

Five Victims of Car Accidents Over Week-end

Railway Crossings and Booze Play Part in Claiming Victims

MANY INJURED

Chatham, April 28.—Barney E. Jarrett, Brooklyn, N.Y., was killed late tonight when his car was hit by a C.N.R. train at the provincial highway crossing west of the city. One child died in General Hospital a few minutes after being admitted. Mrs. Jarrett and another child are in the hospital but are not badly hurt.

TORONTO MOTORISTS HURT
St. Catharines, April 28.—Four Toronto persons were injured, one seriously, about 4 o'clock this afternoon, when their Hudson coach crashed into the traffic signal in the centre of the provincial highway at the east approach to the swing bridge over the present Welland canal near Homer.

The traffic signal, being of concrete, ditched the front wheel and sent the car through the fence at the side of the road and into a small ravine about eight feet deep, where it landed on its wheels.

London, Ont., April 28.—Two persons are dead, seven are in a fairly critical condition and one of the latter is under arrest as the result of a motor accident on Lambeth highway nine miles south of London, on Saturday afternoon at 5:30 o'clock.

The dead are: Mrs. Henry Taylor, 1 Meda street, St. Thomas; James Johnstone, R.R. 1, Glanworth, Ont. Those injured are: Mrs. George H. Ethridge, 1 Meda street, St. Thomas, serious head injuries; Mrs. George H. Ethridge, sr., St. Thomas, broken ribs and body injuries; Mrs. J. E. Hopkins, 146 Centre street, St. Thomas, abrasion and shock; Mrs. Jack Ethridge, Merriton, Ont., abrasions, cuts and shock; Miss Patsy Ethridge, age five, minor cuts, bruises and shock; Alfred Hall, London, serious head and body injuries, and John Allen, Glencoe, cuts and abrasions.

FIND BEER BOTTLES

Broken beer bottles, cartons and 3 bottles still intact, were picked up by county police near the wreckage of Hall's car. Hall, police allege, was in a drunken condition immediately following the crash.

According to the police version of the mishap, Hall was driving north at a fast rate of speed and "cutting in" on cars ahead. Just as he was abreast of the other machine he swerved sharply into its path.

Windsor, April 28.—Leo J. Keenan, 22 years old, employe of the Michigan State Telephone Co., Detroit, was fatally injured shortly after six o'clock tonight when an automobile he was driving collided with another machine in charge of Pierre R. Goselin, 32, 12344 Woodward avenue, Detroit, on a sharp curve on the Riverside drive, Riverside.

Frank J. Jaster, 27, and his brother, William Jaster, 20, both of 3927 Kimberley avenue, Detroit, are believed dying. They were passengers in the Keenan car.

The police investigation indicates that Keenan, who was driving east on the drive, cut across the pavement to the wrong side in the path of Goselin's car. Both machines, the police believe, were exceeding the speed limit.

The skid marks show, the police say, that Goselin swerved his car onto the dirt to avoid the collision.
Brantford, April 28.—The week-end traffic here resulted in several arrests and two accidents. No lives were lost, although there were several hospital cases.

Baby Boy is Born On C.P.R. Special

Winnipeg, April 25.—An extra passenger boarded a Canadian Pacific special train as it speeded through from the east early this morning. Helped into the world by two former army nurses who were in the same car, a healthy four-pound baby boy was born to an immigrant passenger, and when the train pulled into Winnipeg both mother and child were reported to be well, and were taken to the Misericordia hospital for care.

Proud of its Age

Yorkshire Town Celebrates 600th Anniversary of Charter

Leeds, Yorkshire.—The good burghers of Beverley, pleasant market town of the East Riding of Yorkshire, are celebrating this week the 600th anniversary of the granting of a charter of incorporation. The charter was granted by Archbishop Athelstan and the central figure in the principal act of commemoration was Right Rev. William Temple, recently elevated to the Archbishopric of York, who is thereby Athelstan's direct descendant in office.

The charter of 1129, confirmed by King Henry I, gave Beverley "all the liberties and the same laws which they in York have in their city." Only five towns in England gained these privileges earlier than Beverley.

