

THE WHITBY  
AND PORT  
PERRY  
RAILWAY.



# Silver Screen Warns Motorists

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The capital of the new company was not prepossessing; it was merely \$50,000; and the sales of all motor cars during the following half-a-dozen years were not large. In Canada, records show that, in 1903, there were only 220 cars in operation and these were owned exclusively in Ontario. A further indication of its slow popularity was that between 1904 and 1905 there was an increase of but 18, bringing the total up to 553 cars for all of the Dominion.

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With the automobile becoming a serious factor in the transportation world a number of problems arose, of which one of the greatest is that of grade crossings. Each year these crossings claim their toll of victims. Last year the number of accidents reported by the Railway Commission shows a total of 258, with a death list of 75 and 366 injured; while for the first six months of this year there were 101 accidents, with 31 killed and 119 injured. Although the railways and the government have exerted every facility to give adequate protection on such crossings, an appalling total of accidents occur and records of these show that not even

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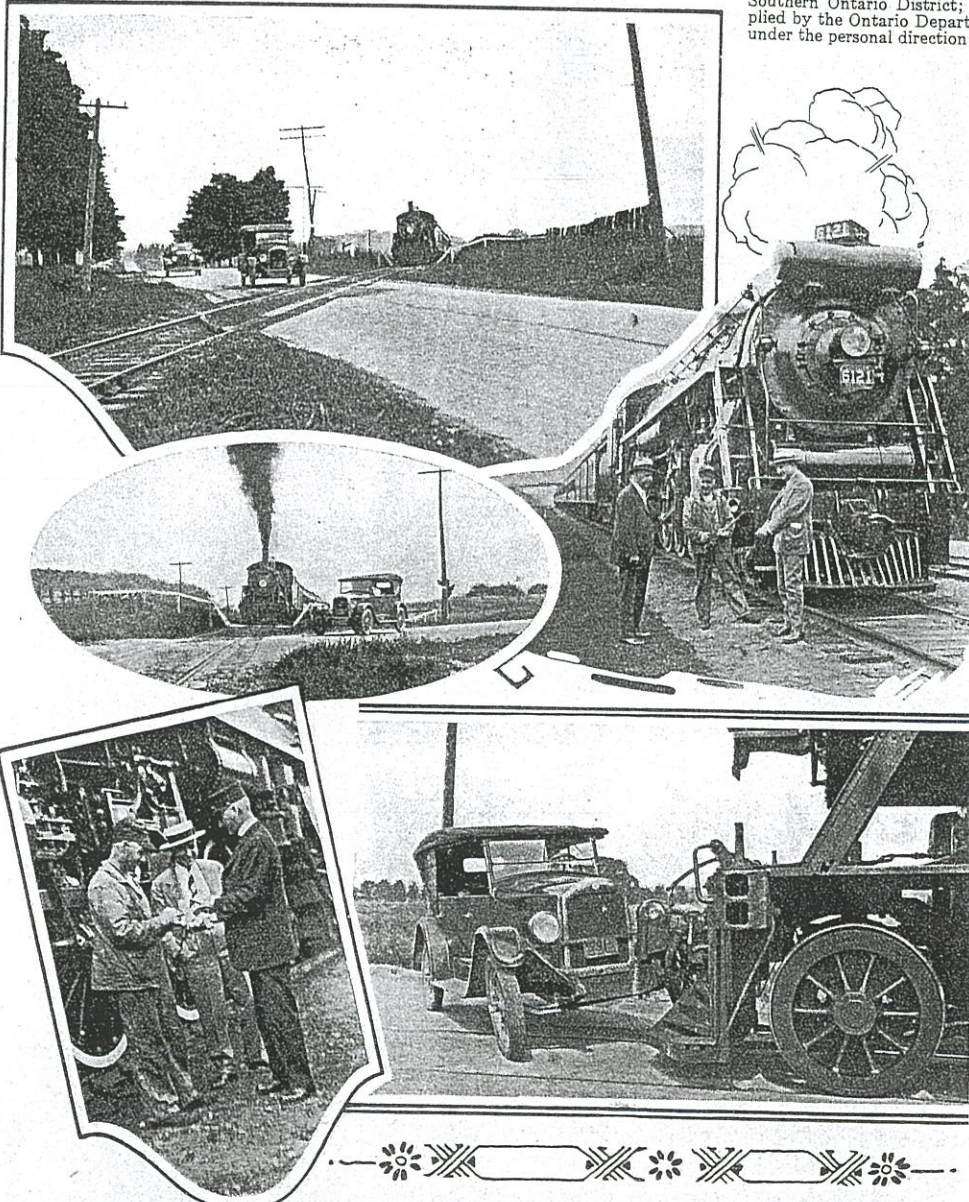
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Just what this point of view is was given by Mr. J. S. Crawford, who has operated The International Limited between Sarnia and Toronto for almost a quarter of a century and who is Chairman of the Legislative Board for Ontario of the Brotherhood of Locomotive Engineers and Secretary of the Dominion Legislative Board of the same organization, as well as an ex-mayor of his native city. Mr. Crawford's views, which are reproduced from MacLean's Magazine, from an article on grade crossings by the writer are as follows: "The question naturally arises, has not the motorist a moral obligation to his fellow driver, the engineer. Let me make a comparison between the two: A motorist may drive almost as soon as he owns a car. He merely has to qualify for his license and whether the car be of the most expensive type or a second-hand one of the cheaper line and bought for a couple of hundred dollars, or so, he is free to operate on the highways. On the other hand, an engineer has to undergo a regular system of tests and examinations. Take my own case, as an example:

