

Royal Black Preceptory and put on different degrees up to the Red Cross.

At South River, one day last week, while stepping off his train, Roy Lee, brakeman, came into sharp contact with a loading dock and sprained one ankle badly.

Communion service will be held next Sunday morning in Allandale Presbyterian Church. There will be a preparatory service, Friday evening, which will also be a baptismal service.

The oratorio "Olivet to Calvary" will be given in Burton Ave. Methodist Church on Good Friday, Apr. 14, by combined choirs of Central and Burton Ave. Churches; 50 voices, orchestra of 14. Reserve Apr. 14 for this real musical treat.

Fifteen tables of jolly euchre players participated in the G.I.A. party held at Mrs. W. A. Pratt's on Wednesday night of last week, and about \$17 was added to the funds. Mrs. E. Stephenson took the first prize for ladies and Geo. Webb for the men; consolation winners were Mrs. T. Devine and Chas. Bell.

A petition now being circulated asks the Town Council to provide some place as a playground in this end of the town. It has been suggested that Mrs. J. M. Bothwell's property, just south of her residence, in Bradford street, could be bought at a reasonable price and filled with ashes and other street cleanings, there being sufficient sand on the property to make a covering.

Some excitement was caused in the railway yards Monday morning when the baggage car on the Penetang train turned over on its side near the ducket. Had the accident happened a little further north, the car would probably have tumbled down the bank. A. Sloane, baggageman, and Geo. Morris, express messenger, were in the car. The former was badly shaken up,

come out and boost this worthy organization and do all in his power to make it something worth while. It is hoped that the Town Council will see that the men and boys at this end of the town are provided with proper grounds to enable the association to carry out its programme. Membership tickets will be sold for \$1.50 annually and nobody is barred from becoming a member. Therefore join and boost the Allandale R.R.Y.M.C.A. Athletic Association.

Want G.T.R. Line, Midland to Penetang

Railroadmen here are naturally interested in the revival of the agitation for a railway line between Penetang and Midland. At the last meeting of the Midland Businessmen's Club, Mayor J. T. Payette of Penetanguishene was present to enlist the co-operation of Midland in an effort to induce the G.T.R. to couple the two towns by running a line across, says the Free Press. Eighteen years ago when the late Chas. McGibbon was mayor of Penetang, the residents of that town opposed the idea because the intention then was to put the station behind the Catholic church and cut the town up; the present scheme would leave the station exactly where it is. The line could now be run off Chew Bros.' switch to the foot of the old hospital hill, through Quigley's to Yorke's, to Beck's and to Chas. Wright's. This line would escape eight or nine bridges and eliminate their expensive upkeep. The G.T.R. had surveyed the route again last year and estimated the cost at \$232,000. The reduced cost of labor and material would likely bring it down now to even \$200,000. In company with Mr. Chew, Mr. Payette had visited the G.T.R. officials in Montreal, from whom they had received every encouragement. Some opposition might reasonably be expected from Perkinsfield, but Wyevalle would, no doubt, consent to the change. He suggested that delegates should be appointed by Midland and Penetang to wait upon the Ontario Government and urge the necessity of the change. The new line would measure four miles and the result would be an all-year shorter service to Toronto on good trains instead of two poor trains daily over long routes. R. F. White, Midland agent of the G.T.R., had gone over the ground several times with different officials of the company and was convinced the company would build it.

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One died on Brien, Brien. been b 17, 183 to Can Capt. F ifax ar the sub hood. Edward Shanty the old as "th Mrs. O "Inchic derwood O'Brien Brien, at "Th remainc husband decease viz., M Woods. marked public of the of hear fulness Interme Wednes

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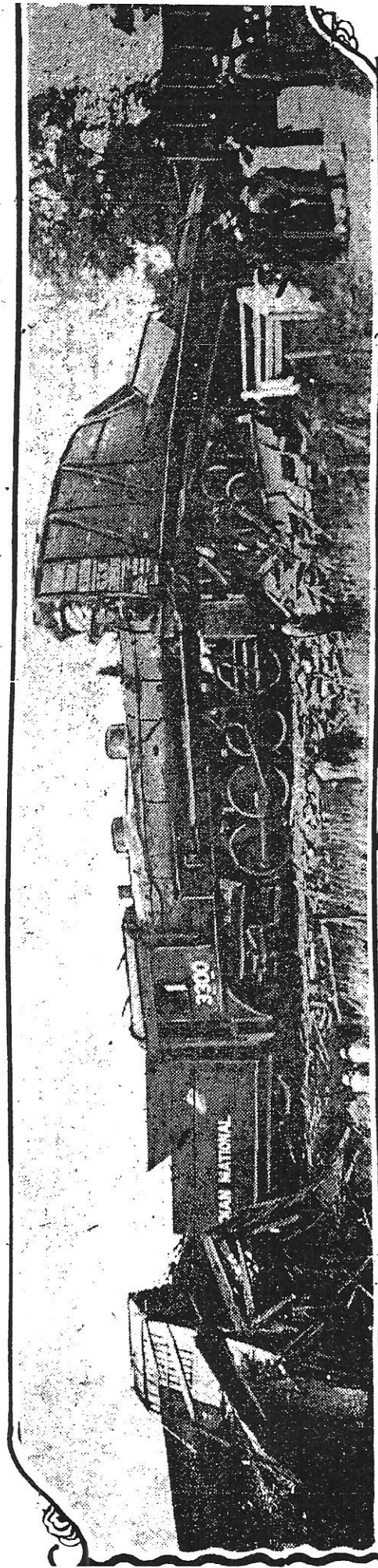
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THE TORONTO DAILY STAR

STAR 27 09 19

TORONTO, MONDAY, SEPTEMBER 19, 1927

Cars Smashed to Smithereens in Freight Wreck Tragedy Near Aurora



enforcing the O.T.A., but he has succeeded in cleaning up the town and strict. He has the respect of all people in the community. He was very good on the bench, and could follow a fine argument. It will be a long time before a better man will be found to fill his place."

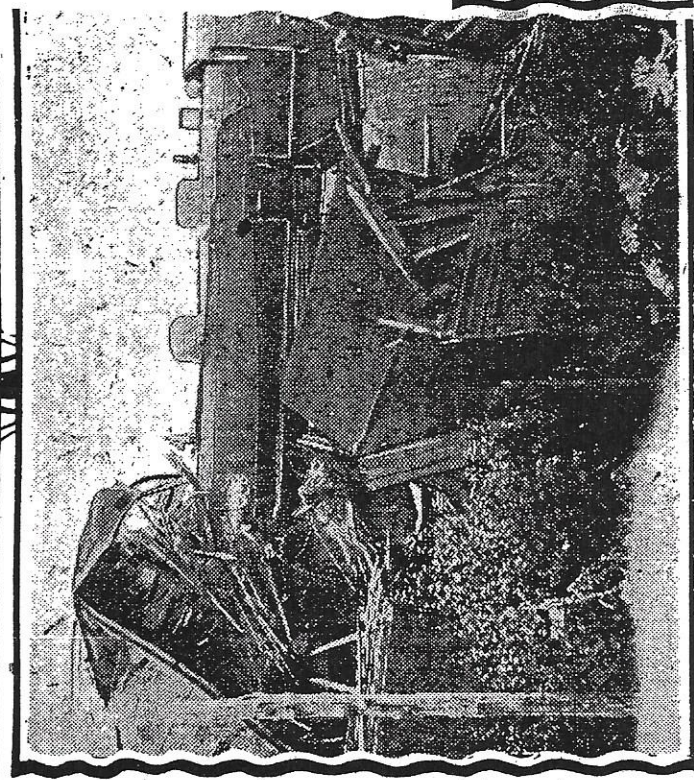
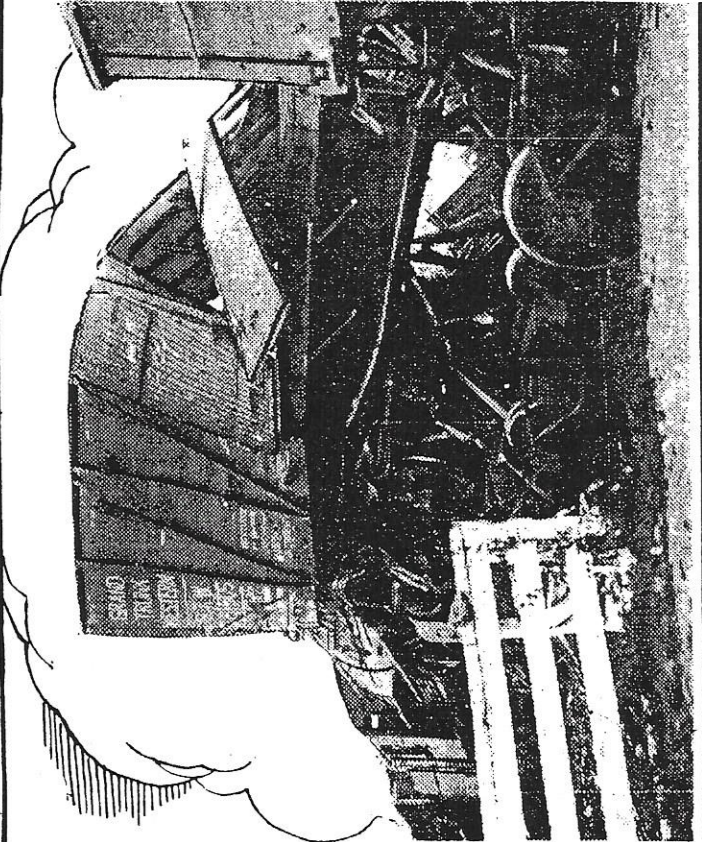
"The best and most prominent men town are opposed to the resignation Magistrate Bradford from the bench," declared Mr. J. E. Donald, prominent Lindsay business man to the Star. "William Flavell has been elected to the Lindsay Post protesting against the matter, and Alec Horn of the Woolen Mills is one of the magistrate's strongest supporters."

"He was a straight man, and as good a one as you could ever get on a bench. There has been an effort made to dispose of him for some time, because he has not catered to a certain element in the Conservative party so that they are running the town."

"They have tried to influence him different times, but he has refused to be influenced. I think that he made a mistake when he resigned, for he had the support of the most responsible citizens of the town behind him."

WOMEN'S POLICE COURT

JAVLIAND VOIINO MAID



PLOWS THROUGH REAR END OF STANDING TRAIN

WILL NOT GRANT BANQUET PERMITS HANNA DECLARES

Would Have to Be Very Good Reason for Liquor at Dinners
VERY FEW REQUESTS
Only a Dozen Have Sought Authority for Wine at Banquets

D. B. Hanna, chairman of the Ontario Liquor Control board, reaffirmed in emphatic language to-day his statement that no permits for liquor at banquets are likely to be granted in Ontario.

"There would have to be very good reason for it before this board would grant one," he said. "There was no liquor at the banquet the Ontario government gave to the Prince of Wales. There was no liquor at the banquet of the Bar Association when the Lord Chief Justice of England was the guest of honor."

"How many applications have you had for banquet permits?" Mr. Hanna was asked.

"About a dozen," he said. "Hardly more than that. I think the people are pretty well now that we are not giving these permits and I am of the opinion that this board will not soon change its mind on the point."

Mr. Hanna was told of the complaint of a man in a suburban town that there was somewhat of a drunken orgy at a military celebration of the confederation jubilee. The Star's informant had stated that he made his complaint to Mr. Hanna at the time, but got no satisfaction.

"No permit was given for any such affair," said Mr. Hanna, "and none would be given. He may have brought the matter to my attention, I do not remember it now, but if he did I would almost certainly have passed it on to the law enforcement department."

The latter department is of course independent of the liquor control board.

Hamilton Chinese Feel Neglected No Oriental Whiskies to Be Had

Special to The Star by Staff Reporter
Hamilton, September 19.—"Strong Man" Hanna has another complaint to deal with since Hamilton's Oriental population is indignant because Chinese whiskey is missing from the shelves of the Hamilton liquor stores.

Local Chinese who have a thirst for their native beverage must travel to Toronto to purchase their supplies for Hamilton stores have none in stock. Canadians, Scotchmen, Irishmen and Americans all have their own brands of whiskey listed but the

FATAL REAR-END COLLISION WRECKS MANY FREIGHT CARS

Lorne Smart of Newmarket Was Maimed and Killed in Caboose —Crippled Cattle Were Allowed to Suffer for Hours Before Being Put Out of Agony

ENGINEER AND FIREMAN JUMPED TO SAFETY

One man was killed, two sustained minor injuries, several cattle were killed outright while others had to be slaughtered after lingering in agony with terrible injuries for hours, and a dozen freight cars were demolished or badly smashed in a rear-end collision of Canadian National freight trains at Gormley on Saturday afternoon.

The dead man is Lorne Smart, brakeman, aged 27 years, whose home was in Newmarket. He was in the caboose of the front train when the wreck took place. The caboose was practically reduced to matchwood and Smart's mangled body, minus one leg, was hurled through the debris. His death must have been instantaneous.

Smart was not a member of the train crew, his own crew having preceded the one in which he met death. It appears that he had missed his run at Washago and was "dead-heading" on the next train for a lift to get back to his job. At the scene of the wreck it was stated that he had been asleep in the caboose when the crash occurred. The members of both train crews and the section hands present had been cautioned to refrain from discussing the accident. Engineer J. A. Elliott and Fireman W. T. Gibson sustained bruises jumping to safety.

Running Close Behind

As far as The Star was able to ascertain, the two trains had left Washago but ten minutes apart. The first, an exceedingly long one, was in charge of Conductor A. DeLong, 117 Northcote boulevard, Toronto, the crew consisting of Engineer George Marshall, 20 Beachview avenue, Toronto, Fireman Grant McMillan, Toronto, and Brakesman Robert H. Ralph, 5 Stanton avenue, and Ernest A. Plumb, 240 Rosemount avenue, Toronto. The second train was in charge of Conductor Charles Hurst, Toronto, the crew being Engineer John A. Elliott, 89 Ninth street, New

Toronto, William T. Gibson, Railroad Y. M. C. A., New Toronto, and Brakesmen William Pearson, Port Credit and Leith Myles, Mimico.

Conductor DeLong and the other railroaders declined to give any information as to how the smash occurred, Mr. DeLong explaining that to discuss it at all would be contrary to regulations. The same attitude was taken by Section Foreman G. Thompson and Sectionmen Clarence Steckley, John Sider and Ernest Jones, all of Gormley, who are said to have witnessed the collision while working near-by.

Train Broke in Two

It was learned by The Star that as the first train was approaching Gormley, coming around a bend, a coupling broke and the train became divided. Conductor DeLong and Brakesmen Ralph and Plumb proceeded to get the separated cars linked up again and were thus engaged when the other train following so close behind was heard to approach. It is said that there was not sufficient time for them to give warning of the danger and their train was practically hidden by the curve in the track from the sight of the engineer of the train behind. The second train was quite close when the danger was discovered by Engineer Elliott who jammed on the emergency brakes and then seeing that a collision was inevitable jumped with Fireman Gibson a moment before the impact occurred. Each sustained minor injuries to their legs and some bruises.

The wreck occurred where the railroad crosses the farm of Joseph Cherry, just northeast of the little station of West Gormley, about five miles northeast of Elgin Mills. Pieces of the smashed cars were thrown far into the fields. The noise of the crash was heard for a long distance and brought many people from the countryside. For a time it was feared that other men were buried in the wreckage.

Hush Call For Doctors

Telephone calls were sent out for all doctors in the surrounding country and Dr. Wilson of Richmond Hill was the first to respond. He was unable to do anything for the ill-fated man. Dr. C. J. Devins, coroner, of Aurora, reached there shortly afterwards and ordered removal of the remains of Smart.

