## FOUR THREE ARE ONE FIREMAN KILLED AND INJUKLU CRASHES INTO CITY FIRE TRUCK AT DEADLY LEVEL CROSSING SUNDAY; NEW APPARATUS "JUNKED" ANSWERING FALSE ALARM

Veteran of City's Brigade Meets Tragic Death.

CHIEF HAS & CLOSE CALL

Accident at Talbot St. While Responding to Alarm.

## **NEW MOTOR TRUCK WRECKED**

Apparatus Stuck Squarely Without Warning - Two Men in Serious Shape.

### THE WRECK IN BRIEF

Capt. John Case, 167 John street. SEVERELY INJURED. Fireman Albert Dean, 2241/2 Richmond and later to his home at 198 Clarence

street. Fireman Charles Shibley, Richmond and Maple streets. INJURED.

Driver Sam Sweet, 198 Clarence street. THE SCENE. Tabbot street crossing of the Grand

Trunk. TIME. 10:50 a.m. (railway time) Sunday; 11:50 city time.

DAMAGE.

New motor fire truck from central station wrecked completely; pilot and Chief Aitken, is the regular driver of front of engine 629 damaged slightly. CAUSE.

Lifting of crossing gate after passage of west-bound freight, allowing fire department apparatus to cross in path of east-bound freight. HAD NARROW ESCAPE.

Fire Chief John Aitken. Driver Tom Tozer of fire chief's car. Firemen Barnes, Seeley and Bryan, who jumped from wrecked truck.

One fire captain was killed, two men when we saw the train coming. My seriously injured, another bruised and car shot across, and the truck, which shaken-up, and five other members of the brigade had a close call from death or serious injury at 11:50 o'clock Sunmorning, when an east-bound Grand Trunk freight crashed into the Capt. Case. It is an awful thing, and new motor fire truck from the central it is time that the railway company station at Talbot street level crossing. understood this."

Boys who "pulled" a fire alarm box at the corner of Grand avenue and an eye-witness Ridout street were primarily respon- corroborates all that Fire Chief Aitken sible for the accident, for it was in said. answer to this false alarm that the was responding when Capt. Jack Case, veteran of a quarter of a met his death, and a city fire truck, in stopped until the train went by. service but a few months, was reduced

#### Chief's Close Call.

Extra east-bound freight No. 629 of the middle, it seemed to me. I went the G. T. R., in charge of Engineer back and did what I could. The bri-Woodcock, Fireman Early and Con-ductor Bouchier, Sarnia, was the train Other witnesses who were in the ductor Bouchier, Sarnia, was the train that wrecked the motor and killed and vicinity at the time told similar storinjured the firemen. It "shaved" the ies rear of Fire Chief Aitken's car before it struck the heavy fire truck and carried it 100 yards or more down the

That the entire crew of seven firmsfate of Capt. Case is a matter for wonder to the men who escaped, and took charge of the matter. The freight was traveling at the rate of six policy and took saw the accident. Both miles an hour it was stated at the time, and took charge of the matter. The freight was traveling at the rate of six policy and took charge of the matter. The freight was traveling at the rate of six policy and took charge of the matter. The freight was traveling at the rate of six policy and took charge of the matter. to those who saw the accident. Both Shibley and Dean are suffering from tically under control. concussion of the brain and other injuries, while Driver Sweet is covered juried firemen, and gave orders that C. P. R. crossings. We have lost two Smith, 25c; S. Piercey, 25c; Jessie Ken-

#### with bruises and his face is cut. Held Up Two Minutes.

Called to the South London box, the Dr. Hogg, "unless unforeseen circummotor apparatus from the central sta-tion was held for two minutes at the concussion of the brain and bad Talbot street crossing while a westbound freight passed. As the caboose | ter." of the west-bound train "cleared" the easterly sidewalk of the crossing, Watchman Premo of the Grand Trunk lifted the gates. Fire Chief Aitken's car was in the lead. As the gates swung up he released his brakes and shot across the tracks. Glancing to the west he saw the engine almost on He was thrown 40 feet and rolled as top of him. He shoved up his "gas" far. It is a miracle how he escaped." and managed to clear the track by a margin of a few inches. Before he into the side of the following motor oldest firemen in the service, and noon on a charge of keeping a disorder-

of the freight, the engineer applied his service under Fire Chief Roe, Fire mitted, a great deal of it being of a brakes as soon as he saw the fire Chief Clark and Fire Chief Aitken. He conflicting nature. chief's car. The heavy train behind was promoted to a captaincy by Fire the engine and the momentum of the Chief Clark, and when the latter was downgrade run carried the truck 100 killed he was mentioned for the place yards before the train could be stopped. of assistant chief. He was a perfect The statement that the train was going type physically. His comrades spoke of only six miles an hour is disputed by him as honest, straightforward, hard-

Case Hurled Under Wheels. Capt. Case was on the left side of is recognized as a severe blow to the the driver's seat. He was farthest department. He is survived by a widow away from the engine, but when the collision occurred he was hurled under the wheels and carried with the wreckage to the spot where the train stopped.