The chief glory of Beverley has always been its Minster. But on a plan somewhat similar to that of the great York Minster, Beverley Minster was the church of the archbishop, who granted the charter. Apart from her churches this Anglo-Saxon town, bordered with sweeping pasture lands, is as pleasant and attractive as when Leland founded it in the 16th century—"a large well builded town of wood. The fairest part of it is by the north and there the market is kept. The town has many fair gates of brick." Only one of these remains, the north gate.

The passing of eight centuries has transformed much of the district but the Minster remains; and the peace and beauty of the pastures round about still prevail; and the medieval character of the town is not entirely obliterated. Modern Beverley is typical of the best English market towns, its streets are quaint and old-fashioned in the best sense of the term.

British to Meet Holland's Claim for Wartime Acts

1,000,000 Guilders to be Paid to the Dutch as an Act of Grace

London.—Great Britain has agreed to pay 1,000,000 guilders (\$300,000) in settlement of the claims of the Dutch fishing industry arising out of the World War. This is shown by the notes which are now published and which were exchanged between the British Foreign Secretary, Sir Austen Chamberlain, and Jonkheer Dr. R. de Maess van Swinderen, the Netherlands Minister to London. The British Government made its offer as "an act of grace."

The Dutch Government in accepting it regrets that Great Britain denies all liability for compensation in respect to claims which the Netherlands Government considers justified.

With regard to the shipping claims apart from fishing, Sir Austen's note points out that access to the British prize court is still available.

Summer Here

First Air Mail Plane from Rimuowski Arrived in Ottawa

Ottawa.—The first airmail plane of the season arrived in Ottawa Friday, carrying on board letters from overseas taken off the C.P.R. steamer Duchess of York at Rimuowski, Que. The mail was taken on board a machine of the Canadian Transcontinental Airways at Rimuowski and rushed to Montreal where the consignment for points west was loaded into another plane waiting on the field at St. Hubert.

It is pointed out that the summer service during the period of St. Lawrence navigation effects a saving of time of 4 hours on incoming mail and from 24 to 36 hours on outgoing postal matter.

The first outgoing flight will be made from Montreal on Thursday, May 2, when a machine leaving long after the departure of the Calgaric will catch the ship at Rimuowski and load the mail on board.

No man can be truly happy without a well developed ability to forget.

Looks Like a Bit of France



MEXICAN RAILROADS DESTROYED BY REBELS
Mexican federal troops had no difficulty in following the trail taken by fleeing rebels evacuating Torreon as they tore up the railway for 100 miles in a vain effort to hold up the federal advance.

American War Ambassador Honored in Death



MYRON HERRICK COMES HOME
Body of late envoy Myron T. Herrick arrives in New York on French cruiser Tourville. Col. Lindbergh, Police Commissioner Grover Whalen and Mayor Walker of New York met the cruiser.

The 'Im Alone Case Host of 'Friends of the Horse' Meet on Common Ground of Admiration

Highlights from Official Notes On Sinking of Randall's Vessel

Canada accepts the proposal of the United States that the 'Im Alone incident be submitted to arbitration as provided for in the convention between Great Britain and the United States in 1924 to which Canada adhered.

The 'Im Alone was a schooner of Lunenburg, N.S. registry, equipped with engines and sails. The United States notes refer to her as "a notorious smuggling vessel."

On March 20 last, the 'Im Alone was sighted off the coast of United States, having cleared from Belize, British Honduras, with a cargo of liquor.

The vessel was ordered to heave to by the captain of the United States coastguard cutter Wolcott. Capt. Randall of the 'Im Alone refused and proceeded out to sea. After the Wolcott had fired through the sails and rigged of the schooner, the gun on the cutter jammed, according to the United States notes, and she asked for assistance from the coastguard headquarters.

On March 22, another coastguard vessel, the Dexter, came up and ordered the 'Im Alone to heave to. On the continued refusal of the latter, the Dexter shelled the schooner and ultimately sank her, some 200 miles from shore. One member of the crew of the 'Im Alone was drowned.