When The Star arrived at the scene freight cars were piled high on top of one another. The large engine of the rear train ploughed right into a caboose and several cars and the force of the impact caused the first few cars immediately behind the engine to buckle up. Lumber was strewn along the sides of the track and there was a pitiable scene about one wrecked car loaded with dead and maimed cattle.

Some of the crippled cattle were terribly injured and persons who witnessed their suffering demanded that they be put out of their misery, but the railwaymen would not permit that, stating that they would have to wait until an adjuster arrived from Toronto before the animals could be killed.

A Sickening Sight
Constable Dunham of Aurora pleaded

Continued on page 22

ISN'T IT THE TRUTH?

He yearned more than he earned. If smaller collars, why not more of them?

Familiar last words: "I'll make it or bust."

Love doesn't care whether the word "obey" is in or out of the ritual.

Melody and static can never live peacefully on the same wave length.

Fable: He wrote back to the old



home town to tell of his progress and didn't multiply his salary by two.

China is so far away that 40,000 casualties don't seem like very many.

The man of the hour is not the one who used to make a specialty of watching the clock.

They started even. She led him into proposing and he led her to the altar.

Yes, the social climber was right in claiming a family tree. Science has found the fossil remains.

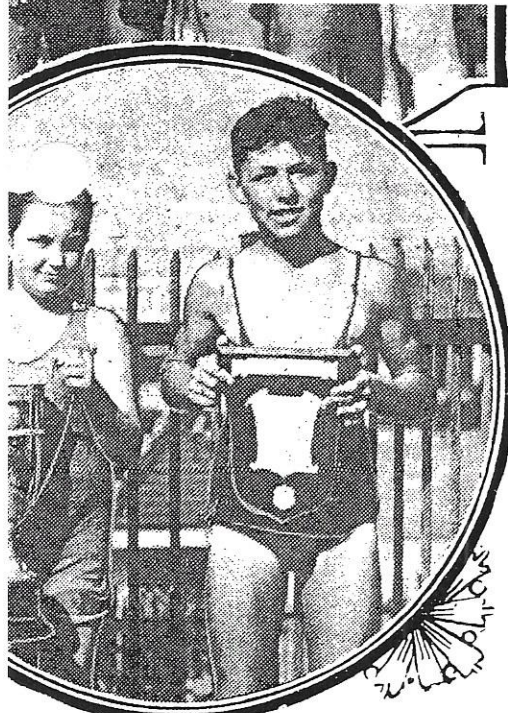
"Didn't your mother don't you?" asked one bright boy of his companion as they headed for the river.

Three years ago the announcement was made that jazz was dying. That it all there is to the story.

Traffic officer to the jaywalker: "Hey, there! If you're hunting the hospital that's the right way."

She married a fellow whose favorite theme was based on the assumption that the world owes every man a living. Being a good stenographer she got her old job back.

Correct this sentence: "He is noted for thrift, but always grabs the check before his dinner companion can get his hand in his pocket."



VICTORS AT PUBLIC SCHOOL MEET

ies and a vast crowd of spectators marked the school up, held under the auspices of the Public School Athletic inside tank on Saturday afternoon. The Star gave the and bronze medals, for individual events, silver shields and a big silver cup for the school winning the most T. Humberstone Collegiate team, winners of High School McKillop, Jack Keys, Glenn Brydson, George Walsh, al Technical team, winners of High School girls' relay, vning, Audrey Gilpin, Dorothy Glendenning. LOWER, en Victoria Public School, which won the trophy for the boys' relay, Patricia Prince and Martin Hurst, Keele public school relay.

HE SEES DANGER HUNGARIAN SITUATION

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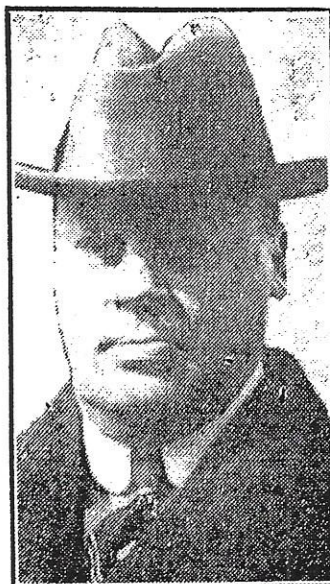
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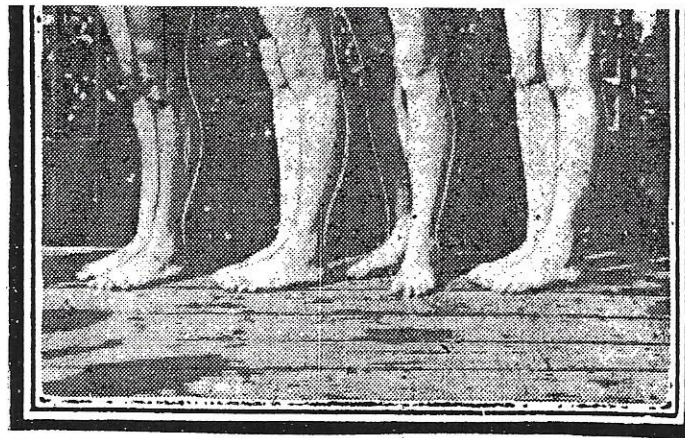
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VISCOUNT ROTHERMERE

British publicist, owner of the London Daily Mail and brother of the late Lord Northcliffe, who sees menace in Central Europe.

to an ancient and splendid people with a history of high endeavor extending over a thousand years. It is fundamentally wrong and it cannot endure. There is time now to right it peaceably and effectively. If we continue to close our eyes to the evil, it will keep alive the spirit of hatred and hostility in Central Europe, with the



FATAL REAR COLLISION WRECKS MANY CARS

Continued from page 19

ed in vain to have the sufferings of the beasts humanely ended but the railwaymen insisted that they must abide by the rules. All agreed that it was a sickening sight and terrible cruelty, but it was stated that an adjuster had to be present to see how many animals had been killed outright in all cases where live stock cars were wrecked.

The doctors protested as did motorists and others who had been attracted to the scene, but the maimed cattle were left in their agony until the adjuster arrived at night, many hours after the collision took place, and permitted the humane slaughter.

A wrecking train got the track cleared during Saturday night. It is stated that Operator and Station-master G. Wilson of Gormley was away on vacation and that there was a substitute on duty in his stead, but that this had nothing to do with the wreck.

Leg Sent Afterwards

Coroner Dr. C. J. Devins formally opened an inquest on the remains of Lorne Smart at Aurora on Saturday night and after identification the body was removed to the bereaved home in Newmarket. The right leg was not taken from the wreck until Saturday night and it was sent yesterday to where his mother, two sisters and his brother reside. Smart was a brother-in-law of Peter Brown, caretaker of Pickering College at Newmarket. Other relatives live there and at Mount Albert. The funeral is being held today and after services at the home in Newmarket interment will take place in Mount Albert Cemetery.

The inquest will be resumed at Aurora on Tuesday night, 27th instant, when the crews of both trains and the sectionmen will be the chief witnesses.

MOUNTAIN PEAK BLOWN UP

Removal of 400,000 Tons of Rock At Mining Operations in Italy

Rome—One of the greatest organized explosions on record has been successfully carried out during mining operations at Serra San Quirico, in the province of Ancona.

Four tons of high explosives were placed under the top portion of a mountain and fired by an electric spark. About 400,000 tons of rock was dislodged.

When the button was pressed the whole top of the mountain rose in the air, swelling as it ascended, then gradually breaking into a number of pieces, which crashed with a deafening roar into the valley.

Next moment the scene was obscured by a thick veil of dust and smoke. Thousands of people from all parts of the province watched the wonderful spectacle.

HOW IS IT SPELLED? HE ASKS HIS BRIDE

Weddings Now at Autumnal Floodtide—Registrar Busy

June is a big month for marriages, but September is a close second, and just now the sea of matrimony is experiencing its autumnal floodtide. "I'm pretty busy, but there are no figures as yet," was all that Mr. Gates of the Marriage License Bureau would say on the matter.

One young couple entered the room and started to fill in a marriage license form. The man, fair and sunburned, and smacking of the farm led off with the pen, but paused when he reached the question of the bride's name.

"How do you spell it?" he asked sheepishly.

But that was quite sufficient for the bride-to-be and with a withering glance and a muttered reprimand, she snatched the quill away and finished the job herself.

RADIO EXPERTS IN OTTAWA

Empire Delegates to World Conference Meet Canadians

Special to The Star by Staff Reporter
Ottawa, Ont., Sept. 19—Radio experts from Great Britain, Ireland, South Africa and India met Canadian radio authorities to-day when an informal discussion took place respecting problems of wireless communication within the empire.

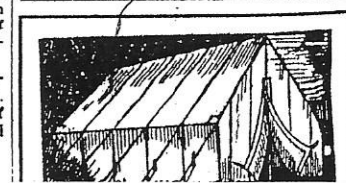
Next week the entire party, reinforced by the Canadians will attend the international radio conference which meets in Washington on Oct. 4.

The British party is headed by Col. T. F. Purves, engineer in chief of the British post office, which has administration of British broadcasting.

UNITED CHURCH REOPENS

North Runnymede United church held its reopening services yesterday after extensive renovations of the church building, which included a new entrance and also the installation of a heating plant.

Rev. Gilbert Agar, under whom the church was begun fifteen years ago, as a mission, spoke at the morning service and Rev. Dr. Addison, chairman of Toronto West Presbytery, had charge at night. Reopening services will continue next Sunday.



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MINE VICTIMS

Blamed Halifax, Colchester And Guysboro County Men Are Among Those Who Perished

al Centres



H. Gundy, one of the new who leave tonight for Cape of the Corporation. Over d Gundy held conferences S. Harrington, Minister of

Hollinger Death List Is Set At 39; 12 Rescued

Search Parties Find Bodies of Thirty Men in Flame-Swept Shaft—Survivors Tell of Heroism and Suffering

TIMMINS, Ont., Feb. 13. (By Staff Correspondent of the Canadian Press).—Two more bodies of smoke and gas victims were brought up from the Hollinger mine early this morning, making a total of 14 recovered. This leaves 25 men still in the mine, if reports now heard about the mine buildings are to be accepted, the bodies of all 25 have been found and have been moved to the station near the hoist, ready to be brought up. The last two bodies recovered have not yet been identified.

It seems impossible that any man could survive for 63 hours in a gas and smoke filled mine and it is now expected that the casualty list of this, the greatest mining disaster ever to have happened in Northern Ontario and perhaps the first of its kind in North America, will total 39.

—Please Turn to Page 2, Col. 3—

British Mine Teen Lives

Exploration Party Meets Disaster in Welsh Pit—Rescue Abandoned

WITEHAVEN, England, Feb. 12.—A terrific explosion early to in the Haig mine pit, the scene other explosions disastrous to man life, killed thirteen of a ty of twenty-one, who were ex- rting the works for the first time ce a similar disaster closed it t December. Several officials were among se killed. Eight dazed and par- ly gassed workmen fought their y back to safety. The news they ough caused desperate efforts by scue parties to reach the en- mbed men but the foul air foiled ir attempts. All hope was aban- ed at noon. The relief workers y draw and the mine was al- ed.

STER RECALLED
H. C. MACFARLANE lives were lost through an explosion in the me pit on September 5, 1922, and ain last December the works suf-

—Please Turn to Page 2, Col. 5—

AINS ADDED TERM

Screen Star Is Seriously Hurt ATLANTIC SHIPS BATTERED BY TERRIFIC GALES

PASADENA, Calif., Feb.—Bebe Daniels, motion picture star, was seriously injured yesterday, when an imitation airplane crashed into a car in which a picture being filmed, fell from a mobile truck on which it had mounted.

of Crew Missing as Dredge Founders—Col. Amery Had Rough Voyage Home

H. C. MACFARLANE PROMOTED BY C. N. R.

Becomes Assistant General Passenger Agent, Moncton —F. L. Dougan Comes Here

H. C. MACFARLANE, for the last ten years C. N. R. district passenger agent with headquarters in this city, has been promoted to the position of Assistant General Passenger Agent, Moncton, according to an announcement made at the Atlantic Region headquarters. Mr. MacFarlane will be succeeded here by Frank L. Dougan, at present general passenger travelling agent, who has been residing in Moncton but who will move to this city to take up his new duties.

LONDON, Feb. 12.—All incoming shipping reports great struggles against the Atlantic gales of the past week. The steamship *American Farmer*, which arrived at Plymouth thirty hours late, sustained damage to its propellers four days out of New York, and contended throughout its passage with the heavy gales.

The steamship *Montclare*, bringing Lieut.-Col. L. C. M. S. Amery, Secretary for the Colonies, from Canada after a long tour of the dominions, reached Liverpool 24 hours late. The British steamship *Sandown Castle*, from Tyne for New York, reported by wireless that it was returning to Queenstown with the forehold full of water.

SIX OF CREW MISSING

SIX of the crew were missing and believed drowned after the dredging vessel *Grinkel* sank in the Mersey River during the gale. The lives of the crew of the British schooner *Agnes Glover* were

Ira Graham, Goldboro, and Martin Stevens, Londonderry, Shift Bosses, Give Lives in Vain Effort to Save Comrades.

BODIES OF ALL FIVE VICTIMS RECOVERED

William Lindsay, of Caribou Mines, F. Martin and J. H. Higham, Addresses Unknown, Also Listed As Dead.

TIMMINS, Ont., Feb. 12.—Ira Graham and Martin Stevens, the first miners brought dead to the surface following the Hollinger mine disaster, were both Nova Scotians. Graham, 72 years of age, was a native of Guysboro county. He had been in the northern mining country for 20 years. Stevens was 60 years of age and had been employed by the Hollinger Company for 15 years. He came from Londonderry, Colchester county. Both were shift bosses and both lost their lives in attempting to make their way along the drift to warn their men.

William Lindsay, born at Caribou Mines, Halifax county, Nova Scotia, was prominent in the religious life of Timmins, being a local preacher and standard bearer of the local Salvation Army corps. Lindsay's body has also been recovered.

The bodies of F. Martin, of whom no address is known beyond the fact that he came from Nova Scotia, and J. H. Higham, address unknown, were brought to the surface at midnight Saturday night.

HEROIC SACRIFICE

TIMMINS, Ont., Feb. 12.—(By Canadian Press).—Ira Graham, aged Nova Scotian, shift-boss on the 550 foot level, who lost his life in the Hollinger mine fire died in an attempt to trace the source of the

—Please Turn to Page 2, Col. 2—

RETURN VERDICT

Coroner's Jury Decide Victim Cosgrave Train Wreck Met Accidental Death

PAGE TWO

TRAIN CREWS PLAY HERO

Rail Records Smashed As Train Speeds Aid To Imprisoned Miners

Running Time Between
Toronto and Timmins
Reduced By 5 Hours—
Special Hurtles Through
Night With Throttle Wide
Open.

NORTH BAY, Ont., Feb.
11.—At times attaining a
speed in excess of 60 miles an
hour, a Canadian National
special train from Toronto last
night and early today engaged
in a grim race with death, as
the lives of forty-seven en-
trapped Hollinger miners
swayed in the balance. Bear-
ing gas-fighting equipment, gas
masks, oxygen and pulmotors,
the train pulled into the Hol-
linger siding at 9:58 a.m., hav-
ing reduced the running time
from Toronto to Timmins by
approximately five hours.

On the long uphill run from
Toronto to North Bay the crack
Toronto crew consisting of Engineer
Blissett and Conductor Hurst, re-
duced the time by two and a half
hours. Another picked Temiskam-
ing and Northern Ontario Railway
crew equalled the performance of
the Toronto men by cutting two and
a half hours from the regular run-
ning time from North Bay to Tim-
mins, doing the long haul in about
seven and a half hours.

