridge structure, during the evening of October 7th, and the south side of the canal was freed for traffic by raising the leaves of the bridge at 10:30 p.m. on the 8th, the entire waterway being finally clear for unimpeded canal traffic by 1:30 p.m. on the 10th.

Examination of the bridge structure indicated that it was in no way impaired; the replacement of the few members damaged by the occurrence allowed the reopening of rail traffic with little delay, passenger, perishable, express and local traffic having been handled by ferry in the meantime.

The operation of the canals at Sault Ste. Marie in the United States is the duty of the United States Army, Lt.-Col. R. C. Barrows, District Engineer, Detroit, being in general charge, while Major K. S. Anderson, Superintendent of the locks at Sault Ste. Marie, was in direct charge, and it was largely due to the co-operation of these officers and the Corps of Engineers that so little delay was suffered by canal traffic and the prompt reopening of the bridge for rail traffic was made possible.



The Bascule Bridge at Sault Ste. Marie, Following Failure of the North Leaf.

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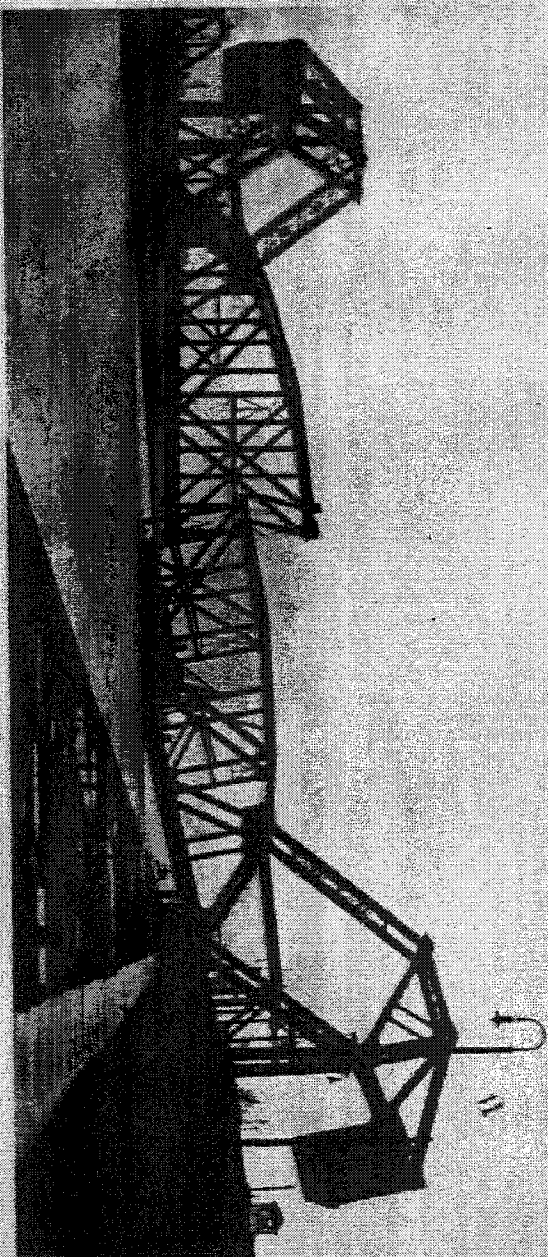
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## Bridge Collapses Blocks Sault Canal



Partly submerged freight cars shown (top) in St. Mary's River Canal at Sault Ste. Marie after arm of lift bridge at left collapsed, dropping locomotive and tender of freight train into the water and carrying

two trainmen to their deaths. The other segment of the bridge is intact, but three feet below its normal position. In picture below bridge is shown in left background. Collapse was termed "purely accidental."

October 8  
1941

power system.  
day, struggling against terrific  
culties, hydro linemen had ef-  
d temporary repairs to one of  
broken circuits, while 150,000

back for our own use at Niagara."  
All war industries in Ontario are  
now getting ample power to operate  
at capacity, John Dibblee, assistant  
(Continued on Page 2, Col. 1)

## 50 SHIPS LIKELY TIED UP BY SOO BRIDGE WRECKAGE

orkmen. Divers Battle  
Wind. Rain to Clear Two  
Largest Locks

### BIRD NIGHT SCENE

Sault Ste. Marie, Mich., Oct. 8—  
a wind and heavy rain today  
pered wrecking crews and  
rs. They are attempting to  
r a locomotive and a steel  
ge from the Soo canal to permit  
ntly needed cargoes of iron ore  
et through.

he two largest locks were  
med yesterday when the bridge  
apsed under the locomotive and  
eight train. Engineer Hazen  
us of Gladstone, Mich., and Con-  
lor Dave Monroe of Sault Ste.  
ie were drowned. Fireman Carl  
ner and Brakeman Francis Pel-  
also in the cab, fell in the  
al with the locomotive and  
m ashore. United States war  
artment engineers said it would

### NONE TELLING TRUTH GET OUT, SAYS CADI

Special to The Star

Kings, Oct. 8—It is getting  
so you cannot believe any of the  
defence witnesses in this court,"  
stated Magistrate J. B. Garvin sen-  
tencing Robert Gilpin, 16 to 30 days  
in jail. The jail term followed a  
conviction on an attempted robbery  
charge. Gilpin is a member of the  
R.C.O.C.

"I advise you to leave this court  
immediately before I sentence you  
to 14 years for perjury," he told one  
witness after hearing his evidence.  
be "several days"—if wrecking op-

erations proceeded normally—be-  
fore shipping could be resumed  
through the locks, which connect  
lakes Superior and Huron.

By early last night, 42 boats were  
at anchor off approaches to the  
locks. A total of 150 were expected  
to be tied up by tonight.

## Pilot, Lineman Toy With Death Seeking Power Break From Air

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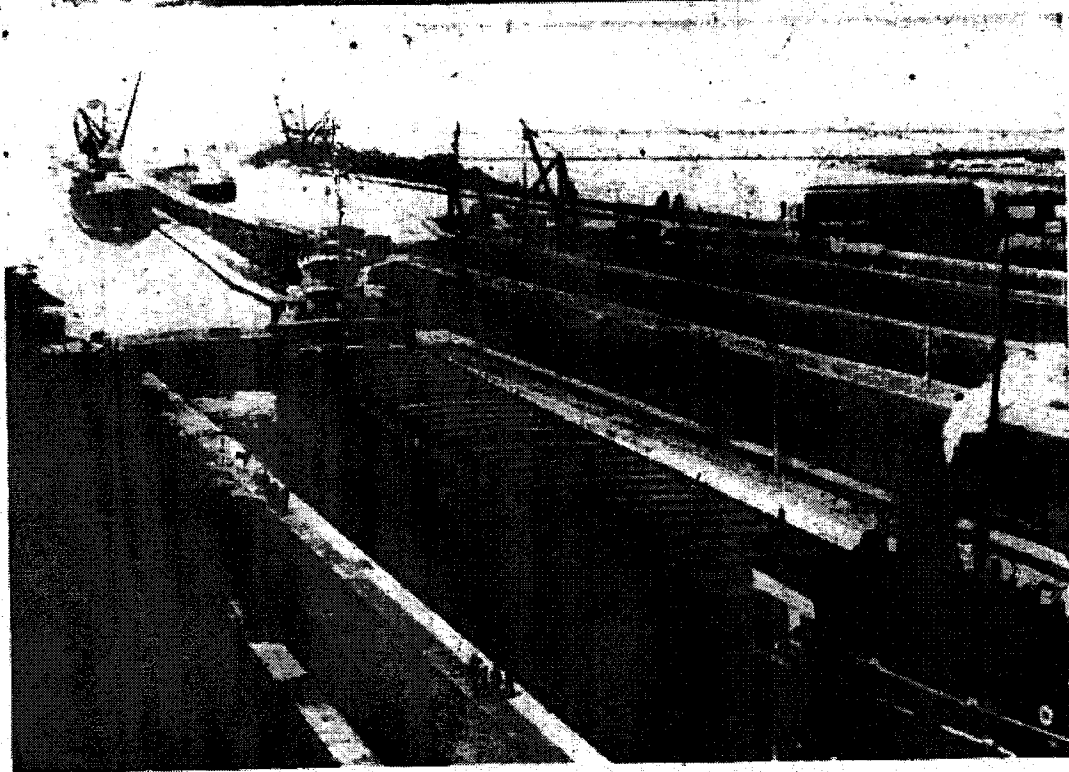
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bridge is intact  
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# Span Crash Seals Canal, Clearance Work Starts

## Toronto Airmen Pass At Western School

Saskatoon, Oct. 7 (CP). — Pilot's wings were presented today to a group of airmen at No. 4 Service Flying Training School, operated here by the Royal Canadian Air Force under the British Commonwealth Air Training Plan.

Wing Commander C. F. Newcombe, commanding officer of No. 4 School, presented the wings to the graduates, all leading aircraftmen, who included:

Ontario—J. D. Douglas, A. C. Joyce, R. C. Gibson and R. J. Temp, all of Toronto; N. A. Cobb, Tillsonburg; C. W. Keddy, Glencoe; Jack M. Kennedy, Red Lake; W. J. Robertshaw, Tavistock; R. H. Stewart, Welland; F. C. Thacker, and F. L. Elgar, both of Windsor; G. H. Thring, Rockwood; E. F. White, Nobel; Le Roy W. Woods, Belleville.