His body was mangled. Driver Sweet was hurled 40 feet and rolled an equal distance, but managed to keep clear of the tracks. Shibley, who was on the running-board on the right side of the car, just back of the driver's seat, was carried up with the ployed in The Advertiser as a presswreck. Dean, who was on the hose in the truck body, was shrown clear of man. Lieut. George Shibley, of the the engine. He fell on his head, sus- 168th Battalion, is a brother. taining fearful cuts and a concussion of the brain. Fireman Fred Bryan, partmentg some time and is considerriding on the left-hand running-board, opposite Shibley, saw the engine coming, and jumped clear. Fireman H. Barnes and Frank Seeley, on the rear, also jumped clear.

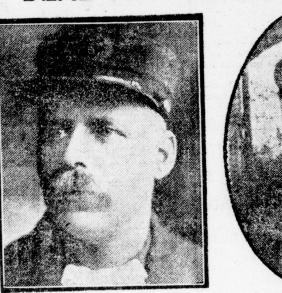
Chief Aitken jumped through the cars and ran to the stopped engine.

Rescue Work Is Prompt. uninjured firemen went to the rescue even before the drive wheels of ago, when it was struck, and was not the freight engine were stopped. They injured at that time. He is the only found Capt. Case between the engine of the motor truck and the pilot of the smashes. engine. Fireman Shibley was pinned down also. His left foot was caught in the coupling of the engine drawbar, and was twisted out of shape.

Recovering a minute or two after he had been released, Shibley gamely declared he was all right, and wanted when it was hit. to be taken back to the fire hall. With Fireman Dean he was taken to Vic- trucks destroyed by the Grand Trunk. toria Hospital in the motor police In November, 1914, a motor truck was ambulance, and though apparently in struck by the Grand Trunk at William better physical shape than his comrade, street, and several firemen were inseemed to relapse later.

It is expected the work menced in a few days. seemed to relapse later.

DEAD FIREMAN, AND THREE OTHERS INJURED IN WRECK



CAPT. JOHN CASE.

The three-horse hitch on the ladder

truck was naturally behind the motor

truck, and when the corner of Tal-

their first intimation of the accident.

might have a Sunday off.

Sunday off. He "traded" days with

about fifteen minutes before the alarm

Blames the Railway.

"The company is entirely to blame,

declared Fire Chief Aitken, to The Ad-

west. We stopped, and when it passed the gates went up. We did n. hear the

other train coming, as there was no

signal given. We were on the track

was following right behind, was struck.

This is the second time this has hap-

pened, and we were not to blame in

J. L. Anderson. Wharncliffe road, was

Hit Truck In Middle.

said. "The chief and the truck both

gates were raised, and when they were

on the tracks I heard the engine whis-

tle fairly shriek. I watched closely and

aw the train hit the truck squarely in

Grand Trunk Investigating.

"Fireman Dean will recover," said

bruises, but I think he will get bet-

to see him recover," said Dr. Drake.

He is suffering from concussion, his

been unable to discover

head being cut and lacerated. So far

any internal fractures. It will be

a day or two before I know how badly

he is hurt. Sweet is a mass of bruises.

Veteran in Service.

Capt. John H. Case was one of the

working, intelligent and reliable, and

he was popular with the citizens and

the men of the department. His loss

and one son, Gunner Jack Case, at the

more than a quarter of a century's

Shibley New In Service.

Fireman Shibley was born in Tavis-

tock, coming to this city about a year

ago. He has been on the department

just two weeks. He was formerly em-

man, and is regarded as a fine young

Fireman Sweet has been on the de-

Coroner Maclaren was notified and ordered an inquest. The jury viewed

the remains yesterday and the inquest

Mascot In Wreck.

Mike, the bulldog mascot of the fire

department, was in the wreck, but he

the motor fire truck wrecked two years

member of the department in both

When the firemen got their injured

comrades cared for they looked for Mike. He was not to be found, and

the men feared that he had been killed.

However, he came back to the station,

showing no signs of the narrow

This is the second of London's motor

He was on top of the truck

will be held later in the week.

ed a most capable fireman.

escaped without injury.

Fireman Albert Dean is also an old

front with the 29th Battery.

"Shibley is badly hurt, but I expect

should be given them.

"I was walking on Talbot street when

of the accident, and he

either instance. I lost a splendid fire-

man, and London a good citizen,

when we came to the the was a freight going

Fireman Dean was to have had late.

oot and York street was reached, the

street.

vertiser.