A CLEAR LINE

WITH a clear line from Toronto
to North Bay, all passenger and
freight trains were sidetracked
during the progress of the train on
its errand of mercy. The Toronto
crew shattered speed records all
along the route, as the train hurtled
through the gloom. Telegraphers,
dispatchers and veteran railroaders
were thrilled as the word was ticked
over the wires that the special was
doing time never before recorded in
the history of the road.

Allowing no time for any emerg-
encies, or unforeseen delays, the
train operating on a special sched-
ule was supposed to reach North
Bay at 2:40 this morning, but it
arrived here at 2:33 and five min-
utes later the Canadian National
engine had been disconnected and
had been replaced by one of the
speediest locomotives in the pos-
session of the T. and N.O. Another
picked crew was on board, Conduc-
tor St. Louis and Engineer Mc-
Ewen. Without a moment's delay
the train steamed out of the yards
and at various points along the
route was timed at fifty miles an
hour and better on the long up-hill
grade.

THROTTLE WIDE

D ETERMINED to equal the
records of the Canadian National
contemporaries the T. and N.O.
crew men opened the throttle
wide and the giant iron-horse re-

Takes Another Step To Abolish Council

(CONTINUED FROM PAGE 1)

ernment from considering the
names of some very worthy gentle-
men who would otherwise have
been appointed had they not at-
tained the age limit of 75 years.

The list of appointments makes
it apparent that in closing the book
upon the last chapter of the Coun-
cil's history it was the view of the
Government that it would be wise
to adhere to the custom which has
obtained for years of making ap-
pointments as representative of the
various constituencies. The appoint-
ment of Alexander McGregor, of
New Glasgow, Mr. Rhodes pointed
out, was in strict conformity with
past practice of appointing one
member at large, while the appoint-
ment of Mr. Bourque was made to
complete the French-Canadian repre-
sentation.

These appointments to the Leg-
islative Council have been made
necessary that the Government's
policy of abolition may be put into
effect. The appointees will con-
tinue as members of the Council
only until the abolition bill has
been passed at the coming session
of the Legislature, which opens
tomorrow.

To Inspect Corp. Properties

(CONTINUED FROM PAGE 1)

accompanied by Vice-President J. E.
McLurg, leave tonight for Sydney.
They will visit New Glasgow on the
return trip.

A HEAVY TASK

MR. McNAUGHT and Mr. Gundy
talked with newspapermen at the
Premier's office following the
conference, and emphasized the un-
wisdom of making at the moment
any statements of a definite char-
acter.

The task before them is a heavy
and complex one, and naturally
they must have time in which to
familiarize themselves with a mul-
titude of details.

Any statement at the present, Mr.
McNaught pointed out, would
of necessity be of a premature char-
acter, and he saw no good purpose
to be served in speaking of the
plans of the corporation until some-
thing of a definite nature was ar-
rived at.

The Premier and the Minister of
Mines both stated that the confer-
ence had been of a satisfactory
character. It is possible that they
will have further discussions with
Mr. McNaught and Mr. Gundy before
their departure for Sydney.

Bodies Of All 5 Victims Recovered

(CONTINUED FROM PAGE 1)



A. L. DAVIDSON



ALEX MCGREGOR

Hollinger Death List Is Set At Thirty-Nine

(CONTINUED FROM PAGE 1)

Between 500 and 800 men were
working underground when the
blaze was discovered about 10 a. m.,
on Friday. The alarm was given
and by feverishly swift operation of
the giant hoists, the great majority
of men were brought to safety. The
remainder, perhaps scouting the
fear of fire in quartz, remained be-
low until it was too late for them to
escape.

For hours it was not known how
many had been brought to the sur-
face, but as time went on it had
been definitely established that all
but 31 men had been taken out of
the mine alive.

DRIVEN BACK

FOR a considerable time informa-
tion regarding the actual con-
ditions of affairs was difficult to ob-
tain. Time and time again rescue
parties went down the shaft, to be
driven back by smoke and gas. Little
progress could be made and no
knowledge was available as to what
part of the extensive underground
workings the men might be in.

There are three surface shafts
reaching down into the depths, the
main, or old Hollinger, which pen-
etrates to the 1,850 foot level; the
central, going down to 3,050 feet and
the old Acme shaft, known as Num-
ber 11, which is down 2,000 feet.
From these shafts the drifts are
cut in various directions for several
hundred yards, and crosscuts
though the drifts give the under-
ground workings other ramifications.
The shafts are connected in various
ways by inclined passages or

HEROIC DEEDS

New men were working in every
part of the mine, widely scat-
tered. Stories from survivors in St.
Mary's Hospital today told of deeds
of great heroism, of privation and
suffering. Men staggering blindly
along the tortuous, black passages;
groping their way by the sides of
the tunnels or crawling on hands
and knees over the trolley rails,
choking as the smoke and gas filled
their lungs, and eventually dropping
dead through suffocation. This was

underground, among them two bro-
thers, G. and J. Aubry.

DEADLY CALMNESS

EARLY scenes of frantic clamor
around the mine on Friday gave
way later to a calmness that was
deadly. Men and women thronged
the mine heads, but for the most
part they were contained, although
grief-stricken. They walked around
the change-rooms or gathered to-
gether in small groups, talking in
subdued tones and hoping against
hope. Many maintained their vigil
all through the night, even when the
work of rescue was suspended until
the Pittsburgh car could arrive.
There was no scene of emotion wit-
nessed as the hours passed, nothing
but a painful and almost uncanny
silence.

Lying on his hospital cot, M. N.
Petchick unburdened himself today
of a tale which for grim horror has
had few equals. He was working on
the fifth level on Friday morning
when the smell of smoke was wafted
to his nostrils. "I could tell the dif-
ference between smoke from blasting
and wood smoke," he said, "and I
knew that there was a fire some-
where."

WARNING FAILS

HE endeavored to warn some of
his comrades and to make his
way from No. 16 crosscut to No. 13,
at the end of which was the main
shaft. With one or two others he
started, but the smoke became heav-
ier, and they could detect gas getting
into their lungs. They had reached
almost to No. 13, where there was a
truck that would have brought them
to the main shaft, but when almost
on it, they were driven back by bill-
ows of deadly acrid smoke. They
staggered back toward No. 16, and
some of the party separated.

Petchick made his way to the
fourth level, and there he again gave
the warning. Seven men were picked
up, all told, and efforts were made to
reach the main shaft on this level.
Again they were driven back into
the workings, until they finally
reached a dead end.

DESPERATE FIGHT

THE smoke poured in on them, and
the men had to improvise gas
masks from their shirts, steeped in

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Previous
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date of
last seen

REDUCED

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Petchick

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To Imprisoned Miners

Running Time Between Toronto and Timmins Reduced By 5 Hours—Special Hurtles Through Night With Throttle Wide Open.

NORTH BAY, Ont., Feb. 11.—At times attaining a speed in excess of 60 miles an hour, a Canadian National special train from Toronto last night and early today engaged in a grim race with death, as the lives of forty-seven entrapped Hollinger miners swayed in the balance. Bearing gas-fighting equipment, gas masks, oxygen and palmotors, the train pulled into the Hollinger siding at 9:58 a.m., having reduced the running time from Toronto to Timmins by approximately five hours.

On the long uphill run from Toronto to North Bay the crack Toronto crew consisting of Engineer Elliott and Conductor Hurst reduced the time by two and a half hours. Another picked Temiskaming and Northern Ontario Railway crew equalled the performance of the Toronto men by cutting two and a half hours from the regular running time from North Bay to Timmins, doing the long haul in about seven and a half hours.

A CLEAR LINE

WITH a clear line from Toronto to North Bay, all passenger and freight trains were sidetracked during the progress of the train on its errand of mercy. The Toronto crew shattered speed records all along the route, as the train hurtled through the gloom. Telegraphers, dispatchers and veteran railroaders were thrilled as the word was ticked over the wires that the special was doing time never before recorded in the history of the road.

Allowing no time for any emergencies, or unforeseen delays, the train operating on a special schedule was supposed to reach North Bay at 2:40 this morning, but it arrived here at 2:33 and five minutes later the Canadian National engine had been disconnected and had been replaced by one of the speediest locomotives in the possession of the T. and N. O. Another picked crew was on board. Conductor St. Louis and Engineer McEwen. Without a moment's delay the train steamed out of the yards and at various points along the route was timed at fifty miles an hour and better on the long up-hill grade.

THROTTLE WIDE

DETERMINED to equal the records of the Canadian National contemporaries the T. and N. O. crew men opened the throttle wide and the giant iron-horse responded as never before. Throughout the long night watch and the cold gray dawn of early morning, Engineer McEwen coaxed and nursed the engine as he never had before.

The train arrived in Timmins just two and a half hours before it was expected by the citizens. The speed made by this train on this haul has never before been attained on this line, which consists of an incessant up-hill grade.

All of the gas fighting equipment was speedily swung into action and it may be that because of this record run, that some of the imprisoned miners may yet be saved.

WINS BOUT

DES MOINES, Iowa.—Pinkie George, Des Moines, defeated Ray Dundee, St. Paul, 10 rounds.

Takes Another To Abolish C

(CONTINUED FROM F

ernment from considering names of some very worst men who would otherwise been appointed had they attained the age limit of 7.

The list of appointments it apparent that in closing upon the last chapter of civil history it was the Government that it would adhere to the custom obtained for years of appointments as representatives of various constituencies. The appointment of Alexander McNew Glasgow, Mr. Rhod out, was in strict conformity with the past practice of appointing a member at large, while the appointment of Mr. Bourque would complete the French-Canadian representation.

These appointments to the Legislative Council have it necessary that the Government policy of abolition may effect. The appointees continue as members of the Council until the abolition has been passed at the coming of the Legislature, which is tomorrow.

To Inspect Corp. Pre

(CONTINUED FROM

company by Vice-President McLurg, leave tonight. They will visit New Glasgow on return trip.

A HEAVY T

MR. McNAUGHT and talked with news the Premier's office for a conference, and emphasized the wisdom of making any statements of a character.

The task before the and complex one, as they must have time to familiarize themselves with the details.

Any statement at the time of necessity be of a practical character, and he saw no reason to be served in special plans of the corporation, nothing of a definite nature arrived at.

The Premier and the Mines both stated that the evidence had been of a character. It is possible that will have further discussion. Mr. McNaught and Mr. McLurg will depart for St.

Bodies Of 5 Victims R

(CONTINUED FROM

fire and to warn the men. Captain Pond, who had gone to the 550 to the 600 foot level, smelled gas and once started back up to find the fire and get Graham, one of the men who had collapsed, and Pond struggled down to the station, put him on the cage, the cage, however, collapsed.

FOUND USC

No one knows from the time the cage collapsed until the mind discovered gas ten o'clock that it was a cage tenders. A c down heard faint g Captain Pond unc brought up and re

28 02 13

Halifax
Herald

Feb 13
1928

THE EVENING TELEGRAM, TORONTO, MONDAY, APRIL 16, 1928

WHEN FAST TRAIN WAS DITCHED AT BRADFORD ON SATURDAY

aned at Glance

The Afternoon Reader

Iren Rescued,
But Home Destroyed

CATHARINES.—Being awak-
t 2 o'clock yesterday morning
light of flames sweeping up
airway of her home, Mrs.
Hughes, of Thorold, succeeded
ing a neighbor, who safely
her infant as she threw it
upstairs window. The other
n were lowered in a blanket.
use, contents and all personal
y, even to money in the
were totally destroyed.

IANS WILL TAKE PART.

NTFORD.—Interest is being
in this district in the first
border line celebration which
held some time this summer.
s from Washington and
ent Indians from every state
Union will attend.

IKE ROOMING HOUSE.

BEC.—Police headquarters
y night resembled a rooming
when the cells sheltered 20
men from New Brunswick
e on their way home after a
in the woods, and are short
s.

WIND DID DAMAGE.

ILTON.—The high wind did
rable damage in Hamilton
st. the loss was not
s tottered and fell
ashed in many win-
sses.

WO-YEAR SENTENCE.

PHAM.—A sentence of two
ess a day was imposed on
Saunders, 55, who, a few
go pleaded guilty before the
ate in city police court on a
of theft.

SCHOONER MISSING.

ON.—The fate of the British
r Nova Queen and her crew
en is a mystery. After a
y search, coast guard craft
ad covered a wide area had
o trace of the schooner.

IED FROM WOUNDS.

TFORD.—Henry Schenk, of
oncession 13, Logan, died
e effects of gunshot wounds,
oted, last Sunday morning.
i in a house on the farm of
Weir, his brother-in-law.

NEW ICE BRIDGE.

ARA FALLS, ONT.—A new
lge of tremendous thickness
ent has formed in the Nia-
er below the Falls, and some
rs claim that it is of record-
g proportions.

NCE MARRIES U.S. GIRL.

ON.—Prince Charles Phil-
uc De Nemours, and Miss
rite Watson, of Washington,
ad Newport, R.I., were mar-
London Saturday.

DS MEDICAL SERVICES.

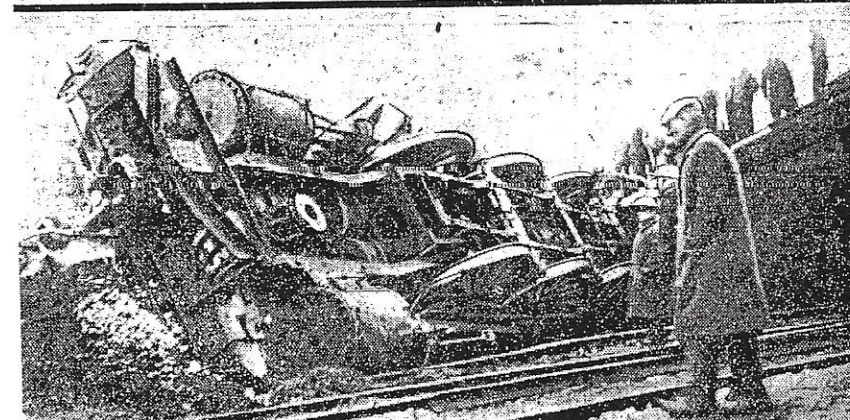
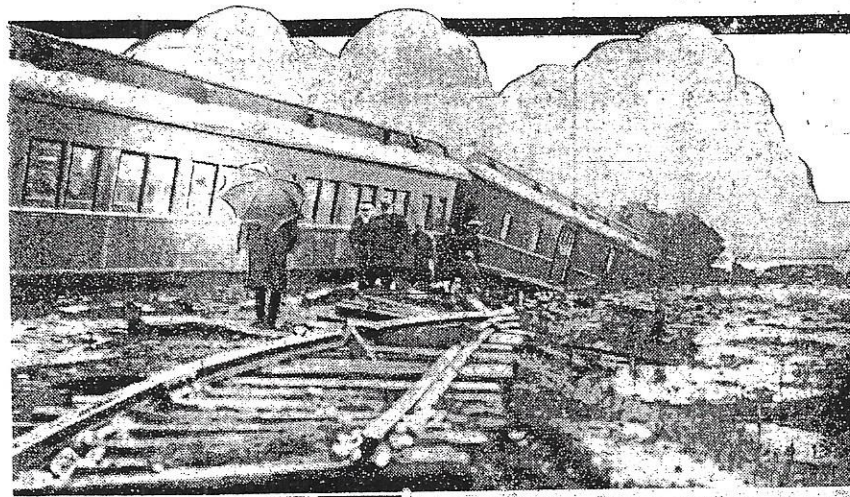
WA.—Lt-Col. L. J. Austin,
a, was elected president of
ocation of the Medical Ser-
Canada at the concluding
of organization here.

ED IN CRASH.

WOOLFREY, N.Y.—Three persons
ied at Plum Brooks crossing
heir car crashed into New
entral train No. 18, south-
rom Massena to Watertown.

Y CONTINUES FLIGHT.