## COLDWELL SEEKS LABOR DETAILS

Will Study Plans While on Visit to Britain

GOING OVER BY AIR

Ottawa, Oct. 7 (CP).—British labor organization for the war period and plans for postwar reconstruction will be studied by C.C.F. House Leader M. J. Coldwell during a visit to the United Kingdom, he said today in announcing that arrangements had been completed for his air journey across the Atlantic with five other members of the House of Commons.

Arrangements have been made for Mr. Coldwell to meet Professor Harold J. Laski, member of the national executive of the British Labor Party, and J. S. Middleton, general secretary. He also planned to meet Labor Minister Bevin and Reconstruction Minister Greenwood.

"I am anxious also to meet the various food controllers in the United Kingdom Administration to find out their requirements from Canada," Mr. Coldwell said in an interview. "Incidentally, I would like to find out also why our co-operative mill in Saskatchewan seems to be discriminated against in the matter of flour shipments to the United Kingdom as all the business appears to be going to the larger milling concerns."

"I do not wish to go as a party leader but rather as a member of a group representative of all parties in order that we may exchange views on what we see and hear and perhaps make a better contribution to the war effort in that way."

"We shall have some time to follow individually any particular matter of interest and I propose to get in touch with the European governments' representatives now in the United Kingdom as refugees. In discussions with the labor representatives of such Governments it should be possible to get an idea of international co-operation when the war is over."

**Not Until 1943 Will Turks Sell Chrome to Nazis**

(By RAY BROCK.)

(Special Broadcast to The New York Times and The Globe and Mail.)

(Copyright 1941.)

Sault Ste. Marie, Ont., Oct. 7 (Special).—Two trainmen were drowned and important movement of defense materials from Lake Superior ports was temporarily halted today when the jackknife international bridge collapsed and fell into the St. Mary's River, carrying with it a loaded freight train.

The giant span, believed to be the largest type of bascule lift bridge in the world, crashed into the water, sealing for at least four days the two largest of the Sault Ste. Marie locks which link Lake Superior and Huron. Two smaller channels remain open for navigation, and an order was issued to all shipping to lighten holds to permit navigation through these arteries.

Engineer Hazen Willis and Conductor Dave Monroes were trapped in the cab of the locomotive. Fireman Carl Zelemer and brakeman Francis Feller fought free of the debris and climbed up twisted bridge girders to safety.

The sabotage theory was discounted by officials who said the bridge has been well guarded by the United States Army since the defense emergency started. It is believed the weight of the two loaded freight cars, part of a movement from Sault Ste. Marie, Ont., to Sault Ste. Marie, Mich., caused the span to buckle. United States Army engineers are now directing the work of divers and two tugs in an effort to move the locomotive so the bodies of the two men may be removed from the cab in which they were trapped. The engine is lying in such a position that it is impossible for the divers to get at the bodies, but they are attempting to draw a cable underneath the mass of twisted steel and roll it over.

**Hope for Early Clearance.**

It is estimated that probably three or four days may be required before the canal can be cleared sufficiently to permit the heavy flow of traffic to resume, but engineers hope that enough of the wreckage will be removed in the next day or two to permit some flow.

Ships carrying iron ore vital to the American defense program were held up and authorities estimated that by midnight tomorrow 130 vessels, loaded with a variety of goods, including grain and newsprint, would be forced either to drop anchor or unload sufficient freight to enable the smaller channels to be used.

It was the north leaf of the railroad bridge which collapsed, completely blocking the third and fourth locks of the great canal system. The south arm of the bridge is intact but is three feet below its normal position. Fred T. Chase, commander of the military district, described the bridge collapse as "purely accidental." It was the first major since construction of the bridge in 1914. The giant span is owned and operated by the St. Mary's Bridge Co., a subsidiary of the Canadian Pacific Railway.

**Small Channels Open.**

The Poe locks on the American side and the Canadian locks remain open to navigation, but all vessels must remove considerable cargo before entering these smaller and shallower channels. Customs of ships now loading received an emergency order to limit their draft to 16 feet 6 inches. Normal draft of ore carriers is 17 to 20 feet, loaded.

The United States steel industry will not suffer as a result of the delay in moving ore shipments, it was stated. Cleveland steel mills have a six weeks' supply on hand and winter stocks at the mills will not be depleted. A report that one channel might be reopened to large ore carriers by tonight was received by W. J. McGarr, manager of the Cleveland Ore & Coal Exchange.

Collapse of the bridge not only stopped all ship traffic through the main locks, but also rail traffic between the two towns.

An immediate investigation was

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An immediate investigation was begun by United States military police from Fort Brady. It was agreed by several authorities that sabotage was not the cause of the mishap. A CPR worker from Sudbury was ordered to the scene to expedite the work of the emergency crews.

The train was a Duluth South Shore and Atlantic train, officials said. When it was on the bridge, its north span sagged.

"Then it went down slowly," recounted a bridge-tender, Albert Penman. "The locomotive went with it. Two of the men crawled up the bridge."

Brakeman Peller said that when he came to the surface he was face to face with the open door of the engine cab, and Monroe was there.

"He was jammed in," said Peller. "I grabbed him and pulled, and every time I did that I could feel his muscles tighten. He was unconscious, and yet he was trying to fight—but it was no go. The engine started to settle more, and I had to get away from there quick."

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# Work to Clear Shipping Stoppage in Sault Canal



One of two divers (left) comes out of water after attaching a line to the sunken locomotive and tender of the freight train which crashed through the lift bridge over the Sault Ste. Marie Canal. They are working from barges beside the broken span (lower right) to allow lake freighters loaded with iron ore to pass through. Some of the fifty vessels awaiting passage are shown at upper right.

## FDR-STALIN NOTE LEAK MYSTERY

(Continued from Page 1, Column 3.)

idea of what this purpose might have been other than the possible one of frightening the Germans with a show of total American support.

D.N.B. claimed the letter, obtained from a "reliable source," carried the salutation "My Dear Friend Stalin," whereas the letter actually began "My Dear Mr. Stalin." In the German version the letter ended "In cordial friendship," in the official text it was signed "Yours very sincerely."

The White House text was prefaced by the assertion that "careful comparison of the language of the German announcement, made today by D.N.B. in Berlin, and that actually contained in the President's letter of introduction of Mr. Harriman to Mr. Stalin, is invited."

"When such a comparison is made," the statement continued, "the propaganda objectives of the Nazi action became very clear."

The President's letter reads as follows:

"My Dear Mr. Stalin: This note will be presented to you by my friend, Averell Harriman, who will be heard of

## Fail to Remove Locomotive Blocking Ore Boats at Soo

Sault Ste. Marie, Mich., Oct. 8 (AP).

A 120-ton locomotive, firmly on the St. Marys River bottom beneath twenty-five feet of water, tonight defied workmen who labored into a second chilly night in an effort to restore navigation on the busiest iron-ore waterway in the world.

Using a derrick boom with a known lifting power of 167 tons, the winchmen struggled with the locomotive throughout today, but were unable to get it out of the path freighters must follow through the locks.

The engine part of the west approach to the two biggest locks yesterday when one arm of a large bascule bridge collapsed. Two trainmen were drowned.

Engineers hope to drag the locomotive to one side of the channel, in a position roughly beneath the damaged bridge arm. Then they will try to remove the wreckage that now is blocking the good arm.

Once the good leaf is freed, engineers said, it can be hoisted by its own power. This will leave one half of the channel open, and that will be sufficient to permit passage of even the largest lake freighters.

While tired workers climbed over the lock walls under floodlights, more than fifty freighters rode at anchor in Whitefish Bay above the locks and in Hay Lake below, awaiting the time when they can again shuttle between western iron mines and eastern industrial centres.

## KNOX PREDICTS NAZI ASSAULT

(Continued from Page 1, Column 5.)

with which American materials can be sent to Hitler's foes.

Knox suggested that people should drive at reasonable speeds to conserve lives and gasoline.

"We all know that more ships are being sunk by Hitler's . . . submarines than are being built, although we have reason to believe that the Battle of the Atlantic is turning in favor of the democracies," he said.

"Nevertheless, Britain needs oil and oil can only reach Britain from the United States in tankers. Every gallon of gas you and I save will aid in the release of tankers to Britain and for American defense purposes."

The death or injury of a skilled worker, he stated, impeded an effort to aid countries "battling Hitler and his" pathetic and bombastic storage.

## Pope's Close Friend, Cardinal Lauri Dies

Vatican City, Oct. 8 (UP). — Lorenzo Cardinal Lauri, 75, one of

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had ever happened to the provincial power system.

Today, struggling against terrific difficulties, hydro linemen have effected temporary repairs to one of the broken circuits, while 150,000

150,000 which we are now keeping back for our own use at Niagara.

All war industries in Ontario are now getting ample power to operate at capacity, John Dibblee, assistant

(Continued on Page 2, Col. 1)

## 150 SHIPS LIKELY TIED UP BY SOO BRIDGE WRECKAGE

Workmen, Divers Battle  
Wind, Rain to Clear Two  
Largest Locks

### WEIRD NIGHT SCENE

Sault Ste. Marie, Mich., Oct. 8—High wind and heavy rain today hampered wrecking crews and divers. They are attempting to clear a locomotive and steel bridge from the Soo canal to permit urgently needed cargoes of iron ore to get through.