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In dealing with the grade crossing menace, Mr. Crawford drew attention to the recommendations made by the Dominion Legislative Board of the brotherhood, which are as follows:

"Clause One. That an operator's license shall not be issued to any person under the age of sixteen years, and no chauffeur's license shall be issued to any person under the age of eighteen years.

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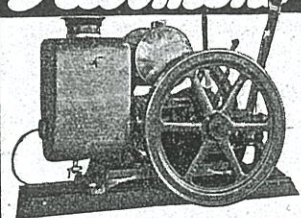
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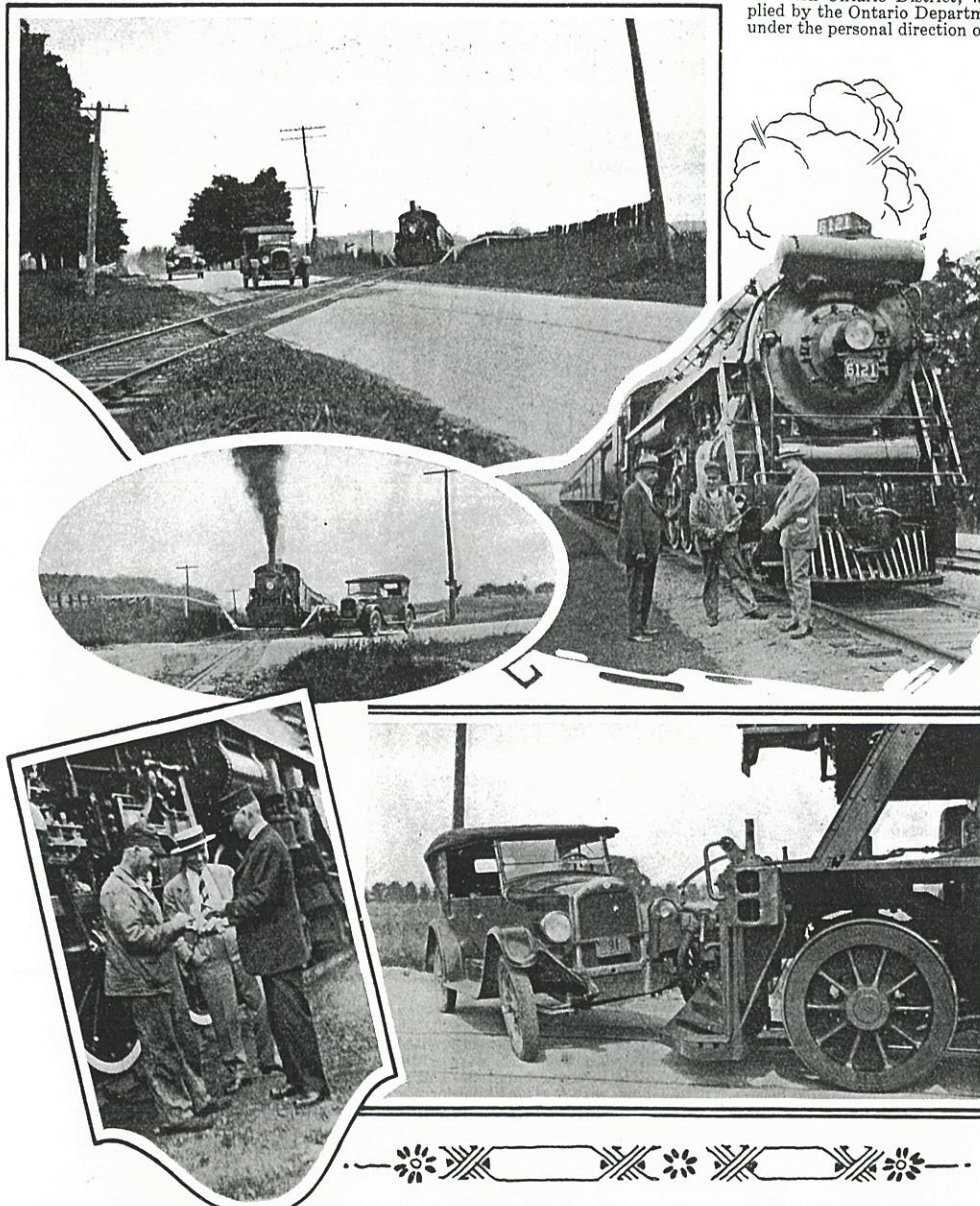
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# ON TRACK THIS MORNING