O.—Lady Heath, continuing
flight to England, left Cairo
um, on the north coast of
arriving there safely.



Although engine and tender and several cars were upset, and passenger coaches derailed, there were but two casualties—the engineer being killed and the fireman badly shaken up and his face scratched. Cause of the wreck has not been determined. One theory is that the rails gave, or spread, when the heavy train came along, due to the influence of the marsh alongside, in which the derailed engine and tender and one of the refrigerator fish cars were embedded, but another theory is that a broken wheel or axle caused it. Although there are reports that the train was going too fast to make up lost time, C.N.R. investigators say that the engineer apparently had slowed up his engine to a safe speed at the curve; they also say that there was no rail defect.

oldest residents, died yesterday at his home, 49 Woolfrey ave., in his 87th year. Mr. Nokes was born on May 25, 1841, on a farm now the site of the University of Toronto. At the time of the Civil War he ran away from home and enlisted under an assumed name with the 84th New York Cavalry. He served with this unit for nearly three years. A few years later, the Fenians invaded Canada, and he was again in the field. Mr. Nokes was a broommaker by

Engineer Found Dead At Post;
Big Engine Lifted From Mire

Why Winnipeg Flier Ran
Off Tracks Is Still a
Mystery—Inquest Has
Been Ordered

supervised the work and enquired into the cause of the accident. He stated that an open rail was not the cause. The engine ran off the track. Why or how has not been found out. Mechanical Engineer

Defect, Not
Speed, Cause
Train Wreck

Investigation into the train wreck at Bradford Saturday morning has satisfied C.N.R. officials that there was no defect in the rail, and that the engineer, J. W. Brooks, who was killed, was in no way responsible, as he apparently slowed up his engine to a safe speed for the curve.

At Barrie and Bradford reports are that the train had been speeding to make up lost time. It is claimed that the 26 miles between Orillia and Barrie was made in better than a mile a minute. It is also alleged that Green, the fireman, said, at Bradford, that he had reminded the engineer that he was unfamiliar with the route, and that they would be ditched if he didn't look out. Green, at his home here, refused to see a reporter, but his wife said that he denied ever having said that the train was going too fast.

The cause is believed to have been some defect in either the engine or the tender, such as a broken wheel or broken axle. Up until last night examination of the engine failed to reveal any such defect.

ENGINEER FULLY QUALIFIED.

A further point that is occupying the time of the investigators is the fact that there was no pilot accompanying Engineer Brooks, as is the rule when an engineer is travelling over a new piece of road.

The dead engineer was in his 28th year, having been born October 14, 1901. He attained seniority as a fireman awaiting appointment as an engineer in April, 1918. He had passed all the necessary qualifying tests and also passed the annual tests.

Under Brotherhood requirements imposed upon the railways, when an engineer is up for a run, he must have it. An engineer is restricted to a certain mileage, or earning power, per month, and when that amount is reached earlier, because of overtime wages, a relief engineer takes his place, as in the case on No. 4.

HUGE CROWD ATTRACTED.

Over one thousand automobiles, by actual count, were parked near the Bradford wreck at four o'clock yesterday afternoon, and two traffic policemen had their work cut out to keep traffic moving on the nearby highway. Cars had to move at a snail's pace for a mile or so. The crowd watching the raising of the engine was estimated at 5,000.

PREMIERS TALK ALTA. COAL

GUARD QUANTITY

Satisfied With Progress in Promot-
ing Shipments to This Province,
Says Premier Ferguson

Further details in connection with importation of Alberta coal into Ontario were ironed out in a conference between Premier Ferguson and Premier Brownlee of Alberta in the former's office. Premier Brownlee took the opportunity to visit Premier Ferguson while returning from a holiday with his parents, near Saratoga.

"We were merely discussing the situation as it is," stated Premier Ferguson after the conference.

"Both Premier Brownlee and myself are well satisfied with progress in promoting the shipment of western coal to Ontario."

Premier Ferguson is of the opinion that the Federal Government should only pay the freight rate bonus on coal approved by the Board of Standards set up by the Alberta Government. "We are anxious to safeguard the quantity of coal," he said.

Premier Ferguson is making representations in this connection to Ottawa.

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THE EVENING TELEGRAM

TELEGRAM 28 04 16 - TORONTO, MONDAY, APRIL 16, 1928

PRICE LEAVES GREENLY FOR

I, May
Montreal

Ottawa
ay Afternoon

(Special) — Win-
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April 16.—(Staff
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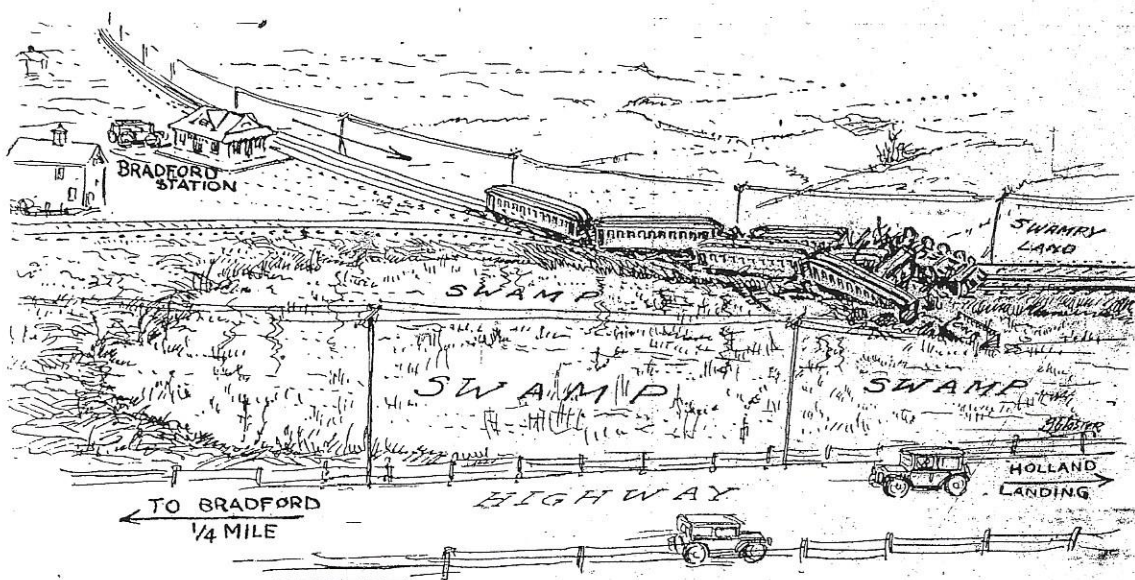
ton-Wilson, \$50,000
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bourg has seldom

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will be at a pre-
ials, counsel, jur-
have commandeered
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east and west,
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y staff men.

WITNESSES
ary is staying at
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companying General
was Col. Bovey,
and Q.M.G. with
headquarters staff
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Department at Mc-
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K.C. and
his counsel,
onto this morning
arrival went into
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staff on the "plain-
D. H. Chisholm,
ope and A. R. Wil-

T. R. Preston and
e at the new Dur-
e, with their coun-
most forward all

HOW WINNIPEG EXPRESS WAS WRECKED AT BRADFORD



After having just rounded the curve at Bradford station, and crossed the switch, the locomotive became derailed, and upset in marsh beside the tracks. Fish, baggage and express cars and some passenger coaches were also derailed.

PRISON REFORM NEEDED

Desire for "thrills," not a criminal instinct, is the cause of much of the lawlessness of today, so Rev. W. A. Cameron said in the course of his sermon in Yorkminster Church last night. From his own observations in police court, he said many of the young offenders were not really "bad." He also remarked: "We need another John Howard, who will clean up some of the hell holes we call prisons to-day."

May Refer Back Fire Tenders

Aldermen — Have Heard
Criticism of Board of
Control Recommendation

It looked probable this morning that the City Council would this afternoon vote to have the recommendation of Fire Chief Russell favoring the purchase of La France equipment referred back to the Board of Control for further consideration. Controller Wemp will move to this end, and asked that new tenders be called for.

Aldermen have heard much adverse comment in their constitu-

Cornered in Toledo Hold-up, Bandits Drop \$200,000 Loot

Police Surround Five in
Garage After Express
Truck Robbery, But a
Machine Gun Planted in
Nearby House Aids the
Thugs' Escape—Patrol-
man Shot

Toledo, O., April 16.—Five bandits kidnapped an express messenger and three guards here to-day, seized loot valued at \$200,000 and thirty minutes later were surrounded in a garage by police.

Abandoning the money, the robbers fought their way to freedom with sawed-off shotguns, after shooting Patrolman George Zientara perhaps fatally.

The messenger and guards had just left the Union Station with a valuable consignment of cash, securities and travellers cheques when the robbers, riding in a sedan, forced their truck to the curb.

Two patrolmen were first to respond. One of these was Zientara. The officers, in a police emergency car, chased the robbers several blocks to a garage into which the bandit cars were driven.

As Zientara and his fellow officer approached the bandits opened fire, then fled through a rear entrance.

USED MACHINE GUN.

MAYOR M'BRIDE IS HOME

Insists Fire Chief's Recommendation
Ought To Be Endorsed

Mayor McBride is back from Atlantic City, whence he went to recuperate after his recent illness. His worship reports that he is feeling in much better health.

The Mayor insists that the recommendation by Fire Chief Russell, favoring the purchase of La France equipment, ought to be accepted by Council to-day.

Preston Will Argue Libel Before Jury

Defendant in Sir Arthur
Currie Libel Action to
Submit His Own Case
After Evidence Is Com-
pleted

Cobourg, Ont., April 16.—(Staff Special.)—Libel suit brought by Sir Arthur Currie against the Port Hope Guide for publishing, and W. T. R. Preston for writing, an article charg-

SIR ARTHUR CURRIE LIKELY TO TESTIFY IN LIBEL ACTION

Cobourg, Ont., April 16.—(Staff Special.)—It is now practically certain that General Sir Arthur Currie will go into the witness box, but as it is his privilege in a libel action, his evidence will be adduced in reply to the defence. The procedure that seems likely is that W. N. Tilley, K.C., counsel for plaintiff, will address the jury after the preliminaries are completed, and then merely present a copy of the newspaper containing the article complained of as proof of the alleged libel. The defence will then submit its evidence, after which plaintiff will put in his reply, and it is at this time that General Currie will go into the witness box.

Nearly forty witnesses, have been subpoenaed on behalf of the plaintiff, many of whom are prominent military officers.

F. Logie Armstrong, supervisor of Government records at Ottawa, and A. F. Duguid, arrived this morning with the exhibits called for by both plaintiff and defendants.

STEAMSHIP ARRIVALS

Steamer	At	From
La Bourdon	New York	Vigo
Montclair	Southampton	St. John
Saturnia	Trieste	New York
Dresden	Chebourg	New York
Chicago	Vigo	New York
Minnesota	St. John	Liverpool
Manitoba	St. John	Boston

Hanna and
When

20 Years Old A
For Locomotive

Ottawa, April 16.—(Staff Special.)—The Railway Commission will hear the wreck at Bradford done when there has life. Probably the Commission at Toronto called.

The requirement is motive engineer shall years old, while tests hearing have to be rules of the Brotherhood of Engineers, of experience as fireman engineer, before one of a locomotive.

20,000 Ba
Of Beer
By Insp

Provincial Po
Building on
"Apples" R
Shipment to

Provincial Police T. V. Elliott this morning of the largest local since the L.C.A. car when they grabbed the reels, each containing of export beer, about altogether, product series, which had been the camouflage of a

The seizure was in street address. The had been stored for a in part of a wareh fictitious name. The was about 15 barrels tainted apples.

The officer believe being held waiting chance to run it States.

\$550,000 IN T

Honey Dew Limb action at Osgoode H. Ellison for an inju defendants from sell under the name "C any alleged imitati trade mark. It is restrain defendants business in stores, a le those of plaintiff claim, avers, plain trade mark. "Hone ed by Fred J. and J whom plaintiff paid, and shares in consi

Noted Celtic To Spe
"Our Responsibility
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lect of Clayton Han

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TORONTO STAR
JULY 5 1928

STAR 28 07 03

THE TORONTO DAILY

Greater Toronto and Nearby Centres

CONCORD

PASSENGERS CLIMBED OUT OF CAR WINDOWS

Train Was Wrecked At Switch
Approaching Station
At Concord

Through miraculous good fortune, no one was seriously hurt when the down-bound summer train from the north came to grief at the approach to Concord station, C.N.R., fourteen miles north of the city, at 10.50 o'clock Saturday night. At a point where there are switches to sidings to both right and left of the track the train broke-up, the engine going ahead while the lower tender truck, two baggage cars, two coaches and the dining car scattered, one coach upsetting and the others being shot crossways on each side of the line. Three Pullman cars at the rear remained on the track.

It being Saturday night, but 26 passengers were aboard and while all got some rough bumping around but five were injured sufficiently to require the services of the doctors who were at the scene a short time after the accident.

Kenneth McLennan, 83 Galley Ave., Toronto, a C.N.R. conductor who was travelling as a passenger, sustained cuts above the left eye and on the head. He was brought to his home in the city by Dr. H. J. Griffith, C.N.R. surgeon, who had been rushed to the scene and with Dr. G. W. Williams of Aurora had given first aid on the spot to all who were hurt.

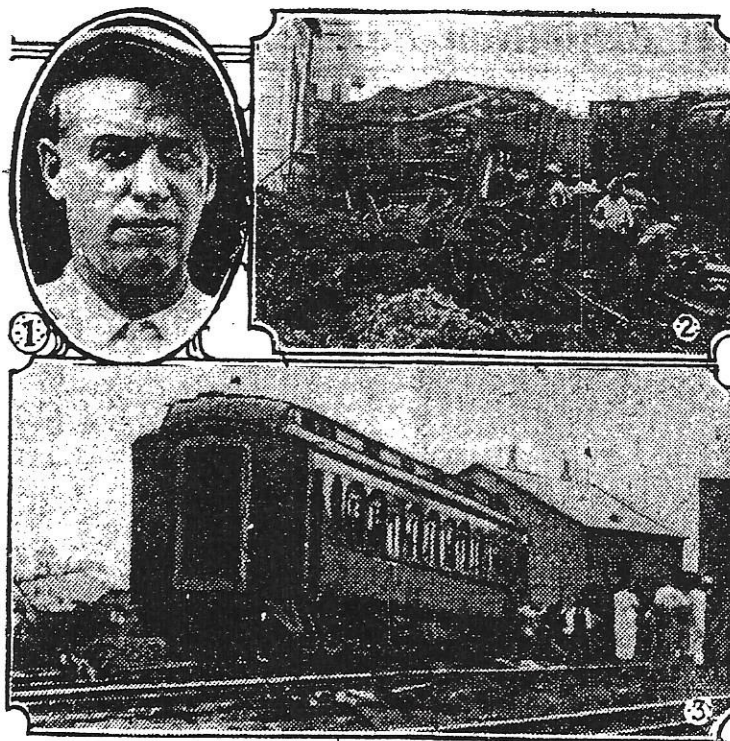
George Rhyness and Jessie Rhyness, who boarded the train at Huntsville, both sustained injuries to their shoulders, and Mr. Rhyness had his thumb cut. They were able to proceed to the city.

Two others were somewhat severely bruised. The rest of the passengers, all of whom were Toronto people, with the exception of one man who was on the way to Brantford, escaped with a shaking up. The majority of the passengers were in the Pullman cars that remained on the track. These included a pair of newlyweds returning from a honeymoon at Algonquin Park.

Cause of the Wreck

The train crew was composed of Engineer Coalnfire, Fireman Jones and Conductor Mahoney, all of Allandale. It is said that a speed of about thirty miles an hour was being made when the smash occurred. The railway men at the scene were exceedingly reticent as to the cause of the wreck, but The Star was informed that it was owing to nuts coming off the right hand side of the bottom brace of the pony truck, the braces swinging around breaking off the bolts in the switch connecting rod. This caused the leading cars to take to the siding which serves the great Miller conservatories, beside the Concord station.