The two largest locks were jammed yesterday when the bridge collapsed under the locomotive and a freight train. Engineer Hazen Willis of Gladstone, Mich., and Conductor Dave Monroe of Sault Ste. Marie were drowned. Fireman Carl Zelmer and brakeman Francis Peller, also in the cab, fell in the canal with the locomotive and swam ashore. United States war department engineers said it would

### NONE TELLING TRUTH GET OUT, SAYS CADI

Special to The Star

Kingston, Oct. 8—"It is getting so you cannot believe any of the defence witnesses in this court," stated Magistrate J. B. Garvin sentencing Robert Gilpin, 16, to 30 days in jail. The jail term followed a conviction on an attempted robbery charge. Gilpin is a member of the R.C.O.C.

"I advise you to leave this court immediately before I sentence you to 14 years for perjury," he told one witness after hearing his evidence, be "several days"—if wrecking op-

erations proceeded normally—before shipping could be resumed through the locks, which connect lakes Superior and Huron.

By early last night, 42 boats were at anchor off approaches to the locks. A total of 150 were expected to be tied up by tonight.

## Pilot, Lineman Toy With Death Seeking Power Break From Air

Playing an heroic role in yesterday's major hydro break were George Bell, veteran hydro line-



Sun sets tonight at 6.46 p.m., D.S.T.  
Sun rises tomorrow at 7.25 a.m., D.S.T.

Canvassers report that in nearly every case citizens are giving at least as much as they gave a year ago," Mr. Watson said. "Some subscriptions have been increased. If we can get two or three thousand new subscribers, we will reach our goal easily."

Mr. Watson, with J. J. Vaughan and Dr. Kenneth Rogers, told the Kiwanis club Wednesday how the Federation had saved the lives of hundreds of needy persons.

In a statement today, B. L. Mitchell, one of the four vice-presidents of Federation, said:

"The Federation idea prevents duplication of effort, and gives us an opportunity to give once a year to 30 agencies."

Clive Betts, chairman of the employees division, reported today seven new groups of employees had contributed a total of \$30. He was

optimistic that the workers of Toronto would contribute \$75,000 this year. Last year they gave \$50,000.

"Toronto women are giving liberally," was the report from Mrs. H. M. Tedman, chairman of the women's division.

Alex D. Hardie, general secretary of Federation, said: "Dozens of new subscriptions were coming in." He said that not enough people in Toronto were giving to the 30 agencies in Federation.

### TRAINED BULL KILLS FARMER

Sault Ste. Marie, Ont., Oct. 9—(CP)—Basil Monette, 60, farmer living near Bellevue, died yesterday after being gored by a bull which he had trained to be used in dragging a plow.

## Salvage Cable Snaps Plunging Locomotive Back in Soo Canal

Sault Ste. Marie, Ont., Oct. 9—Gate lifters were used by U.S. engineers last night to raise the north leaf of the International "jack knife" bridge to its normal position. Bridge operating machinery then was able to lift the two leaves into their vertical positions. The bridge collapsed into the Sault canal under weight of a train recently.

Engineers directing salvage are confident they can raise the engine from the water today and have the canal in good order for passage of ships. The locomotive was almost brought out of the canal last night

but the cables, which had been drawn underneath the engine by divers yesterday, snapped and it dropped back into its position on the north side of the canal. The gate lifters are being used in this work also.

Divers early yesterday afternoon located one of the bodies of the two men drowned in the wreck but were unable to extricate it from the cab of the engine, stating it was pinned either by coal or parts of the wreck. Men are dragging the channel in search for the body of the other victim.



fact the boss of that well-known comic strip character of Great Lakes Distributors association, Harry Donenfeld. O RIGHT are Louis Meyer, S. Kraus, H. Donenfeld, Jack Adams



WHEN A SIGHT-SEEING boat becomes a sight-seeing attraction, that's news. That's what happened when a sudden hurricane crashed this mangled ship against the causeway over Biscayne Bay, Fla.



MORE THAN 50 FREIGHTERS ride at anchor in Whitefish Bay above the locks of the Sault Ste. Marie canal, where locomotive, which plunged through the lift bridge, defies efforts of workers to remove it from the canal traffic lanes. This is a view of the wrecked bridge over the busiest iron-ore waterway in the world

Oct. 10—Persons in  
with developments in  
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Asia." Axis-bound  
than ever before.

# Seats

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es, is heard  
tic finale,  
by the seat  
y and Sat-  
elsewhere

Aircraft of the coastal com-  
mand made the attack and all re-  
turned.  
Tankers, supply ships and armed  
trawlers in fjords, spotted during  
daylight reconnaissance, were tar-  
gets, along with a fish oil factory  
at Aalesund and a radio station  
nearby.  
Bombing by bright moonlight,  
some of the attacking planes dived  
within 200 feet.  
Aerial activity over the British  
Isles was limited to one Nazi plane  
that dropped bombs on a southwest  
coast town. A few houses were dam-  
aged and a small number of per-  
sons suffered slight injuries.  
German long-range guns shelled

and occupied territory. At Ostend  
one supply ship was set on fire,  
and another damaged. An anti-  
aircraft ship also was damaged.  
Off the Cherbourg peninsula a  
small enemy tanker was set on fire.

## DEATH NOTICES

In Today's Star

- |                  |                    |
|------------------|--------------------|
| Angus, Mary      | McCartney, Esther  |
| Baguley, Eda     | McCaskey, Marie    |
| Bennett, James   | McIvor, Isabel     |
| Bleaney, George  | Pickering, William |
| Chatburn, Mary   | Robbins, Alfred    |
| Cowie, Mary      | Robinson, Blanche  |
| Elzie, W. J.     | Roe, James         |
| Evans, Arthur    | Rybak, Anna        |
| Gloster, Thomas  | Schofield, Harold  |
| Grieve, George   | Simpkin, George    |
| Jordan, Florence | Springett, Resina  |
| Kins, Martha     | Stead, Emma        |
| Munden, Maud     | Willis, Ida        |
- (See Notices of Deaths on Page 36)

## 120-Ton Rail Engine Floating Soo Traffic Normal By Saturday

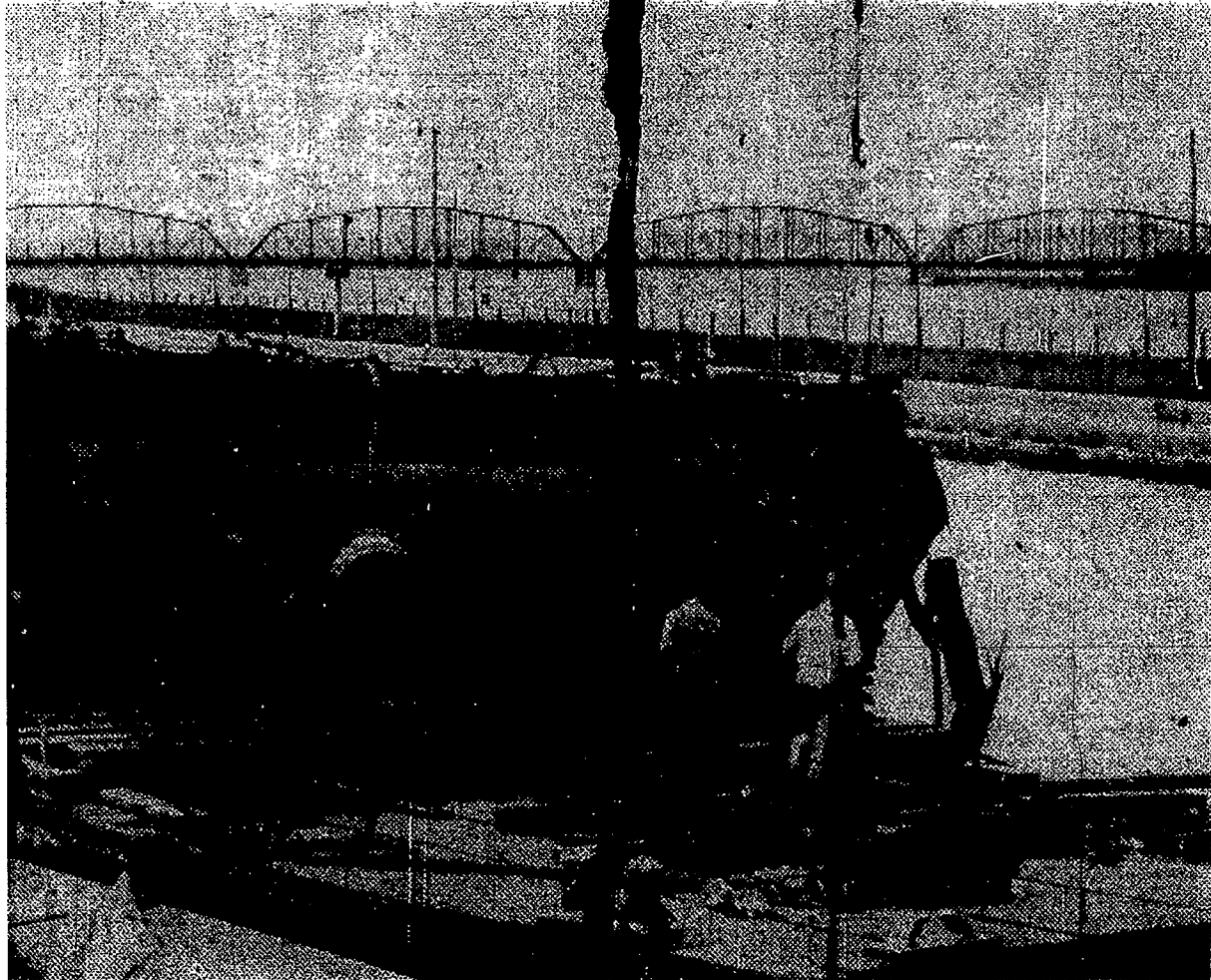
Sault Ste. Marie, Mich., Oct. 10—  
(AP) — Navigation through the  
Sault Ste. Marie locks increased in  
tempo today. Wrecking crews con-  
tinued to clear the channel of ob-  
struction caused by collapse of a  
railroad bridge.  
Major K. S. Anderson, superin-  
tendent of the locks, said traffic  
probably would be restored to nor-  
mal by tomorrow night.  
Workmen succeeded last night in  
floating on pontoons the 120-ton  
locomotive which Tuesday plunged  
into the canal when the arm of a

165-foot bascule bridge buckled,  
blocking a 280-foot wide channel  
leading to the two main locks con-  
necting Lake Superior and Lake  
Huron. Two men in the cab of the  
locomotive were killed.  
The locomotive was towed 2,000  
feet to the head of the channel,  
where it was lifted aboard a barge.  
The engine's tender also was float-  
ed down the channel.  
Freighters, at anchor for nearly  
two days, began moving through  
both locks at normal speed after  
the north arm of the bridge had  
been raised.