## Further Appeal Denied Asa Keyes

Los Angeles, Calif., May 3.—The third appeal of former district attorney Asa Keyes, of Los Angeles, under sentence to San Quentin Prison on a bribery conviction, for release on bail, was denied yesterday by Superior Judge Hartley Shaw who decided the alleged precarious condition of Keyes' health did not warrant his release.

## COMMERCIALIZATION REPARATIONS DEBT IS NOW SUGGESTED

WILL BE GIVEN OPPORTUNITY TO ANALYZE WHOLE ISSUE

## No Sub-committee to be Appointed Until Agreement Is Reached

(By Canadian Press Leased Wire) Paris, May 3.—Owen D. Young and Dr. Hjalmar Schacht today sought a last minute solution of the ponderous reparations problem in closed door conferences at the Hotel George V.

Strictest secrecy surrounded the subject of their conversations, but it was said they represented an attempt to thrash out a scheme for commercialization of a part of the Reparations debt which would be acceptable both to Germany and the Allies.

It is on commercialization that the offers of Germany and the creditor nations thus far have ultimately come to grief.

## Mrs. Kennedy States Clark's Charges False

ANSWER OF AIMEE McPHERSON'S MOTHER IS FILED

## Engineer and Fireman Narrowly Escaped Death When Engine Toppled Over on Its Side After Leaving the Track Between Manchester and Prince Albert

## ROADBED WEAKENED BY HEAVY RAINSTORM

Passenger Coach, Fortunately, Remained on the Rails, and None of the Passengers Suffered Injury — Track Badly Damaged by Washout and Wreck

(By Staff Reporter)

Port Perry, May 3.—The engine, tender and baggage car left the track when the southbound passenger train on the Whithy-Lindsay division of the Canadian National Railway struck a washout between Prince Albert and Manchester at 7:15 o'clock this morning. The locomotive turned on its side and Engineer Gassion and Fireman Embury, both of Lindsay narrowly escaped death or serious injury. Embury leaped from side of the cab and was practically unscathed while the engineer was still at the throttle when his locomotive left the tracks, tore up the weakened roadbed and upset in the ditch. He was uninjured. The baggage car also jumped the tracks but remained upright while the passenger coach behind stayed on the rails. Although badly shaken and bruised Embury was not seriously hurt.