The Miller stables are to the north of the conservatories. Beside them a heavy freight car loaded with



PASSENGER TRAIN WRECKED AT CONCORD

A tender and half a dozen coaches were derailed late on Saturday night just to the north of Concord station. Two cars overturned and some passengers had to be taken out by way of the windows. It is remarkable that no one was killed or seriously hurt. (1) A. G. Morton, station agent at Concord; (2) Carload of mature beside stables of Miller conservatory, which stopped an overturned car wrecking the stables; (3) one of the overturned cars just after it had been raised, prior to being replaced on the track.

OAKVILLE

PLENTY OF BASEBALL AS HOLIDAY FEATURE

Games Were in Progress Morning Afternoon and Evening at Oakville

Special to The Star

Oakville, July 3.—Dominion Day was royally celebrated in Oakville. The ideal weather and the many attractions provided drew a large crowd to town. The parks, and especially Lakeview Park, had many picnic parties, and for the first time this season the temperature of the lake made bathing and swimming enjoyable. The chief interest of the day centred in the field day sports in Victoria Park.

The first game was played at 10.30 between the Lakeview and Oakville softball teams. They competed for a cup given by the Oakville baseball club. The cup was won by the Oakville team. The score stood 14 to 7.

YORK TOWNSHIP

TAXI DRIVER ROBBED IN YORK TOWNSHIP

William Haywood Relieved of \$9 on Answering Phone Message

Ordered at the point of a gun by a lone bandit to give up his money and cab, Wm. Haywood, 24, a driver for the Bowes Taxi Co., was late Saturday night robbed of \$9 in cash and his car on Nairn Ave. This is the second taxi cab robbery within a week in Toronto.

The cab was later found by the police in a lane off St. Clair Ave.

About 11.30 p.m. Saturday Hay-



Wm. Haywood

WILLOWDALE POST

Laughter and Joy
Crowded
North

Special to The Star
Willowdale, Jun
Legion celebrated
laughter at their a
field sports. The
duced at the stre
tracted a huge cr
laughter were pres
the first kiddies'
light was extingui
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The guessing co
Harry Evans of
2,337, nearest to
cone loud speaker.
Newtonbrook won
second best.

A notable featu
ment was the Nor
Bert Clarke. The
purchased white
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STOUFVILLE

MINISTER TO LENG

Rev. Geo. G.
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Northern

Rev. George Ga
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Sunday nigh
Owing to ill healt
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year ago when
held the pastoral
at Walters' Fall

manure was standing when one of the day coaches crashed into it. This freight car saved the frame stables from demolition, being knocked into the station roadway, and it also helped passengers in the derailed coach. Two valuable horses were in the stalls at the time and were badly frightened.

A. G. Mortson is the station agent at Concord. He told The Star that the switches were properly set and that any information in connection with the mishap would have to be obtained from somebody higher up.

"I was just getting into bed when the engine stopped near the station," he said. "I had not heard any crash, which is rather strange considering that the derailment had occurred so close. Someone called and I went out, where I was very much surprised at the mess. The passengers were very cool under the circumstances. It was not long before Dr. Williams got over from Aurora and it was a great relief to know that the casualty list was so light. Auxiliaries were summoned from Allandale and Toronto and the line was open by 7.30 o'clock on Sunday morning." The track and road-bed was torn up for a couple of hundred yards and two coaches that had toppled over were badly damaged. Large gangs of men worked all night.

Rescued Through Car Windows

Postmaster Bowes of Concord was in the vicinity with Constables Chapman and Ramsey when the wreck took place. Mr. Bowes remarked to The Star on the singularity of the noise of the crash not being heard very far away, in fact the officers thought at first that some motorists were in a mix-up or something of the kind and they went to investigate with that idea in mind. When they arrived the passengers were off the train. Some had helped the train crew to get other passengers through windows of one wrecked coach.

Gordon Langley, Caledonia Rd., who had boarded the train at Scotia Junction, was in one of the Pullmans at the back of the train. He remarked to The Star that the experience was not a pleasant one, but he rejoiced with the other passengers that it was not worse, particularly for those who were in one day coach which turned over. "There was a bump and a grind that came suddenly," he said, "and then the car I was in came to a standstill. The persons in the front cars must have been thrown about much more than those who were in the rear cars. There was considerable excitement as the passengers were got out and examined, and satisfaction was general over the circumstance that so few people happened to be travelling on the train."

Official Statement

A. E. Warren, general manager, central region, Canadian National Railways, issued the following statement:

"At 11 p.m., June 30, train No. 48, operating between Trout Creek and Toronto, was derailed between switches at Concord, the rear tender truck, two baggage cars, two coaches and the diner leaving the rails. Five passengers and an employee of the company, who was on the train, were reported slightly injured, largely suffering from shock and bruises. They received medical attention at once and were able to continue on their journey. The line was blocked for approximately six hours, when the cars were rerailed. Auxiliaries were rushed to the scene from Toronto and Allandale and train No. 46 was detoured via the Bala sub-division and the passengers on No. 43 were taken to their destination by a transfer train. The cause of the accident is under investigation."

and Redshaw of Oakville.

In the afternoon there was a double-header between Oakville team and Renfrew team of the Northwest Toronto league. The first game score was 9 to 0 in favor of Oakville, in the second game Oakville was leading until the last innings, when the Renfrews scored a run, leaving the result a tie. Joe Nicholson of the umpires association, Toronto, refereed.

Oakville team is particularly pleased with the result as the "Renfrews" are leading in the Northwest Toronto league.

The evening games drew a record crowd. The first game was between Oakville and Waterdown. Oakville winning with a score of 12 to 5. This is the third game between these teams. The first game at Oakville was a draw. At the second game Waterdown was declared the winner, but the game has been protested.

The last game was between the Chosen Friends of Hamilton and Toronto softball team, who competed for a cup given by the Oakville baseball club. The score stood 12 to 11 in favor of Toronto. Langway and Pearson umpired both games.

In the sixth innings Eva Davies, Hamilton, fell in running to a base and injured her back and was unable to continue. This accident was the only unpleasant incident to mar the happiness of a very successful field day.

Bowling Tournament

The bowling green was a scene of much activity when the Oakville club held a mixed jitney tournament. The winners were: 1st, V. Robins; 2nd, Mrs. George Hillmer; 3rd, Mrs. W. E. McIlveen.

Girl Guides Had Party

The girl guides of Oakville were entertained by Mrs. Ryland New at her home, Lake Shore east, on Saturday afternoon, and completed arrangements for their camp to be held July 5 to 19 at Shanty Bay, Lake Simcoe. Mrs. W. J. A. Stewart, who has taken an active interest in the girl guides since coming to Oakville, and is leaving for Beamsville, was presented with a writing portfolio by the second company of Oakville guides, in which she was an officer.

MILTON

HALTON TORIES MET

Special to The Star

Milton, July 3—The annual meeting of the Halton county Liberal Conservative Association was held in the town hall here Saturday afternoon. Ernest Henderson of Trafalgar, vice-president, occupied the chair. Addresses were delivered by Dr. R. K. Anderson M.P., and George Hillmer, M.P.P. A committee was appointed to engage speakers, set the date and select a place for the holding of the association's annual picnic. The election of officers will take place at a special meeting.

Cowan Family Reunion

A family reunion was held yesterday at the home of Mr. and Mrs. William Cowan, Robert St., Milton. About sixty-five guests were present from Tottenham, Dundas, Hagersville, Brantford, Toronto, Alliston, Cookstown, Cheltenham and Credit Forks.

EAST YORK

SLOT MACHINES SEIZED

The East York Township police have made a clean sweep of the automatic slot machines from the stores throughout the municipality.

About 11.30 p.m. S

wood got a call to Rd. When he arrived in address a man stepped f and entered the 'cab t drive to Nairn Ave. No mentioned.

On Nairn Ave., just ne Rd., in the county, the quietly and in a voice to excite suspicion: here." As soon as the to a stop, Haywood felt a revolver against his knowing what it was he back. The gun was closer into the flesh and man snapped out: "I w and the car too."

"I handed him my bill told The Star, "and g machine.

"Now you can walk he said to me and I b slowly. He started the down Nairn Ave. and Rogers Rd. He didn't a hurry."

Haywood, as soon as was out of sight, broke i ran to the corner of R Nairn Ave., where he t office from a candy sto ship police were comm but so far no sign of been found. Detective township police has bee the case.

William Haywood is lives at 106 Argyll Ave.

Residents at 304 Rush where the footpad is al called the taxi, can o The house is a duplex lies of J. Newman and who live there, stated t asleep and have assur that he did not 'phone i

Picturesque Lost Old

Thomas Forfar, the resident of Scarboro, is out a home as the resplend burning to the g day. The Scarboro fire the alarm with prompt firemen could do noth blaze which devoured th of the building with am

Thomas Forfar, who brated his 94th birthday ing his midday meal and inmate of the 60-year- was his faithful collie The fire was believed to ed in a defective stove chimney in the kitchen through the house bef was given.

Despite his great ag assisted to the best of removing some of the ture from the house, from nearby farms work in the heat of the noc save the contents from a grandfather's clock, w

sure it. The single stalk was 6 feet 1 inch in length. Some Manitoba maples in town have made long strides skyward and to get something accurate in the way of figures The Herald measured one sapling that had sprung from the stump of a tree cut down last fall. It was 20 feet 9 inches long. This may be incredible, but the measurement is correct as it was checked up twice.

HUGE BOULDER PLACED ON RAILWAY TRACKS

(Gravenhurst Banner)

A deliberate and almost successful attempt was made to wreck the evening C.N.R. passenger train about three miles north of Gravenhurst last Friday night. Only the quick action of the engineer prevented a serious accident, when he applied the emergency brakes, before plunging his train into a huge boulder which had been placed in the middle of the tracks by unknown ugly disposed persons. At this spot the train usually picks up speed for the up grade journey to Bracebridge, and had the stone, which would weigh nearly a ton, not been sighted by the engineer in time, the whole train would have been completely wrecked, resulting in fatal injury to passengers and crew.

Whether this "Jesse James" stunt was an attempt at hold-up and robbery by the perpetrators is not known, but it appeared to follow closely on the mail car robbery in Parry Sound a few days previous.

In coming in contact with the boulder the pilot of the engine was badly smashed. After clearing the track and making repairs to the engine the train arrived at Huntsville about two hours late.

CODDEDHEAD SNAKE

pellate Court's decision; if to the disappearance of all pumps, council should come openly and declare its intention to do so.

Although to the onlooker successive councils have seemed to pursue a vacillating policy with respect to this vexatious question, the fact is that the situation in Simcoe worked itself out quite satisfactorily in that no new curb gas pumps have gone up for four or five years. Two of the four present applicants have built drive-in stations, and their applications could not be ignored while council winked at the erection of curb pumps by applicants. Precedent is a dangerous thing; little wonder that council hesitates to reopen the subject.

The gist of the situation in Simcoe is somewhat as follows: Under existing conditions, council could authorize the installation of a gas pump. A former Simcoe council and the chief of police have already demonstrated that any attempt to install one without authority will be summarily dealt with as a nuisance. That same council, in view of its lack of power to grant permits, washed its hands of the situation then and there. A new council came on the scene in 1928 and decided to try to remedy a situation which in its opinion reeks of unfairness and discrimination. Judging by past events, its effort must prove futile. It has no power to pass applications for permits except tentatively.

Unless the Ontario Government takes steps in and empowers municipal councils to enact legislation providing for the issuing of permits, one solution remains, if the one sought by town councils for a long time past is to prevail. If curb gas pumps must be removed, the continually changing conditions and increasing motor traffic will demand this step in spite of the non-cooperation of the governing bodies. I don't believe that in the near future a drive-in station will have attained such a popularity that the new curb pumps will have been grown if this is not already

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FORTY
PAGES

THE EVENING

VOL. LIII. NO. 254

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TORONTO, WEDNESDAY, FEBRUARY 25, 1908

ARTHUR CUTTEN GIVES

Fireman and Brakeman Die. Engineer Hurt, When Train Derailed Near Bracebridge

**Extreme Cold Believed
Cause of Accident on
C.N.R. Near Falkenburg
—Dead Residents of
Allandale**

Bracebridge, Ont., Feb. 25. (Special.)—Charles Hill fireman, Herbert Herrell, brakeman, were killed and W. C. McInnis, engineer, was seriously injured, when a Canadian Pacific train derailed at Falkenburg, on the C.N.R. line, about 12 miles from Bracebridge, at 12:15 this morning.

The engine was moving southward toward headquarters at Bracebridge. It was 25 below zero at the time of the accident. The train derailed during the night and lay on its side. When the train derailed, the engine and the first three cars were derailed. The rest of the train was in charge of Conductor (Herrell).

ONE BODY RECOVERED.
At eleven o'clock today word reached C.N.R. divisional headquarters at Allandale that the body of Fireman Hill had been recovered. The search for Brakeman H. R. J. Herrell is proceeding.

The engine is lying on its side on an embankment with its nose pointed toward the tracks. Fourteen freight cars were derailed and eight are lying in the ditch.

All C.N.R. officials from Allandale are at the scene of the wreck. It is stated here, however, the derailment occurred at 12:10 a.m. when freight train 2370, North Bay to Toronto, took the ditch without warning, traveling about 35 miles an hour.

Auxiliaries from North Bay and Allandale are at the scene and the line is expected to be cleared by mid-afternoon. Train No. 46, Winnipeg to Toronto, was routed over the Capreol-Ontario division via Scott Junction. Local was started at Barrie this morning to take care of local traffic. The first train from the north today, however, did not go through until seven this morning.

ENGINEER'S RIBS BROKEN
Engineer W. C. McInnis, who is in Bracebridge hospital with head injury and four fractured ribs, is believed to be recovering.

(Continued on Page 2, col. 2)

POST CARD 20 YEARS DOING 25-MILE TRIP

Butler, Pa., Feb. 20.—It took a postal card twenty years to pass between Butler and Mosgrove, Armstrong county, a distance of 25 miles.

The card was received by Mrs. Charlotte Evans, Butler. It was mailed by her late Mr. D. J. Dwyer at Mosgrove July 31, 1908.

The card said that Mr. and Mrs. Benjamin Evans, parents of the writer, would visit the Butler residence at Mosgrove. But have been dead 20 years.

Sees in Radium Best Remedy For Cancer

**Dr. Herbert Bruce Urges
Public Fund of Half
Million to Buy More
for City—Would Pay for
Research**

Before the Academy of Medicine, Herbert A. Bruce, M.D., F.R.C.S., Eng., professor of clinical surgery at the University of Toronto last night spoke on the treatment of cancer and particularly on the use of radium therefor.

"Toronto papers announce notable advances made in the treatment of cancer with a colloidal process by Dr. Hendrick and Prof. Burton," said Dr. Bruce in his introductory remarks.

"While all of us must sincerely hope that these workers have found something that will ultimately prove to be of value in the treatment of this disease, we cannot help but regret that it leaked out before it had really passed the experimental stage, and even should it eventually be found to have curative properties it will necessarily be a long time before this can be determined."