# ING DANNED D1 U

## AND PORT EDITION

RESUMED AS ENGINE CLEARED FROM CANAL



### DUCTOR'S BODY FROM CANAL-BLOCKING LOCOMOTIVE

ence from ore through heavy engine failed when its weight snapped lifting cables just as the engine cleared the surface. The body of David Monroe, conductor, who like the engineer, died in the locomotive, also was recovered. Heavy lake shipping had been paralyzed since Tuesday when the bridge buckled beneath the weight of the freight train.

## ER REAL NAZI RULER HITLER, REPORTERS SAY

Promises 'Bloody  
When Victory  
Won'

COME OUT TO SING  
YOU'LL FEEL BETTER

JAP NATIONALS  
IN U.S. WARNED  
TO SAIL HOME

## MUST PA BALAN HALF

Minimum Down 1  
\$10 and at Lea  
Month

### IN EFFECT T

Ilsey Warns Still  
Restrictions on Buy  
Be Expect

Ottawa, Oct. 11—(CF) inish government to hold today on the po the people by ordering strictions on instalmen borrowing, to divert r tion and a bigger s national income to the

The restrictions, pu by the wartime price board, take effect n Oct. 14. Since Monday giving and most bu will be closed, this vir that instalment buying control of next week's business.

ot only sales of are affected, but also of all lending instit as instalment credit tra concerned.

### List Regulat

These are the mo regulations:

The down paym goods affected by the than private automob at least one-third of price and never less time of delivery. They be paid in full with minimum mont of \$5 each.

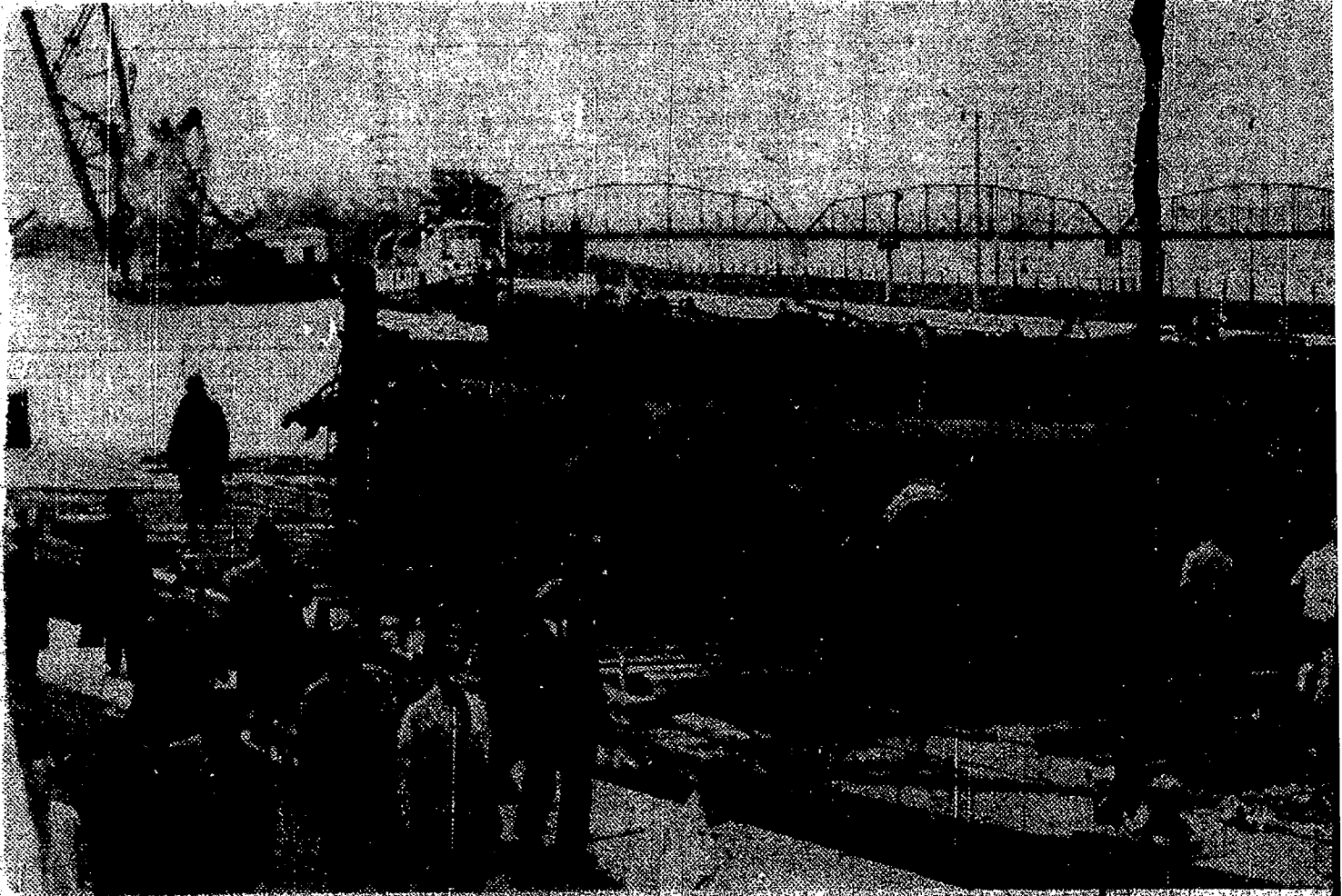
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# OWN BUYING BAN

## HOME AND SPORT EDITION

VITAL ORE FLOW RESUMED AS ENGINE CLEARED FR



### SALVAGERS RECOVER CONDUCTOR'S BODY FROM CANAL-BLOCKING

Traffic of freighters carrying vital supplies of defence iron ore through St. Mary's Falls canal approached normal flow today following the raising yesterday of this locomotive which plunged from the collapsed International bridge at Sault Ste. Marie this week. First attempt to raise the heavy engine failed when its weight sn engine cleared the space. The body of like the engineer, died in the locomotive, shipping had been paralyzed since Tuesday neath the weight of the freight train.

ROUND UP 9,000  
IN VAST PURGE  
TO QUIET PARIS

HIMMLER REAL NAZI RULER  
NOT HITLER, REPORTERS SAY

Claim Adolf Promises 'Bloody  
Purge' When Victory

COME OUT TO SING  
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# HOME AND

# SPORT EDITION

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# TORONTO DAILY STAR

TORONTO, SATURDAY, OCTOBER 11, 1941 — 40 PAGES

3 PM

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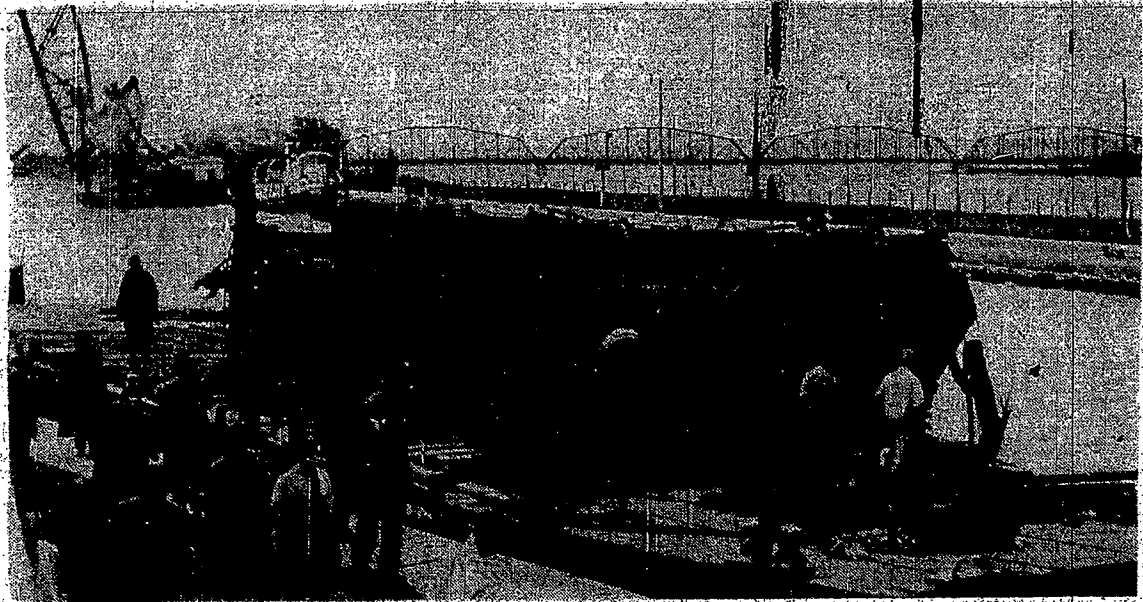
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### HOME AND SPORT EDITION

VITAL ORE FLOW RESUMED AS ENGINE CLEARED FROM CANAL



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### MUST PAY TO BALANCE W HALF DOW

Minimum Down Payment 1:  
\$10 and at Least \$5 a  
Month

#### IN EFFECT TUESDAY

Illey Warns Still More Re-  
strictions on Buying Can  
Be Expected

Ottawa, Oct. 11.—(CP)—The dom-  
inion government today a tighter  
hold today on the pocketbooks of  
the people by ordering drastic re-  
strictions on instalment buying and  
borrowing, to divert more produc-  
tion and a bigger share of the  
national income to the war effort.  
The restrictions, put into effect  
by the wartime prices and trade  
board, take effect next Tuesday,  
Oct. 14. Since Monday is Thanks-  
giving and most business places  
will be closed, this virtually means  
that instalment buying will be under  
control of next week's first day of  
business.