### Deluge Caused Washout

Last night's deluge was the cause of the washout as a culvert for a drain which passes beneath the railway grade at this point was swept away in a torrent of water. The roadbed was thus left in a weakened condition although it gave no indication of trouble to the crew of the approaching train. The engineer and fireman had no knowledge of the washout until the rails began to spread under the weight of the train. Fortunately Engineer Embury had the presence of mind to shut off the steam and apply the air brakes thus preventing a disastrous wreck. Owing to this fact the locomotive and tender alone were damaged while the baggage car and passenger coach escaped.

### Passengers Unhurt

Passengers on the train were unhurt while no damage was done to

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C P R RUNS TODAY

of a 45 mill rate for 1929 was received with varied feelings by ratepayers yesterday. All felt the rate was high but those who have kept in touch with municipal affairs admit that the council could not strike a lower rate. It wished to avoid an overdraft the close of the fiscal year.

As a matter of fact the fathers have decided upon a program of economy and have placed the estimates for the various commitments at the lowest possible figure. No works will be attempted which are not absolutely necessary although care will be taken to keep the streets, town hall, parks, civic property in good shape.

Indications are that in the ordinary course of events the rate may be reduced considerably in 1930. An overdraft from 1928 partly responsible for the increased rate this year and it is hoped this will be cleared up in course. It might be remembered that the 1928 council was faced with unusual expenditures including legal costs and damages resulting out of an accident last spring in which the motor pumper of the local fire brigade ran into and injured three persons while answering a call to a fire beyond western limits of the town.

Farmers in the U. S. are demanding relief. Perhaps the greatest need is for relief from financial adventurers.—Guelph Mercury.

Bangkok, P  
Rammaille, Str  
Braids for For  
Wear.

Many of these hats have  
sell regularly for \$3.99



Pure Silk Hose  
"Firsts"  
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Shades .... 9



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MAY 3 1929

## PASSENGER TRAIN FROM LINDSAY WAS DERAILED

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the mail or express. No other members of the train crew besides the engineer and fireman were injured.

### Jerked Out of Seats

The train left Lindsay on its usual southbound run at 6.05 standard time, this morning. It was due in Whitby at 7.50 o'clock where it connects with trains on the main line of the Canadian National. Conductor W. Abbott, of Lindsay, was in charge and the train arrived in Prince Albert on time. This was the last stop before the wreck occurred and two minutes later it had struck the washout. There was a grinding of brakes, the protesting hiss of steam, passengers were jerked out of their seats and in less time than it takes to tell the locomotive had ploughed through the grade and toppled over with a heavy crash. A few feet more and the rest of the train would have been piled beside with the engine. It was a narrow escape and passengers and crew were much relieved when rushing forward they found that the fireman had saved himself by jumping and that the engineer was able to extricate himself from the cab of the upset mogul.

### Traffic Suspended

Three hours later the auxiliary

train and derrick had arrived from Lindsay and the work of clearing the tracks is now being pushed on with despatch. It will be some time however before the washout can be repaired and traffic may be resumed over the line.

### Second this Spring

This is the second time this spring that washouts have caused delays on the Whitby-Lindsay division. During the disastrous cloudburst which occurred on Friday night, April 5, a washout was discovered a mile south of Brooklin. Warning was given however and the southbound passenger train was held at Port Perry. Traffic was interrupted for two days before the damaged right-of-way could be repaired.

The Whitby-Lindsay branch of the Canadian National was originally included in the Grand Trunk Railway System. It was built to Port Perry shortly after the completion of the Grand Trunk line from Montreal to Toronto, by Whitby interests and was used extensively in carrying grain and lumber to Whitby Harbor. A few years later the line was extended to Lindsay, but after the death of the late Jas. Holden, of Whitby, then managing director of the road, it was sold to the old Midland Railway, operating between Midland and Port Hope. The Midland Railway was in turn taken over by the Grand Trunk many years before this latter system was included in Canada's largest public ownership enterprise.

### CHICAGO GRAIN OPENING

Chicago, Ills., May 3.—Wheat, May, 113 1-8; July 118 1-2; Corn, May 89 1-8; July 93 3-4; Oats, May, 49 3-8; July, 46 7-8.

## SEVERE CAUSE

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