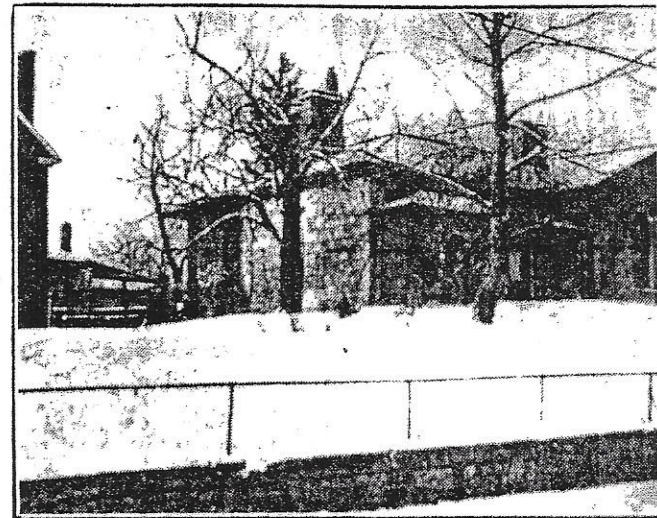
"The colloidal lead treatment put forward by Professor Blair Bell, of Liverpool," added Dr. Bruce, "was found to be a dangerous drug whose use should be discontinued."

USE OF RADIUM

Calling attention to the advances made in recent years in connection with the use of radium for the cure of cancer in various situations, Dr. Bruce stated that in the case of the lip, tongue, and cervix, where it was now conceded that a higher percentage of local cures can be secured by radium than by operation, especially those affecting the fauces and cervix. While surgery offers the best hope of the cure of cancer in most accessible situations, from recent developments in the application of radium it will be of enormous advantage to the surgeon in helping him to combat this disease. There are certain situations in the body difficult of access to surgery where radium seems to offer a very good prospect of cure.

NOT HOPELESS

I should like to dispel if possible the great pessimism which prevails in the public mind as to the possibility of curing cancer.



The beautiful home of the Cutten's on Paisley and Glasgow streets, Guelph, where brother, Harry Cutten, and his sister, Miss Lenore, reside in the present. Arthur Cutten, a famous grain operator, has another sister also residing in Guelph, she is Mrs. George I.

VOTE W. A. SUMMERVILLE— KILL "CROOKED LANE"

A crooked lane extension of University Avenue will cost the city \$1,000,000 and will be neither beautiful nor utilitarian. Its supporters do not want a vote of the people on it.

W. A. Summerville, who is opposed to the "crooked lane" extension, declares that before there is any money spent for the extension of University Avenue there ought to be a vote of the people.

A vote for Summerville is a vote to kill the \$1,000,000 "crooked lane" scheme.

Operations of Stock Syndicate Legal As Law Now Stands

**Nothing to Prevent Re-
currence of Jackson-
Manton Type of Pro-
motion Unless Amend-
ment Is Secured**

Jackson-Manton evidence in the completed case before Magistrate Jones showed two things: that the Securities Fraud Law operated by the Attorney-General, is able to punish, also there is furnished an illustration of how easy it is for a group of business men to gather money and advantage for themselves in the mining field.

What Harry E. Harcourt and D. M. Thomson are charged with is preparing and circulating information about the Jackson-Manton Mines Ltd., which they knew to be false. They will go before a jury incidentally, it is going to be difficult for the jurors already the case of Magistrate Jones are fighting with the technical explanations of Peter White, K.C., respecting the significance of channel samplings.

German Soldiers Now Citizens of France

London, France.—The law passed in Alsace after the armistice granting the French nationality to "German" subjects married to Alsatian women" is responsible for close to 100,000 former German soldiers and officers who served against France during the late war, now being full-fledged French citizens.

Mine Co. Head Elects Trial Without Jury

H. E. Harcourt to Be Tried March 11—Delay in Hearing of D. M. Thomson Protested by Counsel

Conference on Education Is National Event

**Vancouver Inviting Eastern
Canada to Participate
Largely in Fourth
Important Gathering**

Education and Leisure is to be the subject of the fourth National Conference on Education to be held at Vancouver, April 8 to 13. Because of the influence of delegates who are coming from Great Britain and Europe,

LARGEST
CIRCULATION
IN CANADA**THE TORONTO**

37TH YEAR Feb 20 1920 (JANUARY CIRCULATION 175,520 COPIES DAILY)

TORONTO, WEDNESDAY

DERAILMENT NEAR BR**FIREMAN AND BRAKEMAN
KILLED IN DERAILMENT
AT FALKENBURG TO-DAY****Chas. Hill and Herbert Harrell
Both of Allandale, Are
the Victims****ENGINEER INJURED****Twisted Rail Believed to Have
Caused Accident to
C.N.R. Freight**

Special to The Star

Bracebridge, Feb. 20.—Two men were killed in a derailment of the C.N.R. freight train at Falkenburg, five miles north of Bracebridge, early to-day. They were Charles Hill, fireman, and Herbert Harrell, brakeman, both of Allandale. W. C. McInnis, the engineer, also of Allandale, was seriously injured. The line is tied up. Train No. 46, due at Toronto at 7 a.m., will not reach there until noon. A local was made up to handle traffic.

**The Freight Train Was South Bound
From North Bay to Gravenhurst**

A buckled rail which sprung inward just after the driving wheels of the locomotive passed over it tossed the heavy engine—which was running extra—on its side. Engineer McInnis held fast to his controls and threw the air brakes on, while Fireman Hill who was in the act of throwing coal into the fire box lurched against the swaying door, scorching his arm. He shouted, "She's going over, jump—jump quick" but before he had time

**WHERE DERAILMENT OCCURRED**

Two were killed in a C.N.R. freight train derailment at Falkenburg, 5 miles north of Bracebridge, early this morning. Charles Hill, fireman, and Herbert Harrell, both of Allandale, were the victims. The line is reported tied up, and a local made up to handle traffic. Map shows location of derailment.

to jump himself the engine had turned on its side, crushing and burning him. McInnis hung tenaciously to his air lever and this possibly saved his life for when the engine overturned he was on the upper side.

The engineer was seriously injured but he pulled himself from the cab and endeavored to extricate Hill, who was also terribly scalded by escaping steam.

Meantime the cars bumped over the twisted rail and one by one toppled into the shallow ditch. The last to leave the rails—empties—telescoped the heavier cars in front. When the debris was partly cleared away the body of the brakeman was found in the midst of splintered wood. A brok-

(Continued on Page 2)

**BOARD OF CONTROL FAVORS
SHERBOURNE ST. EXTENSION**Should Have Priority Over
Davenport Widening**Crime Officials****SEND EX-MANAGER
JACKSON-MANION
TO TRIAL TO-DAY****Harry E. Harcourt Committed
by Magistrate Jones After
Evidence Taken****MISLEADING REPORT****Mining Expert Gives Evidence
on Directors' Report—Trial
Date March 11**

On a charge of making false statements, or concurring in such statements, concerning the affairs of the Jackson-Manion Mines Ltd., Harry E. Harcourt, former managing director, was to-day committed for trial by Magistrate Jones. Committal followed preliminary hearing which had occupied nearly a day and a half.

Immediately after his committal, Harcourt was arraigned before Judge O'Connell in county criminal court and a tentative date for his trial was fixed for 10 a.m. Monday, March 11. His honor told Mr. White he might prefer additional charges if any, at that time. Accused pleaded not guilty and elected a non-jury trial. Bail of \$10,000 was renewed.

Cyril Stewart, mining engineer, final witness, had declared that a statement in the company's records in reference to assay values and development of Jackson-Manion Mine might be interpreted as misleading. Several of his estimates were lower than those previously recorded.

A clash ensued between D. L. McCarthy, counsel for David M. Thomson, mines superintendent, who faces a charge similar to that preferred against Harcourt, and Peter White, crown counsel, when Mr. White asked for a brief adjournment before proceeding with the preliminary trial of Thomson.

Mr. McCarthy complained that Thomson had been long absent from the mines, where about 100 men were

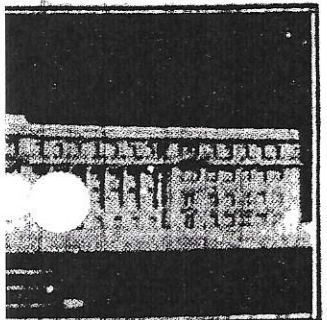
Here are shown attacked in the back police dog belonging and severely bitten the dog with Inspec observation. Little children when the d tore the flesh of her for Sick Children.

On Pla

WEDNESDAY, FEBRUARY 20, 1929



ED AT VARSITY
 College nominee for the Moss
 of the nominees of the four arts
 Maurice Cody Memorial prize for
 llege and (3) G. A. Gale, elected
 sented by F. C. Carter.



ION BUILDING
 Toronto, of Canada's new National
 ct at Ottawa on Sussex St. The
 s rivers. The land parcel 11,030
 e a front of 414 ft. and depth of
 storeys and basement high, and
 the building will be a research

were common and the means of
 e easy.
 It was thought necessary to
 power to police officers to kill,
 at were absolutely necessary to
 ont the escape of a person who
 committed a felony, that is, a
 e of the gravest character; but
 never was any power to kill
 aim in the case of a misdemeanor.
 hen our parliament came to
 ng our criminal laws into the form
 code, it abolished the terms of
 les add misdemeanors as
 ons of crimes; and when it be-
 necessary to deal with the
 r of power to kill to prevent
 wa, they concluded to abolish that
 re and dangerous power alto-
 r; because in accord with Chris-
 enlightenment and killing became
 unnecessary in these days when
 e is practically impossible. One
 nce will prove this; a man is now
 ng execution for murder at Lon-
 who has escaped and been
 three times.

struck out all words
 rixing killing of unresisting per-
 and inserted these words instead:
 y peace officer proceeding law-
 to arrest, with or without war-
 any person for any offence for
 the offender may be arrested
 ut a warrant and every one law-
 assisting in such arrest, is justifi-
 e to be arrested.

-OUR- DAILY BARGAIN

**Practically New
Martin & Orme
Grand**



Apartment Size
Satin Finish
Adam Brown Mahogany
Outstanding Bargain

\$595.00

Terms Arranged

HEINTZMAN & CO. LIMITED
 197-197 YONGE ST. - TORONTO

they have made a stamping ground
 of Toronto.

"Are the innocents to be shot down
 and the malefactors to escape?"

Chief Justice Meredith, when asked
 to reveal the identity of the author
 who had obtained the copy of his let-
 ter to Mr. Browning for inclusion in
 the pamphlet, stated that he did not
 wish to discuss the matter further
 than to say that the letter is accurately
 quoted.

"A couple of copies of the pamphlet
 are in my possession," he said. In-
 cluded also in the documents are the
 letter of the chief justice to the minis-
 ter of justice and part of the charge
 delivered on the same subject by Chief
 Justice Meredith at the York county
 assizes last autumn.

It is believed that the inclusion of
 the letter of the chief justice is an in-
 dication that the pamphlet is in accord
 with the views and purposes of Hon.
 Mr. Meredith.

NO HELP FOR OTTAWA

**Board of Control Takes no Action in
Move to Label Election Literature**

The board of control decided to take
 no action concerning a request from
 the Ottawa city council that the city
 aid them in seeking legislation pro-
 hibiting the circulation of objection-
 able election literature. They ask that
 all literature published shall bear the
 name of the printer as a means to
 trace the source.

Mayor McBride: "What is objec-
 tionable literature. Does it mean

FIREMAN, BRAKEMAN KILLED IN DERAILMENT

(Continued from Page One.)

en neck is thought to have caused in-
 stant death. Other members of the
 train crew could not tell exactly where
 Herrell was when the crash occurred.
 The engineer is in Bracebridge Mem-
 orial hospital. His injuries include
 broken legs.

Telephone lines were clipped quickly
 on the telegraph wires running parallel
 to the track and medical help sum-
 moned from Bracebridge while a
 train crew call boy scurried through
 Allandale yards with the ominous com-
 mand, "wreckers out."

The wreck special and salvage squad
 were soon engaged in the work of
 clearing the main line, but had not
 made sufficient progress to let No. 46,
 regular North Bay-Toronto light train,
 through on schedule. On advice from
 the chief dispatcher this train was re-
 routed by way of Bala and reached
 Toronto shortly after 11 a.m.

C.N.R. Statement

"A. E. Warren, general manager of
 the central region of C.N.R., issued
 the following statement to The Star
 this morning:

"At 12.15 a.m. the extra south-bound
 freight train, engine 2378, in charge
 of Conductor E. Knightley, and Engi-
 neer W. McInnis was derailed at
 Moore's siding, one mile north of Fal-
 kenburg on the Huntsville subdivision.
 The engine, tender and eight cars left
 the rails and turned on their side.

"Engineer McInnis sustained head
 injuries and four broken ribs. He was
 removed to the hospital at Brace-
 bridge. Brakeman Herbert Harrell
 and fireman C. Hill are missing, and
 it is feared that they were caught in
 the cab of the locomotive, which is
 reported partly submerged in the mud
 of the swamp on the east side of the
 track. The train crew were from
 Allandale.

"Word of the derailment was at once
 communicated to North Bay and
 Allandale terminals, and auxiliaries
 from those points left immediately for
 the scene. The work of clearing the
 track is now under way, and it is
 estimated that it will take at least 10
 hours to resume normal operations. It
 was necessary to detour trains No. 46
 and 47, operating between Toronto and
 North Bay via Scotia Junction, while
 the passengers of train No. 42 also
 operating between the same points
 were transferred at the scene of the
 derailment. It is anticipated that it
 will also be necessary to transfer pas-
 sengers of trains No. 41 and 44. The
 cause of the accident is now under
 investigation and a supplementary
 statement will be issued by the gen-
 eral manager when further in-
 formation is available."

R. J. Cody, conductor on the C.N.R.
 train 46, which arrived at the Union
 Station this morning at 11.20 from
 Timmins, told The Star he had seen
 nothing of the wreck, and had heard

POOR OLD BONES CREAK?

Are you crippled up with
 Rheumatism? . . . Perhaps you
 don't know about that won-
 derful old herbal Kidney Remedy
 of James Gallagher's. It has
 helped a great many people . . .
 Don't you think it would be
 sensible to try this *natural*,
 herbal remedy yourself?



**GALLAGHER'S
KIDNEY REMEDY**

Sold by all

**TAMBLYN
Drug Stores**

The never vary-
 ing quality of
 Beldings Silk
 Thread has
 made it
 Canada's
 favorite
 for almost half
 a century.

Beldings
 MADE IN CANADA
 SPOOL SILK

no particulars concerning the accident.
 His train was detoured at Scotia
 Junction to the Winnipeg line,
 approaching Toronto through the Don
 valley. The Timmins train was due
 in Toronto at 11.05, but was some 15
 minutes late in arriving.

To the Women of Toronto

You are cordially invited to attend a cook-

THE EVENING TELEGRAM, TORONTO, THURSDAY, FEBRUARY 21, 1929

ads
Fruits of Vatican
Treaty Still to Come,
Says Pope Pius
(Continued from Page 1)

we have established and there is still much work to be done." He did me the honor of receiving me in the intimacy of his library. After being ushered through the gorgeous surroundings of the various ante-chambers, between guards with drawn swords and ushers in liveries, the writer was taken through the final throne room into the presence of the Pope, seated at his desk in his private library.

The Pope was wearing a white cassock, and his little moustache was very white. He seemed in perfect health, cheeks a good color, his voice clear and direct and his gestures firm and steady.

"You are indeed welcome," he said first in Italian, then in English. He motioned me to an armchair on his right beside the desk.

WORLD-WIDE DELIGHT

The Holy Father began speaking. "You have had plenty of work during these last days," he commented. "I told him it was indeed so, and that from correspondents had tried to portray the momentous developments attending the settlement."

The Pope passed, and then said: "It is wonderful to hear news from all over the world on how the great event of the past few days has been received. We have received a real avalanche of telegrams of jubilation and a real world-wide expression of delight from even the most remote places."

His keen memory was a revelation. He recalled names and places in all parts of the civilized world from which thousands of telegrams had come, and he recalled individual names from among the thousands of priests who had sent congratulations.

The Pope expressed pleasure at the joyful response of Catholics, and with the manner in which they flocked to the churches to observe the event.