Not only sales of retail stores  
are affected, but also the operations  
of all lending institutions, so far  
as instalment credit transactions are  
concerned.

#### List Regulations

These are the most important  
regulations:  
1. The down payment on any  
goods financed by the order—other  
than private automobiles—must be  
at least one-third of the total cash  
price and never less than \$10 at  
time of delivery. The balance must  
be paid in full within 12 months,  
with minimum monthly payments  
not less than \$5 each.

ROUND UP 9,000  
IN VAST PURGE  
TO SHIFT PARIS

HIMMLER REAL NAZI RULER  
NOT HITLER, REPORTERS SAY  
Claim Adolf Promises Bloody  
Purge When Victory  
COME OUT TO SING  
YOU'LL FEEL BETTER

JAP NATIONALS  
IN U.S. WARNED  
TO SAY HOME

THE WHITBY,  
PORT PERRY  
AND LINDSAY  
RAILWAY.

II

C. H. RIFF





**MEET ALL-STARS TOMORROW**  
Former Canadian champions, are in Toronto ladies basketball team at the Cowan Ave. tonight they will meet an all-star Toronto for Chicago. The layout shows: (1) member with Percy Page, coach; (2) Grace Connelley, and (3) Elsie Bennie, captain of the

## ONTO EXCHANGE MUCH LIGATION

### Duke and Mikado Exchange Honors Of Two Nations

Tokio, May 3 (AP).—Prince Henry of Great Britain, Duke of Gloucester, knelt at the feet of Emperor Hirohito of Japan today, and clasped to his left leg a royal purple sash, insignia of Britain's highest order of knighthood.

The moving ceremony completed, Emperor Hirohito journeyed across the city to Kumigasaki Palace, the prince's temporary home, to bestow personally upon him the Grand Order of the Chrysanthemum, Japan's highest decoration.

J. A. C. Cameron is the sole owner. In the alternative plaintiff asks for \$27,000 damages for breach of agreement and a first lien on the seat for payment.

Plaintiff, to whom the option was assigned by J. E. Rea, states that he is a manufacturer. On December 15, 1928, he stated that J. A. C. Cameron, for the sum of \$2,000, then paid, granted Rea the sole and exclusive

## DETROIT POLICEMAN BANDIT SLAYER FREED

Dies in Loses His Gun, But Is Guest of Honor at Municipal Banquet

## TRAIN IS WRECKED ON BROKEN BRIDGE CREW IS INJURED

None of Thirty Passengers Seriously Hurt in Accident Early To-day

### ENGINE WAS UPSET

The C.N.R. passenger train from Lindsay to Whitby was wrecked at Manchester at 7:30 a.m. today when it ran into a bridge that had been weakened by the flood from the heavy rain. The engine and cars turned over, the engineer and fireman both being hurt, but none of the thirty passengers was seriously injured, although most of them were bruised and shaken.

One of the passengers was Mrs. Henry of 115 Park Rd., Oshawa. Following the wreck she went out to the highway where she was picked up by M. M. Rittenhouse, representative of the Save-Hose Garter Co. of Toronto, who took her to Oshawa in his automobile.

Mrs. Henry states that the train was proceeding slowly when the engine struck the bridge and turned on its side, taking the baggage car and another with it. Passengers got out as well as they could, but she felt sure that none of them had been badly hurt. There was not much panic. The engineer and fireman, however, appeared to be seriously injured. She had not waited long, but had set out right to Brooklyn when she met Mr. Rittenhouse.

The train was due at Whitby at 8:05 a.m. but there was little or no information there regarding the accident. It was expected to be late as all the trains were behind time today, through having to proceed cautiously on account of flood danger.

The train is known as No. 97. Mrs. Henry noted that the engineer has a deep gash in his face below the eye and an injured leg, while the fireman's back was injured.

Railway officials at Oshawa Junction had word of the wreck, but no information as to injuries.

Between Manchester and Prince Albert a washout caused the trouble.

The engine and baggage car had just about crossed in safety when the engine became derailed and toppled over on its side into the ditch.

S. Gassin, the engineer, and D. Endbury the fireman, are both of Lindsay.

None of the passengers, according to the Port Perry agent, was injured.

Most of the passengers waited in the neighborhood of the wreck for a train to take them back to Lindsay, thence for conveyance to Omemee, Peterboro and Port Hope.

### EXPECT TWO OPEN DAYS

It is probable that there will be two open days for shooting the English pheasants in the Niagara peninsula this year. The Star is informed today

## Most Hardened Crooks Become "Cry-Babies" in Face of Tear Gas Bombs

### INNOCENTLY HIDDEN

With hundreds of Toronto banks, jewellery stores, hotels and other premises of the downtown area already carrying tear-gas equipment to combat the activities of bandits, and with new installations being made every day, the city's hold-up men are finding themselves hemmed in by an armory of pistols, capable of making "cry babies" of the most hardened crooks.

Toronto is arming itself against the hold-up men, and tear bombs are today carried in the pockets of bank messengers and brokers' clerks, in unsuspected little niches in automobile front and above the metal grilles of cashiers' desks.

For months the work has been going on and today tear bombs sit in a thousand apparently innocent corners in Toronto's business area, waiting just waiting for the hold-up men.

From apartment store to automobile garage, from brokerage firm to clothing shop, loan company, picture theatre and police department—they are all filling for gas, the tear-gas that makes the bandits cry.

Just a tap of a bank teller's foot and a hold-up man with a business-like gaze as harmless as a babe—just a flick of a seeming fountain pen in the hands of a messenger and a thug is enveloped in a cloud of potent

(Continued on Page 2)

## NEWSBOY ENDS LIFE WITH RIFLE BULLET

### Harold Simms Turns Gun on Himself at Shooting Gallery

Harold Simms, well-known newsboy at the corner of Keels and Dundas Sts., walked into a shooting gallery at 390 Keele St. at 11:40 a.m. today, purchased two shots for five cents, shot the one bullet up the alley, then turned the gun on himself and lodged the second in his brain. The young man who was about 24, lived with his parents at 115 Medland St. He is said to have made known his intentions to destroy himself to certain boys in the neighborhood, but they thought he was only joking.

"I knew him quite well," said Edward Kelly, who keeps the shooting gallery where the tragedy took place. "I was just waiting for my papers when he came in and purchased the two shots. I certainly had no idea what he was going to do. It all happened so suddenly it left me bewildered." Mr. Kelly is rather unnerved by what happened.

The case was investigated by Detective McIlwraith and Coroner Dr. O'Donnell. An autopsy is being held and an inquest may be ordered.

Simms had allegedly been despondent over continued ill health.



**TO SPEAK ON DISARM**  
Miss Agnes Macphail, M.P., will speak at Foresters' Hall tonight under the auspices of the Women's National League for Peace, on the subject of "Disarmament."

## ESTATE OF \$344,1 LEFT BY J. M. M

### Widow and Children Legatees—Beques Hospitals

Special to The Star  
Brampton, May 3.—Prob will of the late John McM been granted in the surro The estate consists of \$292 sonally and \$51,745 in real of \$344,164.72. It is the last probated here during the of the present registrar.

The principal legatees widow, two sons and one. The following bequests: for \$7,600 is left to charitable religious institutions, as the Memorial hospital, \$2,000; Sick Children, Toronto, \$1,000; United church, \$1,000; at Army, \$500.

**Good Report of High**  
Inspector J. M. Levan, on Brampton high school, with the exception of waiting rooms for pupils grades A-1. He suggests older section of the school. Teaching work excellent. There are 130 girls on the roll. This spelling in Form 1 is institution of a commment is commended. It that the proportion of be increased when vacan

## THE WEAT

### FRIDAY-SATURDAY

The local forecast is: Northwest winds or rains, in quite cool, possibly a shower, Saturday, moderate fair and cool. The observations at noon Highest temperature yesterday morning 38, rainfall 1.