The convention of 1924 gave the United States authorities, in its suppression of rum-running, certain privileges of search and seizure outside the territorial waters, which extend three miles from shore. The convention permits search and seizure of vessels suspected of endeavoring to smuggle liquor into the United States, within the distance from the United States coast that the suspected vessel can traverse in one hour.

The two governments are at variance not only as to the distance the 'Im Alone was from shore when first hailed but how many knots she could travel in an hour.

The United States coastguard authorities claimed the schooner was 10 1/2 miles off shore when hailed and that she was capable of travelling over 13 knots an hour.

The officers of the schooner claimed they were 14 1/2 miles from the shore and that the best speed the 'Im Alone had ever obtained was 9 1/2 knots.

Accordingly, the two governments disagree as to whether the coastguard officials had any right to interfere with the 'Im Alone when she was first hailed.

The United States takes the position that if the vessel is hailed within "one hour's sailing" of shore, the coastguard ships are permitted to follow and capture her regardless of distance, provided the chase has been continuous.

The situation is not altered, the United States sets forth, by the fact that the cutter that hailed the 'Im Alone was not the one that sank her. Both cutters were under the same command and co-operating, in the argument.

The Canadian government contends that to make use of the privileges of "hot pursuit" the vessel must be hailed within the territorial waters, three miles. It also contends the United States ships exceeded their rights when they had the hailing been within the required limits, in pursuing the ship so far into the high seas.

With regard to the actual sinking of the vessel, United States placed the blame on the captain of the 'Im Alone in not obeying the order of the coastguard officials. The Canadian government disagrees with this.

The Canadian notes assert that the evidence shows the coastguard officers could have boarded the 'Im Alone and that the firing on the schooner and the putting of the crew in irons gave

Industry Far From a 'Has Been', Speakers at Boston Banquet Prove—Will Rogers Rises to Defend Equine Race—Census Shows 14,000,000 Used on Farms

More than 800 "friends of the horse" have just met at a Boston banquet on the common ground of admiration. Automotive age notwithstanding, they were authoritatively reassured, "horse breeding and use is on a sounder basis now than at any time in the past 20 years."

Will Rogers, humorist and horseman, temporarily deserted the stage to add his word of praise for the horse. "Your automobile," he declared, "must be the last word in fashion to attract attention nowadays. But heads will never cease to turn as a good horse moves down the street."

Wayne Dinsmore of Chicago, secretary of the Horse Association of America, contributed what were considered surprising statistics in proof of the fact that horsemanship is still indeed furnished by the horse.

"There are more than 14,000,000 horses and 5,447,000 mules on farms to-day, and approximately 1,500,000 horses and mules in non-agricultural work, according to the latest census of its kind, complete to January 1," Mr. Dinsmore declared.

"An industry that represents almost \$1,500,000,000 capital investment," he said, "that exceeds the combined value of all sheep and swine—is far from being a 'has been', particularly when we recall that horses and mules furnish most of the power that makes the American farmer the most efficient, measured in production per man, of any farmer in the world."

As for the idea of one horse being necessary for the attainment of one horsepower, or at best only four or five horsepower for a short time, Mr. Dinsmore showed actual tests where a single horse could produce 10 horsepower, and a team of horses 25 horsepower, while a good horse exerts well over a single horsepower for a solid 10-hour period of work.

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Railway Development

London Evening Standard (Int. Cons.): Little has been done in the matter of speed during the last 70 or 80 years, and we are still far from the maximum speed of 150 miles an hour and the whole-run speed of 120 miles an hour which such an expert as Lord Monkswell considers perfectly feasible. If the railways had devoted to experiments of this nature half the energy and enterprise which the motor industry has shown in the pursuit of high speeds, they would give us services of a much higher value.

The older some women get the more girlish they try to act.

Canada's Representative at Unveiling



U.S. HONORS WAR PRESIDENT
Vincent Massey (left), Canadian minister to United States, and Dr. Alderman, president of University of Virginia, at the unveiling of a tablet to Woodrow Wilson, who once attended the university.