From North America and South America have come hundreds of telegrams, the Pope continued. From even as far away as Australia, they come in by cables and then, from far-off New Zealand. It is very gratifying to us to learn of these expressions and to feel that the whole Catholic world has received the events of the past few days with this remarkable joy, which shows that they have understood with us and that they rejoice with us.

The Pontiff spoke calmly and deliberately. His very manner of manner showed he was perfectly satisfied that the accord between Italy and the Holy See, in which he played an outstanding part and for which he publicly accepted responsibility, had placed the Papacy and the Roman Pontiff on secure ground.

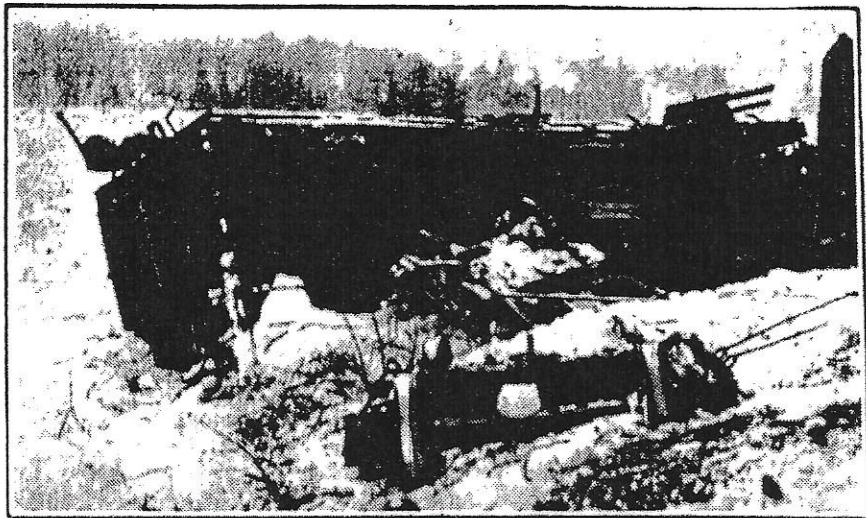
His person seemed to radiate power. As Sovereign Pontiff on whom the spiritual responsibility for 300,000,000 Catholics depends, he seemed fully to embody that lofty responsibility and to embody it. Although the Pope will celebrate his 70th birthday on May 31, he bears his age well.

His cheeks slightly rosy and his eye clear, he appears robust and active and usual signs of age are lacking in his actions.

MADE IT THEIR OWN

The Pope leaned back in his chair with his hands on the arms and regarded his listener as he continued. "People all over the world have crowded churches to offer thanks, as a crowd of them—and it was a part of them. The fact that it was so far away from them in distance did not lessen their great joy, but even added to their enthusiasm. It was as if there were a real festive occasion in their own country."

FREIGHT TRAIN WRECKED ON HUNTSVILLE SUBDIVISION



Spend \$216,500
On Airport
At Hamilton

City's Bill Is to Be Considered by Private Bills Committee—No Vote by Electors

City of Hamilton's bill asking permission to issue debentures totalling \$200,000, which includes provision for an airport without consent of the electors, was left over for further consideration by the Private Bills committee of the Legislature today.

Col Price, chairman, explained the city is asking to include another clause which has not yet been considered respecting construction of highways in connection with the Highways Department. The bill at present includes purchase of lands on Burlington Beach in connection with the Windermere Highway, \$25,000, acquiring lands in the Township of Halton for establishing an air port or harbor, \$100,000, construction of a bridge at Mary street over the C.N.R., \$50,000, erection of an art gallery, \$100,000, and acquiring property on Burlington Heights for widening York street at the western entrance to the city, \$100,000.

NEEDN'T TAKE VOTE

Answering an inquiry whether the procedure of issuing debentures without submitting to the electors was a precedent, Col Price said: "I am afraid not. The only thing is to see whether it is a reasonable request. Naturally, it goes too far sometimes."

An Act respecting the Town of Oshawa was passed, validating an agreement regarding fixed assessment of the town, also an Act respecting the Central Canada Exhibition Association, which provides for fixing the representation of those who compose the association.

Two men, a fireman and acting brickman were killed and another the engineer, seriously injured when a C.N.R. freight train was derailed just north of Fallowburg on the Huntsville subdivision. Fourteen cars and the engine were derailed, eight cars being thrown into the ditch. In the photograph above is shown a view of the wreck.

Request Order
To Form Trust
Want Court Direction as to Disposition of Church Land in Weston

Interpretation of a trust as to the disposition of certain lands in Weston made in the early days of St. Philip's Church Weston came before Mr. Justice O'Rourke today in the absence of A. G. Knight, K.C., counsel for St. John's Church, Weston, who are also presenting their claim to the land in question, the case was adjourned till Thursday.

J. N. Lyon, appearing for the present incumbent of St. Philip's Church, Rev. Frederick Robertson, stated that an order will be petitioned for asking that the lands known as St. Philip's Rectory are held or are to be held by the Incorporated Synod of the Diocese of Toronto, in trust for the incumbent of St. Philip's Church. Also he seeks an order whereby all moneys received from the lands are to be expended in the purchase of a site for the erection of a new rectory.

Mr. Justice O'Rourke—"It is really an interpretation of the trusts and legal relations."

Mr. Lyon—"There is no dispute of facts, your Lordship."

R. S. Barker appeared for the Synod.

Their property cut down, till it amounts to confiscation. They must be heard."

Major Pitts said the government plans a city road to Washington. The

First Night
Landing Here
(Continued from Page 1)

landed in flying hit and helmet. He was R. C. Paisley, garage proprietor of Montreal and the journey, he told The Telegram was his first in the air.

How did you like it?
"Great, first," he said. "Working like a dream."

"Were you nervous on your first night landing?"
"No," he replied. "Where your office here? I want to get those logs off and get down to the station."

Directed to the Flying Club office where a welcome fire warmed the place, the air traveler directed himself to his flying logs and quickly climbed into a waiting car that whisked him away to Hamilton station, where the C.N.R. which left Montreal at 10:30 was due in about 8 o'clock.

"What is the nature of your business that you would make a trip by plane and a night landing the first time you were ever in the air?" he was asked.

NEWS FOR WIFE

"I had some news to communicate to my wife," he said. "She is on that train and I missed her by four minutes at Montreal."

Mr. Paisley explained a traffic jam had been responsible for his delay and he decided, as he must overtake the train an airplane was the only sure means and, furthermore, never having been up before, the excuse to make a good trip of it offered itself.

"Are you very keen on flying after your first trip?"
"Yes, I may buy a plane now."

Attorney-General
Not Defers
(Continued from Page 1)

Mr. Robb personally for a deed that the Insurance Act was the Attorney-General, as representative of the Crown, might be sued on that point. Mr. Robb could not be a party to such action. The action to seek return of securities and the Insurance Act must not be joined. If the action against Mr. Robb as Minister of the Crown then the court could not join the action in its present form. The action against the Crown must be by petition of right. The Attorney-General was not a party to the return of a letter according to Mr. Robb was Mr. Robb properly sued as validity of the Act.

SUGGESTS COURT DIRECT

Mr. Wagerman said the Magistrate directed the return of a letter of action as only the Attorney-General could sue. He said that where there was doubt as to who was the proper party to sue or more parties might be joined, the court might direct separate actions. Justice Kelly pointed out that rule quoted by Mr. Wagerman, dealing with two causes of action. Mr. Wagerman said his stance changed and that he was Mr. Robb's ally. Plaintiffs did say he was a party but did not say whether they were as Ministers of the Crown or as private citizens. The Mr. Wagerman said his stance changed and that he was Mr. Robb's ally. Plaintiffs did say he was a party but did not say whether they were as Ministers of the Crown or as private citizens. The Mr. Wagerman said his stance changed and that he was Mr. Robb's ally. Plaintiffs did say he was a party but did not say whether they were as Ministers of the Crown or as private citizens.

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Any court, from the Supreme Court of Canada up to the Petty Magistrate, has the power to direct the hands of his Majesty, and the hands of Mr. Robb personate.

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Name	Address	G.
Windsford, Toronto		100.00
In Remembrance of My Dear Wife		
F. W. M. Toronto		5.00
A. J. Toronto		2.00
Friend, Toronto		10.00
C. E. E. Toronto		5.00
E. J. Toronto		5.00
Miss Marion Widdie, Toronto		10.00
Another Sympathizer, Toronto		10.00
Alpha-Gamma Girls' Club of East		10.00
York High School, Toronto		4.00
"71 G." Toronto		10.00
Ontario Hotel, Greeters, per W. H.		
Thomas, Treasurer, Ford Hotel,		25.00
Toronto		
Employees of Scott Knitting Com-		25.00
pany, Toronto		10.00
H. K. C. Toronto		3.00
Second School Pupils and Teachers,		51.68
Toronto		4.00
A Sympathizer, Fergus, Ont.		4.00
Joseph Atkinson, per the Canadian		
Bank of Commerce, Seaforth,		5.00
Ont.		
Deuteronomy 15: 7, 8, Drumbo,		2.00
W. and T. Palmerston, Ont.		2.00
Anonymous, Toronto		1.00
Life is a Trust—P. V. B., Iroquois,		1.00
Ont.		1.00
M. Toronto		1.00
Collection at Oratorical Contest at		
Paris High School, per Riba Gil-		21.00
ham, Treasurer of Paris High		
School Literary Society, Church		
Collection Raised by Knox, per		
Babbsch School and Friends, per		
Davis, Ritchie, Treasurer, Knox		37.77
S.S. Teeswater, Ont.		5.00
E. C. M., Carleton Place, Ont.		3.00
Mrs. H. A. Parrow, B.B. No. 3,		
Bowmanville, Ont.		
Silverdale Sunday School, per G.		
A. Ward, Secretary, and Ira A.		
Book, Treasurer, R.R. 1, St.		10.15
Ann's, Ont.		2.00
John Milne, Toronto		2.00

GRAVE OF SLAIN MAN SOUGHT BY ACCUSED

Snowdrifts Baffle Ravensky in Hunt for Kates's Resting-Place

(Canadian Press Despatch)
Swift Current, Sask., Feb. 20.—Baffled by the snow-drifts and landscape, which kept him from recognizing the spot where he said he helped to inter the body of David Kates, clothing salesman of Picton, Ont., last May, Herman Ravensky up to a late hour tonight continued in his search for the grave of his alleged victim.

He was accompanied by Sergeant Anderson of the Swift Current detachment of the R.C.M.P. and had not returned to the Gull Lake police office at 9 o'clock. Shortly before that time, Inspector Wilcox, in charge of the Swift Current force, is reported to have gone out to help in the blind search for the body of the murdered man.

BICYCLE LICENSING ASKED BY DEALERS

Would Reduce Number of Thefts, Say Delegates at Hamilton

(Staff Correspondence of The Globe)
Hamilton, Feb. 20.—The licensing of all bicycles by municipalities as a protection against theft was favored in a resolution adopted tonight by the Ontario-Bicycle Dealers at the annual meeting held in the Royal Connaught. Delegates emphasized that last year in Toronto 1,446 bicycles were stolen and only 348 recovered. During the same period 2,225 automobiles were stolen and 2,150 were recovered. Showing that theft licenses make successful theft difficult. It was stated, would be asked to adopt the system.

N. N. Ferris of Hamilton was elected as President of the association. Other officers are: Vice-President, Sam Manson, Hamilton; Secretary-Treasurer, J. H. Howes, Toronto. Executive Committee—S. Himel, P. McBride, Toronto, Walter Gurd, London, and C. O'Connor, St. Catharines. J. L. Isaacs of Brantford, retiring President, presided.

Chronic Bronchitis

Templeton's RAZ-MAH gives the most wonderful relief.

After 30 years' Chronic Bronchitis, John Hales, Port Bolster, Ont., got RAZ-MAH.

copper prices would soon drop, and he was alarmed at the idea of large extra investments until he knew how much ore the Granby company owned, and what returns were likely to be made on it, power prices in the East.

H. C. Bocking, Vice-President of the Granby company, testified that he had been threatened with a definite stoppage of power unless he smelted his ore at Trail, but A. H. MacNeill, counsel for the West Kootenay company, asserted that no such threat had been intended, and that a power contract had been offered without any smelting arrangements in it.

To Extend Power Area.

The West Kootenay Light and Power Company bill seeks to extend the area within which a supply of power may be served from a radius of fifty miles of Rossland, B.C., to 150 miles of that centre. Opposition is registered not against the extension of the district to be served, but for the purpose of seeking that the granting of the right to enter this enlarged area carries with it obligations to provide service when called upon to do so.

DEAD CREW SOUGHT IN SUBMERGED ENGINE

(Continued from Page 1, Column 4.)
That they were imprisoned in the cab of the locomotive, which is submerged in the mud of a swamp on the east side of the track.

All members of the train crew were from Allandale.

"When the derailment occurred word was at once sent to the North Bay and Allandale terminals and auxiliaries from these points were despatched immediately.

"The zero weather at the scene of the derailment made work extremely difficult, and, although the crews showed admirable spirit and labored without cessation from early morning until night, it was not until approximately 7 o'clock this evening that the line was clear.

"The situation of the derailed cars was such that it was with difficulty the locomotive could be approached, and a special night crew is now engaged in attempting to remove it from the swampy ground.

"In the meantime everything possible was done to search the cab for any bodies that it might contain, but so far without success.

"The cause of the accident is under investigation."

TROTSKY IS EVICTED BY RED COMRADES

(Continued from Page 1, Column 3.)
health, telegraphs the Vessliche correspondent.

"Why, if a change of climate is necessary, was Trotsky sent to Turkey? There are numerous sanatoria for lung disease in Southern Russia. But we know now that the Moscow Government did not want Trotsky to die in Russia, because it feared that rumor might spread that he was murdered, which would make him more dangerous in death than he was in life. What was to be done with this irascible person, who, in no circumstances, could be permitted to die under the eyes of all Russia?

"It was Angora that came to the rescue, and Moscow granted, as Turkey's Foreign Office phrased it, 'Trotsky's wish to visit Turkey,' but the Turks, who usually have the sight of foreign police uniforms in this case suppressed their natural dislike, and left all responsibility to the Russians. Russian policemen escorted the sick man to Constantinople, and Russian policemen watch day and night over the consular palace.

Ambassador Objects.

"It was originally intended to intern Trotsky in the Russian Embassy at Angora, but the Russian Ambassador fought tooth and nail against this plan. Like his masters in Moscow, he feared nothing so much as that Trotsky should die under his roof.

"Nobody has seen Trotsky or spoken to him, but the very few persons who wait on him are themselves secluded from the rest of the world, and dare not open their mouths. The very fact that the law is treated in this manner proves how matters stand with him. To all appearances, the curtain has risen over the last act of the Trotsky tragedy."

Hear Him Speak To-night Over Station CKNC, 11 to 11.30

when he will discuss all important issues of the present campaign.

First Church of Christ, Scientist, Toronto Announces A FREE LECTURE on CHRISTIAN SCIENCE entitled

"Christian Science: The Way of Salvation Which Jesus Revealed"

By JOHN ELLIS SEDMAN, C.S. of Cambridge, Massachusetts

Member of the Board of Lectureship of The Mother Church, The First Church of Christ, Scientist, Boston, Mass.

MASSEY MUSIC HALL
Shuter and Victoria Sts.
FRIDAY EVENING, FEBRUARY 22, at 8.15
All are cordially invited.

TONIGHT at 8.15 MASSEY Hall

"Wizardry . . . miraculous . . . So might have played the List of glorious fable"—N.Y. Telegram.

"Grand master of the keyboard . . . dazzling . . . supernatural heights"—Leonard Liebberg.

"Glittering virtuosity . . . fervor . . . force"—N.Y. American.

"Planistic giant"—Herman Davies, in Chicago American.