# WITH VERDICT

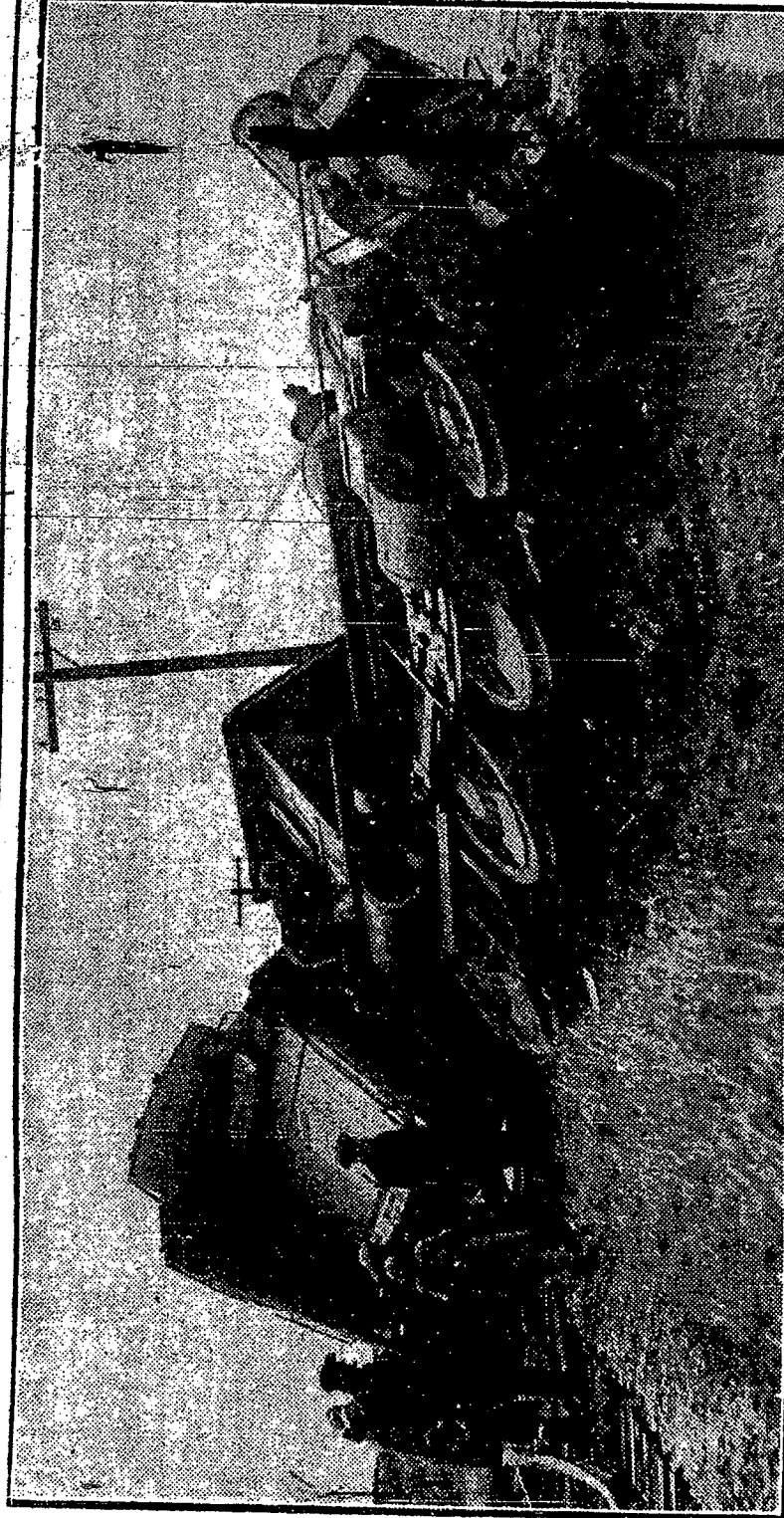
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## Engine Wrecked as Culvert Washed Out



ENGINEER AND FIREMAN SLIGHTLY INJURED—ONLY PASSENGER UNHURT  
A culvert was washed out on the C.N.R. railway line about two miles south of Port Perry, near Manchester, yesterday, wrecking the Lindsay to Whitby train. S. Gassion, the engineer, and D. Epdubury, the fireman, both of Lindsay, were slightly injured when the engine turned on its side after crossing the bridge. Only one passenger was on board, Mrs. Henry of Oshawa. The layout shows the wrecked engine at the scene.

## WILL SPEND MILLIONS ON ELABORATE SYSTEM

Sir Henry Thornton Announces  
Plan to Replace De-  
troit Station

## Bisley Team Includes Five Toronto Men



## HENRY FORD DANI WITH AGNES MA

Woman Parliamentar  
cribes Her Visit to I  
Auto Plant

"IS VERY LIKE

"Controlled Forcefulne  
Appeal and He Is  
"Human and Aliv

Miss Agnes C. Macphail,  
only woman M.P. has met Hi  
has danced with him, talked  
seen his plant at Detroit.  
of her visit in a letter writt  
nine weekly newspapers in I  
to which she sends a appeal  
This week's letter follows in

I am rubbing my eyes, tryt  
out whether or not I am awa  
dreaming.

Did I meet Henry and Mrs.  
supper with them, spend all  
at the Dearborn plant with  
and his wholly delightful  
Mr. Campsall? Did I dance w  
see the great works, talk o  
things, laugh and joke and en  
Did I go back the same ni  
dance given by the Fords? I  
pleasantly with Mrs. Ford, h  
senior? Did I watch the  
dancers do the lancers, the  
the waltz, or didn't I?

Mary's Little Lamb  
Yes, I must have, for her  
desk is the little book, "The  
Mary's Little Lamb", and on  
leaf. "To Jean from Henry  
Jean is one of my little nei

# WITH VERDICT

of Mrs. Exon-law

TONITIS to Serious-man's

Livery, 61, result of per- injuries re- re roadway denham St.. 3, was the jury under wford at an d woman's yesterday. day last in m injuries alleged to son-in-law, nt charged a with the

ion of the deceased, d from his y Hal Gor- sa, with your the morn- t called at ht with a door and ther when was wrong- and kicked

## Engine Wrecked as Culvert Washed Out

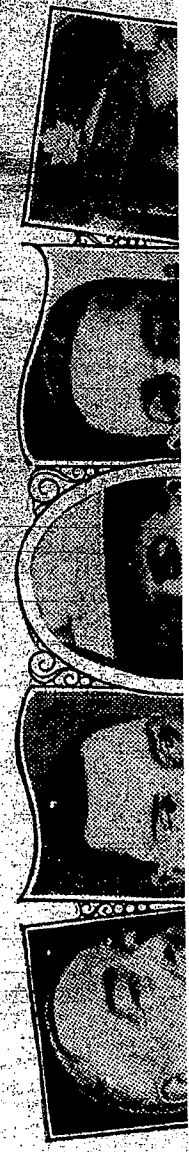


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Sir Henry Thornton Announces Plan to Replace Detroit Station

## Bisley Team Includes Five Toronto Men



## HENRY FORD DANCE WITH AGNES MARY

Woman Parliamentar scribes Her Visit to Auto Plant

## IT'S VERY LIKE

Controlled Forceful Appeal and He Is Human and Alty

Miss Agnes C. Marshall, only woman M.P., has met Henry Ford and has danced with him, talked with him, and seen his plant at Detroit. She has written of her visit in a letter with nine weekly newspapers in which she sends a word to which she sends a word. This week's letter follows in

I am rubbing my eyes, that out whether or not I am even dreaming.

Did I meet Henry and Mrs. Ford at the Dearborn plant with and his wholly delightful

Mr. Campbell? Did I dance with the great works, talk on things, laugh and joke and eat? Did I go back the same night dance given by the Fords? I pleasantly with Mrs. Ford, I senior? Did I watch the dancers do the dances, the the waltz or didn't I?

Mary's Little Lamb Yes, I must have, for her desk in the little book, "The Mary's Little Lamb" and on Jean. To Jean from Henry Jean is one of my little nei