"Most important piano-playing of the season . . . magnificent . . . unforgettable"—Chicago Daily Tribune.

ROSENTHAL

Tickets: \$2.20, \$1.65, \$1.10, \$0.65, \$0.25.
Balcony: \$2.15, \$1.60, \$1.10, \$0.65, \$0.25.
NOW ON SALE AT MASSEY HALL OR CANADIAN CONCERT BUREAU, 135 Yonge Street—Wagerley 2953.

ALEXANDRA

NOW—MATINEE SAT.
MAURICE COLBOURNE
AND HIS LONDON COMPANY
RETURN ENGAGEMENT IN
BERNARD SHAW'S
BRILLIANT COMEDIES
To-night and Friday Even.
"CANDIDA"
PRECEDED BY
"Dark Lady of the Sonnets"
Saturday Matinee and Eve.
"You Never Can Tell"
EVEN. (2.20), 1.60 to 0.25. MATS. (2.10), 1.60 to 0.25. Seats at Moody's and Kennedy Bros., 11 Bloor W.

TWO WEEKS ONLY.
Monday MATS. WED. & SAT.
Feb. 25 EVEN. 8.15; MATS. 2.15
F. Ray Comstock and Morris Goss Present the

Stratford-Upon-Avon Festival Company

FROM THE
Shakespeare Memorial Theatre.
Patrons: His Majesty the King.
First Week Beginning Mon. Feb. 22.
Mon.: "Taming of the Shrew."
Tues.: "Hamlet."
Wed. Mat.: "Julius Caesar."
Wed. Eve.: "Henry VIII."
Thurs.: "King Henry IV." Part I.
Fri.: "Midsummer Night's Dream."
Sat. Mat.: "Merchant of Venice."
Sat. Eve.: "Taming of the Shrew."
Second Week: Mon.: "Richard III."
Tues.: "Henry VIII." Part II.
Wed. Mat.: "Taming of the Shrew."
Wed. Eve.: "Julius Caesar."
Thurs.: "Hamlet."
Fri.: "Midsummer Night's Dream."
Sat. Eve.: "Henry VIII."
EVEN. 8.15 to 0.25; Wed. Mat. 0.25 to 0.20; Sat. Mat. 1.00 to 0.25. Seats at Moody's and Kennedy Bros., 11 Bloor W.

SEATS NOW.

VICTORIA

ALL WEEK—AD. 6167-8
Edith Taliaferro
with the VICTORIA PLAYERS in
"Come Out of the Kitchen"
MATS. TO-DAY AND SAT. 1.60
SEATS 25c; REST SEATS 50c
EVEN. 2.20, 1.60, 1.10, 0.65

NEXT WEEK—STARTING MONDAY
"Polly With a Past"

UPTOWN

The "Shoreline Angel"
The story of a girl who thought she didn't care.
SINGING . . . TALKING.

SHEA'S HIPPODROME

WITH ALICE DE THE HIPPODROME
Clara Kimball Young
In a Story Song Divertissement
—And the Screen—
Mary Astor
in
"Romance and Bright Lights"

SIR HERBERT AMES

SUBJECT
"Can War Be . . ."

LO

A slashing, gusty drama of waterfront life. A stevedores ashore and the dock divers sweeties.
George
D. McDONALD

ST. JAMES' CATHEDRAL

THE TORONTO DAILY STAR

10 COPIES DAILY

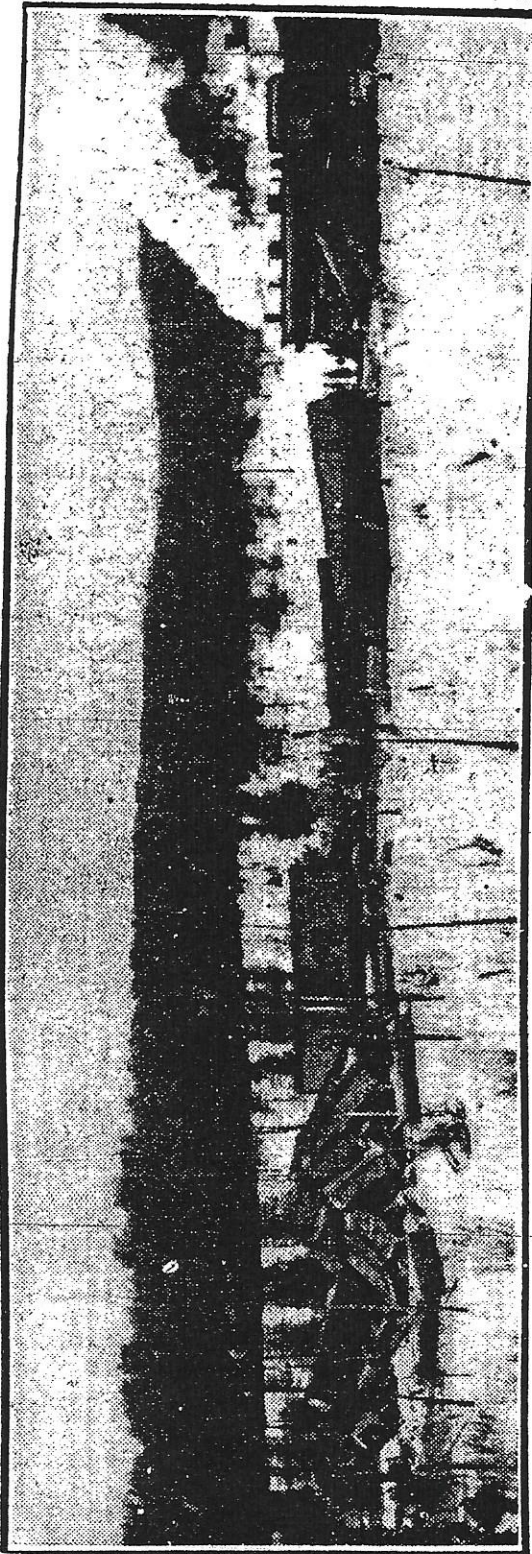
TORONTO, THURSDAY, FEBRUARY 21, 1929—44 PAGES

5 O'CLOCK E

PAPER MILL MERGERS ANTIC

ES DAY

Havoc Caused by Buckled Rail



TWO KILLED AS TRAIN PILES UP

A rail buckling inward just as the driving wheels of the C.N.R. freight locomotive passed over it near Falkenburg, 5 miles south of Bracebridge, was the cause of the distorted and entangled mass of what was once a freight train, into the swamp. He is in the Gravenhurst hospital in a critical condition.

NEW PROVINCE
MAY RE PDEATEN

By-Election on Saturday
Daily News Times & Herald

PLAN TO CULTIVATE
70 000 000 10000

DETROIT (S)
MONTREAL
FOR CH

Capone Mob, Guards
Liquor, Riled at Hi-J
Hired by Montr
PLANNED IN DE
"Scarface Al's" Chief Lik
Said to Have "W
Tickets" for Det
Special to The Star by Staff

Detroit, Feb. 21.—Rivalry of M
real and Ontario distillers and brew
in the Chicago booze trade is r
firmed here to-day as the hid
cause of the St. Valentine's Day "n
sacre" of the seven members of
"Bugs" Moran "mob" by five r
gangster gunmen in the north CI
St. garage. Before he left to rep
to Washington to-day, Wm. W
special prohibition agent, attache

Arrest of Constables Is Sequel to Inquest Into Brennan's Death

Shooting to Maim Charged Against Two Officers After Jury Expresses View That Police Should Have Let Fugitive Escape Rather Than Kill Him

ASK RESTRICTION ON USE OF GUNS

(Special Despatch to The Globe.)
Lindsay, Feb. 21.—Arrest of two Provincial constables followed the inquest today into the death of Pete Brennan, shot when he and Orval Shaw were pursued by police near Bolsover early Saturday morning. The two officers, Constables Purvis of Collingwood and Cook of Orillia, were charged with shooting to maim. Preliminary hearing is set for Friday at 1 o'clock. In the meantime, the two officers went to jail.

The verdict of the coroner's jury was: "That Pete Brennan came to his death on Feb. 16, about 3 a.m., near Bolsover, from two bullet wounds, either of which would have caused death, by revolver shots from a .32 revolver fired by either Provincial Constable Cook or Provincial Constable Purvis; that the constable did not intend to cause death, but did intend to wound Brennan; that it would have been better had Brennan been allowed to escape, rather than to have killed him; that we recommend that police officers be restricted in the use of firearms to protect their own lives."

Crown Attorney J. E. Anderson informed the jury prior to its withdrawal that he would take the responsibility for the statement that Brennan was not legally under arrest when Inspector Putman placed his hand on his shoulder, nor did Brennan realize that he was under arrest when he broke away from the posse of five. The jury arrived at its verdict after two hours deliberation.

Witnesses told of the discovery that Shaw and Brennan, jail-breakers from Chatham, were living in a cottage near Bolsover, and the subsequent Provincial Police visit, fatally climaxed when Brennan was shot down attempting to break away from the officers. Shaw, formerly the "Hermit of Skunk's Mistry," is still at liberty.

Trouble Expected.

It was clearly pointed out in the evidence that Inspector Putman and his men expected trouble, knowing that their men were Shaw and Brennan, and believing that they were armed; that the incident happened quickly, and that when the inspector halted the two fugitives and lit his flashlight, the officers saw Brennan make a quick move with his right hand as if to seize what was assumed to be a revolver, and which turned out to be a loaded stick of ash. Brennan broke and fled from the inspector's glove fist, some one yelled "Stop him," and some one yelled "Shoot," and Brennan dropped some 32 paces away. Inspector Putman and Sergeant Cressy did not fire. Constable Kelly had taken up the pursuit of Shaw, even though in danger of being hit by his comrades' bullets.

Constable Purvis stated that he believed Brennan was reaching for a gun. He saw him run, and he heard him yell to stop him. He said he never fired at Brennan's head. He followed by a second shot, but did not say whether any fired. But at the time he fired, Constable Kelly heard the shot behind him.

Merger in Britain

(Special Cable to The Globe and The New York Times. Copyright, 1929.)
LONDON, Feb. 21.—Details of a big provision stores combine involving a capital of \$19,000,000 and 3,500 shops throughout the country were announced today. The merger was arranged by Home and Colonial Stores Limited, which acquired a controlling interest in Meadow Dairy Company. Meadow Dairy has a management agreement with Lipton's Limited and controls Pearks Dairies, Boroughs Limited, Sherry's Dairy Company and Neale's Tea Stores.

THIRD LIFE IS CLAIMED BY RAILWAY WRECK

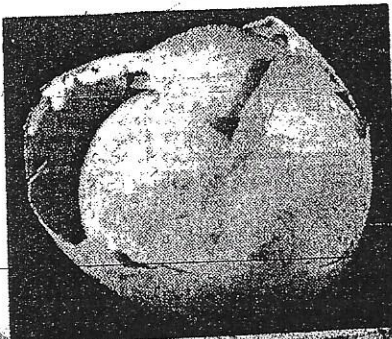
Engineer Dies at Bracebridge—Other Bodies Recovered

Bracebridge, Feb. 21.—The death of Engineer W. C. McInnes here tonight adds a third victim to the toll of the wreck of the Canadian National freight train which plunged into a swamp at Moore's Sliding, near Falkenburg, on Tuesday night. The bodies of the other two victims, Herbert Herrell, fireman, and Charles Hill, brakeman, were not found until this morning and were brought into Bracebridge to be prepared for burial.

The inquest was opened here this afternoon and adjourned until Friday. Police Magistrate Myers presided at the opening of the inquest in the absence of the coroner. Evidence of William McGaughey, special agent from North when the engine was detached in a Bay, related the finding of the bodies.

Hen Fruit—Chiefly Juicy!

There should be no anxiety for the egg crop this year, judging from the way the hens have started out. Yesterday's mails brought no fewer than five phenomenal egg samples to the Southeast Corner. Unfortunately four were broken in transit. Two of the broken ones turned out to be pairs—not broken in transit. Two of the broken ones turned out to be pairs—not broken in transit. Two of the broken ones turned out to be pairs—not broken in transit.



Inside the larger shell. The one depicted here was from Mrs. John Anderson, 366 Nigel Avenue West, Midland, Ont. The particulars given were: Laid by White Leghorn hen; length, 2 1/2 inches; circumference, 2 1/2 inches; weight, 1 1/2 ounces. A still larger, better and inner orb, also broken, came from John E. Carnaghan, Scarborough, Ont. It was laid by a Barred Rock hen. Its length was 3 1/2 inches; circumference, 3 1/2 inches; weight, 2 1/2 ounces. It was laid on the 14th day and contained a professional tin-bobber's cough medicine, with powder.

RIVER IS DYNAMITED BY PARIS SOLDIERS

Military Engineers Called In to Break Ice in Marne

(Special Cable to The Globe and The New York Times. Copyright, 1929.)
Paris, Feb. 21.—Aided by strong sunshine today, Parisian authorities directed an offensive against the lingering cold wave, which tonight seemed definitely routed.

Military engineers were called into service to liberate the River Marne from masses of ice which completely blocked the stream, checking navigation. Dynamite was used to break up the ice, 8,000 square metres along the shore line being thus freed today, and the work will continue tomorrow. It was explained that another reason for this action was that it was feared great damage might be done Seine locks if a big spread of ice detached and drifted down the river when melting commenced.

Parisians learned tonight, however, that the cold here was only relative. Returning travellers who were marooned on the Orient express eleven days in the snow waste 175 miles north of Stamboul brought tales of Siberian hardships. One told how passengers, cramped in two trains, which were frozen together on the tracks and practically buried in snow, kept anxious vigil, hoping each day that snowplows would bring help. He praised the work of the train crews, who, despite freezing winds, fought back and forth to a village half a mile away, bringing food and water to the stranded passengers. It was 35 below zero outside and 10 above in the train, which was without light and heat when the engine was detached in an effort to obtain more water.

It is understood that the private elevator companies went into aspects of their agreement, and reached about the conclusion that they could not count on the willingness of pool farmers to drain through private elevator.

Object to Recognition.
The rough outline of the reached pool farmer was under to deliver his wheat to the pool. The wheat belonged to the farmer. It was hauled to the elevator. The farmer had an agreement with the pool farmers. They were authorized to take a farmer's wheat. The farmer's wheat was not and a grain dealer stating that the farmer's wheat was not a "hybrid" ticket came into the pool. The Saskatchewan farmer greatly increased as the grain dealer for having recognized it of this "hybrid" ticket. On hand, the Commission, it was consulted the Justice Department. The Justice Department was informed that the dealer's wheat was not the elevator company's wheat.

There were several other pool farmers. The grain trade was stirred also, and the upshot of the situation was that it was agreed to call for a public hearing. A special committee of the pool farmers was set up in the near future. The committee will be called upon to give evidence. The grain farmers also will be cross-examined.

IMMEDIATE ACTION ON WATERWAYS

(Continued from Page 1.)
The waterways resolution passed by the Conservative convention two years ago, demanding a "Canadian waterway," was ditched by the party living in the City. The main object was to publicly owned Hydro-Quebec.

"Canada's waterways problem," was laid down between the Borden Government and the new Welland 8, which more than \$100 million. This waterway is an economic problem we have American Continent to solve this problem. Canada for many a day.

Delays Denounced.
Mr. Church denounced the delay in the submission of the water-power to the Supreme Court, and an amendment of dawdling over the Hydro case, he said, was to be lost with Q. Toronto so apparently, the issues on the St. Lawrence have today. He meant that represents a contradiction, because these bills the represent big power interests. They are here. Why are they here to get their permit from the Works Department? Mr. Church adjourned his resolution at 11 o'clock. The debate will take place when some pronouncement from the Government is expected.

DODD'S KIDNEY PILLS

For all kidney troubles, including backache, rheumatism, and general weakness.