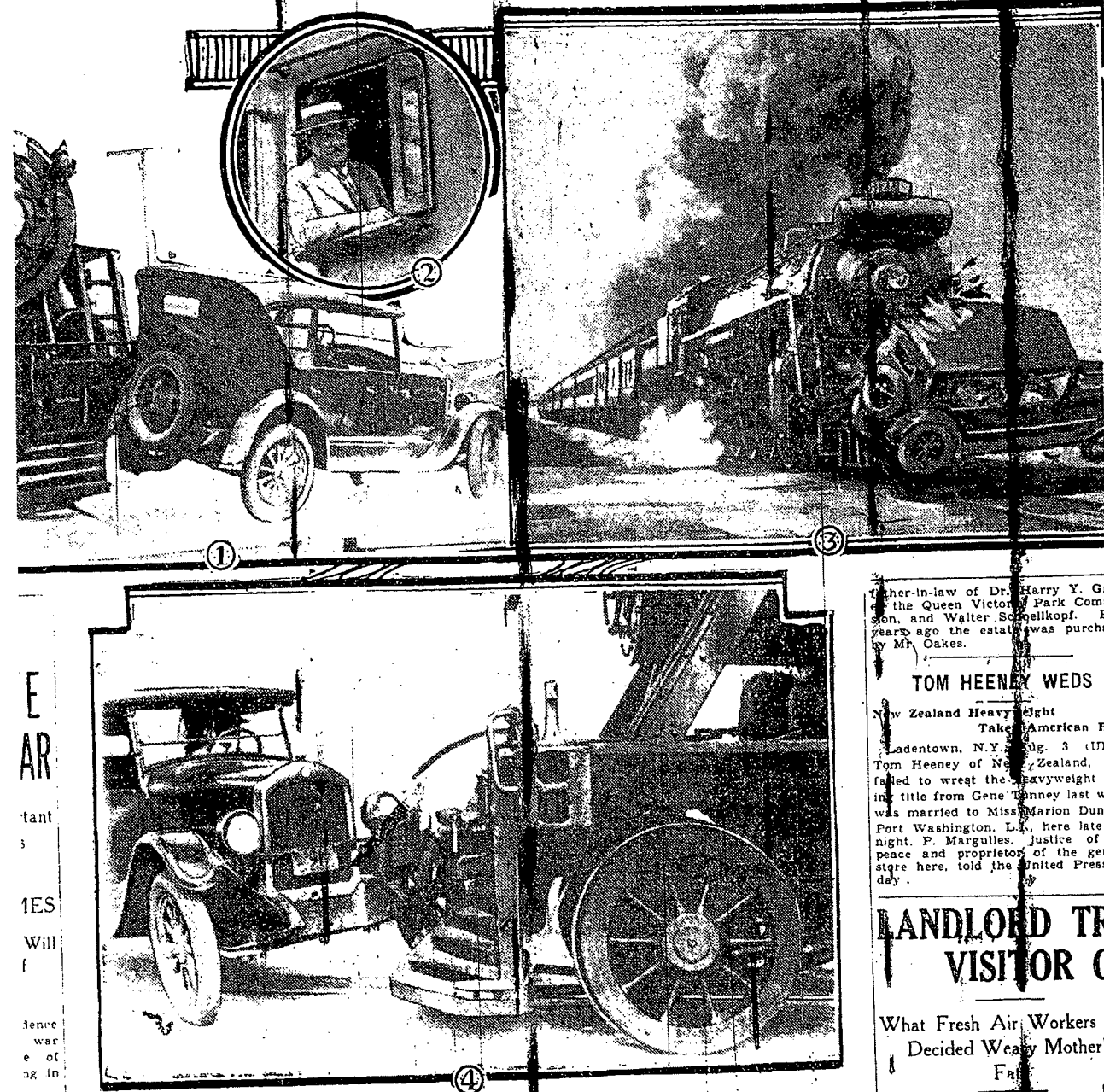
# TORONTO DAILY STAR

HOLIDAY SUGGESTIONS—RE  
STAR CLASSIFIED AD  
See pages 27, 28, 29 and 30

TORONTO, FRIDAY, AUGUST 3, 1928

TWO CENTS

## Cars Do Battle With Trains at Level Crossings



### "SAFETY" MOVIES WILL SHOW ACCIDENT CAUSES

On the Lindsay highway yesterday morning a car was driving across a level crossing. The C.N.R. in conjunction with the Ontario Highway Department and Fox Film Company, has arranged to show "safety" movies. No. 1 shows a car "posed" as a "pored" car, while No. 2 is a picture of a car being struck. No. 3 is another big C.N.R. engine. No. 4 depicts what happens when an auto is actually struck.

## IN RACE TO LEVEL CROSSING HON. GEO. S. HENRY CRASHES

Huge C.N.R. Mogul Engine  
Smashes Head-On Into  
Official Motor Car

British Explorer  
Planning Flight  
Over South Pole

## MINE MAGNATE'S HOME TO BE OF TUDOR DESIGN

Mrs. Harry Oakes Lays Corner-  
stone of Elaborate Dwelling  
at Niagara

Mrs. Harry Oakes, wife of the well-  
known mining promoter, on Wednes-  
day night laid the cornerstone of the

father-in-law of Dr. Harry Y. Grant  
of the Queen Victoria Park Commis-  
sion, and Walter Schellkopf. Four  
years ago the estate was purchased  
by Mr. Oakes.

## TOM HEENEY WEDS

New Zealand Heavyweight  
Take American Bride  
Adelantown, N.Y., Aug. 3 (UP).—  
Tom Heenev of New Zealand, who  
failed to wrest the heavyweight box-  
ing title from Gene Tunney last week,  
was married to Miss Marion Dunn of  
Port Washington, L.I., here late last  
night. P. Margulies, justice of the  
peace and proprietor of the general  
store here, told the United Press to-  
day.

## AGED DOCTOR PASSES

Lindsay, Aug. 2.—Lindsay lo-  
of its oldest practicing phy-  
sician, when William Henry Clarke, M.D.,  
doctor of 40 years standing, died  
community, passed away. He had  
though in poor health for the  
three years. Dr. Clarke was 71  
attend to his patients until  
weeks ago. Throughout his life  
Clarke was interested in church

## LANDLORD TRIED TO KEEP VISITOR OUT OF BASEMENT

What Fresh Air Workers Saw  
Decided Weary Mother's  
Fate

## IS GOING TO CAMP

Within half a block of Yonge St. in  
the downtown section of the city, a  
woman and two little children live in  
a tenement basement which becomes  
flooded with water whenever it rains.  
Hundreds of business men, driving  
home from their offices, pass along  
this street every evening, and many  
have, no doubt, seen on the south side  
of the street a building which they  
have taken for a closed down fac-  
tory.

In reality it is a tenement house,  
one of the few which exist in Toronto,  
and twelve families live in the seven-  
teen rooms of the house. Mrs. S—  
get her room in the basement free, for  
she is the janitor, that is, she has to  
keep the steps, and stairs, and halls

## Drugstore Men Understand Ne

The generosity of the people  
the Fresh Air Fund was again the recipient  
a cheque for \$333 from "Mrs. J.  
lyn and some of the employees  
the stores." A few days ago  
police association pledged the  
operation by the presentation  
cheque for a large sum and a  
large chain drug store had  
dedicated its appreciation of the  
being done in the fresh air  
The ubiquitous corner store  
organization such as this pro-  
vide a close and constant contact  
men and women and children,  
walks of life, and the men of  
the drug store counters under-  
full well the cause of the  
necessities to which they mi-  
in the poorer districts of the  
Your contribution is also wel-  
Send it at once to the Fresh  
Fund, 18-20 King St. W.

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SIGNALS IN VAIN

Cincinnati, O., Aug. 2 (AP).—Com-

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will begin on Novem-  
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November 1, 1929.

**FEED HOUSE**  
Aug. 2.—The build-  
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the C.N.R. in conjunction with the filmings. No. 1 shows a car "posed" as  
partment of highways and Fox Film being struck. No. 2 is a picture of  
News "shot" 32 scenes for a movie. Hon. G. S. Henry in the cab of a

"posed" car, while No. 4 depicts what happens when an auto is actually  
struck.

## IN RACE TO LEVEL CROSSING HON. GEO. S. HENRY CRASHES

Huge C.N.R. Mogul Engine  
Smashes Head-On Into  
Official Motor Car

### SIGNALS IN VAIN

But Accident Is Only Movie  
Thriller as Warning to ar-  
less Drivers

As the result of what might have been one of the most spectacular level crossing accidents that have taken place in some time two cars were nearly shattered to atoms when a fast C.N.R. train struck them head on as they dashed to beat it over the first level crossing north of Brooklyn on the Lindsay highway at 3.15 yesterday afternoon. Hon. Geo. S. Henry, minister of highways was involved in the accident while A. E. Warren, general manager of the central region of the C.N.R. was aboard the train at the time of the collision.

As nearly as can be learned both cars were proceeding east at a high rate of speed when the C.N.R. train, which was travelling toward Myrtle struck the automobiles as they raced across the intersection.

As yet the casualties have not been ascertained, nor is it expected that they will be reported within the next few hours.

#### Escape Unhurt

The minister of highways, who was travelling in one of the speeding cars escaped uninjured after one of the most spectacular crashes ever seen on the provincial highways. He was not hurled through the rear door of the open car nor landed in the ditch nor badly shaken up, but was able to go home without slight medical treatment.

The driver of his car was said to be in a precarious position according to latest reports.

It was learned on good authority that just prior to the accident, Motorcycle Officers Kaye and Spencer who had seen the cars speeding along the road set out in hot pursuit. At the time of the impact on the tracks, the officers who had steadily gained on the speeding cars managed to swerve their machines into the ditch, thus averting an inquest.

The scene of the accident was soon crowded with passing motorists and curiosity seekers, but officials of the railway who were aboard the train gave strict orders to the men not to speak with any one except those in charge.

"That is the worst experience I have ever gone through," said Mr. Henry, after he had declined medical attention.

The whole affair was a straight case of two cars trying to beat out a train.

## British Explorer Planning Flight Over South Pole

Cincinnati, O., Aug. 2 (AP).—Com-  
mander Douglas G. Jeffrey, noted



D. G. Jeffrey

English polar explorer, plans to set out from New York not later than October 1 on his new expedition to the south pole. He announced he will en route to the Pacific coast. Although a flight across the south pole is planned, the expedition will aim chiefly to explore and conduct scientific investigations, he said. Scientists who will accompany the party will study weather conditions in an effort to find means of predicting storms and other disturbances several weeks in advance. Jeffrey plans to establish a base for a year's operation in Graham Land, the sections of the south pole nearest Cape Horn.

It was one of the worst examples of criminal negligence he had ever seen, according to the engineer aboard the C.N.R. flyer.

At the point where the accident took place, the railway tracks run around a narrow curve and it is quite impossible to see the train tracks until within a short distance of them. Many times motorists have been warned to slow down and stop at this bad crossing, but evidently the two cars threw caution to the winds and faced the train. A bystander who saw the crash stated that he had seen one of the drivers wave his hand at the engineer as if he were egging him on to race.

Both cars belonged to the department of highways. One was struck in the rear and the other in the front mud-guard. J. P. Bickell, registrar of motor vehicles, and Inspector Stockdale of the same department, were in one car, while the car in which Mr. Henry was riding was driven by chauffeur Warren, who drives for the prime minister. They were out on a business tour at the time of the accident it was learned at a late hour last night.

There will be no inquest. This was learned from George Mitford of the Fox Film News, who directed the picture which is going to be shown as a safety feature in Canadian theatres under the auspices of the C.N.R. and the Ontario Department of Highways.

#### SEEK BABY IN CANAL

Montreal, Aug. 3.—Divers are searching the canal here, in quest of a baby which is reported to have been thrown into the water alive, in a hard-board box.

## MINE MAGNATE'S HOME TO BE OF TUDOR DESIGN

Mrs. Harry Oakes Lays Corner-  
stone of Elaborate Dwelling  
at Niagara

Mrs. Harry Oakes, wife of the well-known mining promoter, on Wednesday night laid the cornerstone of the fine Tudor mansion being erected by Mr. Oakes on his estate, which looks over the majestic Horseshoe Falls and Dufferin Island, Niagara Falls.

Simple ceremony accompanied the laying of the stone, beneath which were placed current editions of newspapers and other documents of interest in a box, secure against the ravages of time.

The house is a model of modern building progress, but at the same time preserves its original Tudor architecture. Around three sides of the building will be a balustrade of flagstone, according to the plans of the architects, Findlay and Foulis of Niagara Falls, Ont. The specifications include a natatorium under the terrace facing Dufferin Island. In this there will be a swimming pool, dressing rooms, showers and full equipment. The pool has a domed ceiling.

The great entrance hall will be on the main floor, as will the reception hall, a magnificent room extending over two storeys, and the living room, done with oak panelling from Hampton Court and preserved in its original design and beauty. Dining rooms, kitchens, pantries and offices will also be located on this floor, while in the basement will be a gymnasium, billiard room, servants' quarters, kitchen, storage, laundry and machinery room.

Upstairs are seven bedrooms, dressing rooms, bathroom and large sun-room. On the top storey will be four guest rooms, and six maids' rooms. On the southwest side of the mansion is the motor cloister, and the tower will yield a striking view of the upper river, and surrounding country. The exterior structure is of Queenston stone. The decoration of the interior has not been finally decided.

Mr. Oakes has incorporated in the new house two plaster panels, with an inscription 1551, and an old shingle with the figures 1551 scratched upon it. The building will be heated from a central underground system installed at the lodge, and the conservatory has been moved to the east to make room for further improvements at the lodge house, where Mr. Oakes and his family are now residing.

A private golf course, miniature lake, and quaint stone fences about the big house are among its other outstanding features.

The original house was started in 1849 and finished two years later by the late Hon. Thomas Clark Street, a member of the legislature of Canada from 1851 to 1854, and later a member of the Dominion parliament and minister without portfolio under Sir John A. Macdonald.

The home was subsequently owned by the Macklem family, James Smith,

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# E TORONTO DAILY STA

TORONTO, FRIDAY, AUGUST 3, 1928

## Cars Do Battle With Trains at Level Crossings

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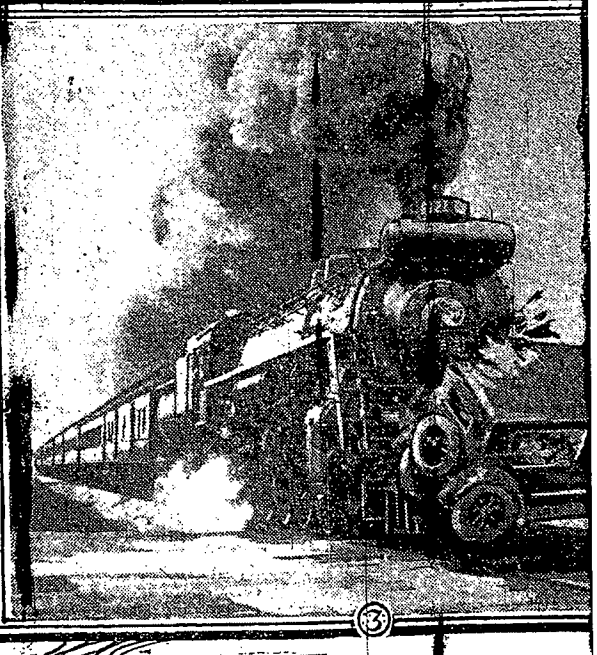
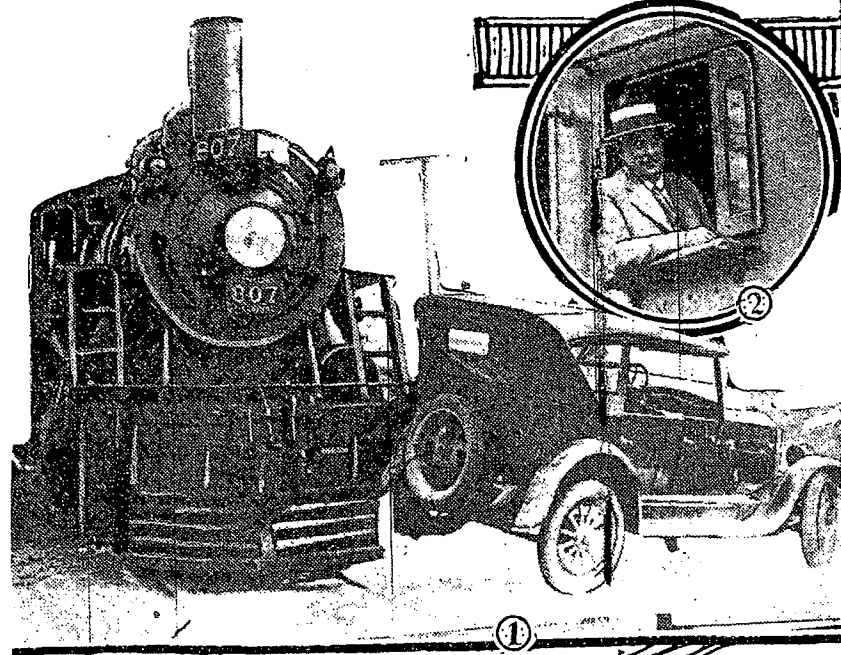
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## KING'S SPEECH PRAISES MOVE TO OUTLAW WAR

**Kellogg Pact Is Important  
Guarantee of Peace, His  
Majesty Says**

### COMMISSIONER COMES

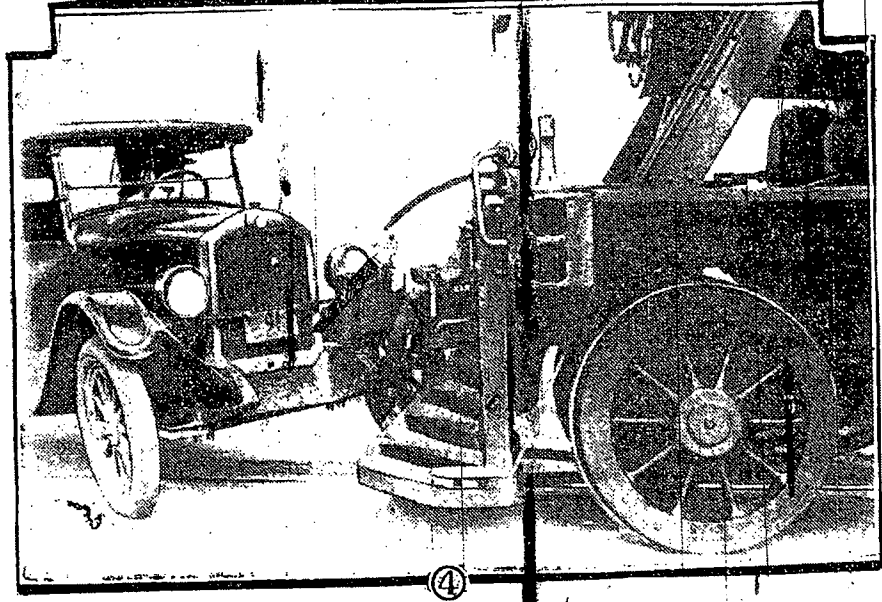
**Hopes Wireless Report Will  
Bring Co-operation of  
Telegraph Systems**

London, Aug. 3 (AP).—Confidence that the Kellogg pact to outlaw war will be an important guarantee of peace was expressed by the king in proroguing parliament to-day.

The speech from the throne said: "My government has been happy to accept the proposed treaty for the renunciation of war in the form in which it was finally proposed to them by the government of the United States. The proposed treaty has similarly been accepted by my governments in the Dominions and my government of India.

"It is my confident expectation that when completed it will constitute a new and important guarantee of the world's peace.

"In harmony with the resolution of the imperial conference of 1926, recommending further development of the present system of consultation between my governments, arrangements have been completed for the appointment by my government in Britain of a representative in Canada with the



**"SAFETY" MOVIES WILL SHOW ACCIDENT CAUSES**  
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of the Queen Victoria  
sign, and Walter Sch  
years ago the estate  
by Mr. Oakes.

## TOM HEENEY

New Zealand Heavy  
Taken  
Baldentown, N.Y.  
Tom Heene of New  
failed to wrest the h  
ing title from Gene T  
was married to Miss  
Port Washington, L.I  
night, P. Margules,  
peace and proprietor  
store here, told the  
day.

## LANDLORD VISIT

**What Fresh Air  
Decided Wear  
Fate**

## IS GOING

Within half a block  
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a tenement basement  
flooded with water w  
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