Tom Tozer to Dr. F. P. Drake's office, in service



ALBERT DEAN.

the accident is that he did not hear the

Fire Chief Aitken was on the crossing.
"The fire department was in a hurry

back the fire truck, but it was too

"I never heard the other train. The

so I let the trucks through as soon as

Hundreds Visit Scene.

of Capt. Case sent to the undertaking

rooms of Smith, Son & Clarke, hun-

broken bits of wood and apparatus.

the East End yards.

coats were ruined.

Detectives Nickle and Down were on opinion that the council should take

the scene early, and secured the names of many witnesses of the accident.

The Grand Trunk is conducting an investigation. Superintendent W. R. he stated. "London cannot afford to

it this time," he declared.

COUNCIL SHOULD BAN

crossings in London.

Tonight's Meeting.

legislation committee, is strongly of the

Ald. E. S. Little, chairman of the

"The loss of life is an awful thing,"

the city \$7,800.

the crossing blockade The ladder truck soon as the westbound train was clear

was returning from the false alarm crossing as the chief's car went over,

when the members of the company had and then I saw 629. I tried to wave

Fireman Rose, in order that the latter fire department was going to a fire,

Driver George Aitken, son of Fire the other train had passed."



CHAS. SHIBLEY



# MURDERERS NEED MORE HELPERS Driver Sweet was carried to Fire was purchased last September from Chief Aitken's car, and taken by Driver the LaFrance Company, and had been in service but a few months. It cost

made the Ridout street crossing, and of the crossing. I stepped out onto the Negligence of London.

Says Lord's Day Alliance St. Andrew's Hall Is Open to the truck, with Sweet as second driver. Fireman Aitken, however, left for his dinner at 11:30, the first meal hour, Should Deal With Matters

of This Kind. dreds were on the spot. Souvenir hunt-"Citizens of London, you have broken ers carted off pieces of the twisted are guilty of murder," said Rev. R. W. steel and metalwork of the truck, or The wrecked truck was dragged west of the Talbot street crossing, and late Sunday night. in the afternoon was hoisted to a flat car by a wrecking derrick and taken to Fire Chief Aitken refused to assume my responsibility for the disposal of the truck without orders from the crossings to exist.

"We assumed responsibility for the last one, and had it moved on orders other organizations of like nature would of the then mayor, but we won't do The East End motor truck has been temporarily placed at headquarters, and a horse-drawn hose wagon sent to No. station to replace it. Little of the rimes in the future."

"I do not yet know the full details ALL LEVEL CROSSINGS Matter Will Probably Come Up at

## SUBSCRIPTIONS RECORDED TODAY FOR OVERSEAS CLUB

TOBACCO FUND

miles an hour, it was stated, and prac- be asked to take steps at once to 25c; H. White, 25c; J. Stewart, 25c W. Mayor Stevenson looked after the in- elevate both the Grand Trunk and Evans, 50c; H. Wheeler, 25c; James the best attention and surgical skill motor trucks and some firemen. This nedy, 25c; D. Wilson, 25c; Geo. Moll, should stop. There is no reason why J. W. Sarchet, 25c; John Nagle, 25c; George Mackenzie, 25c; M. Corbook, 25c; we should not have the C. P. R. and Grand Trunk running into one station W. Kelly, 25c; J. H. Branton, 25c; O. over elevated tracks. London should do something now. We have had too Hadden, 25c; G. Brasier, 25c; A. Chalmers, 25c; A. Acheson, 25c; many men killed and too much property Henderson, 25c; J. Jewela, 25c; E. Head, 25c; W. Ball, 25c; H. Ball, 25c; G. Saddy, 25c; S. Yeltz, 25c; J. Ready, 25c; G. Barton, 25c; W. Fountain, 25c; J. It is probable that the council will Carrl, 25c; J. Abraham, 25c; J. Mon ment, 25c; H. McCarthy, 25c; H. Edmonds, 25c; O. Harrison, 25c; S. Clark, 25c; J. Davidson, 25c; C. Clark, 25c; H. Hart, 25c; G. Scott, 25c; M. Hawnski, 25c; W. Kenney, 25c; J. Virgo, 25c; L. Hill, 25c; E. Tadgell, 25c. PREDICTS CHURCH UNION

Will Disappear.

sult of the vote of the General As-

Street Presbyterian Church declared

that he was confident that before long

there would be no opposition to the movement. He felt sure that in fu-

ture 1916 would be known among the

which a religious movement as great as that started by Martin Luther was

In 1875, when there was a union of

the Free Church, the United Church

and the Old Kirk, there was a great

deal of opposition, but finally out of

700 churches all but eleven were united

Mr. McIntosh predicted a similar con-

Apparently the majority of the Pres-

yterian clergy of the city prefer to

it. Rev. Dr. D. L. McCrae is the only

pected that he will explain the situa-

which caused so much comment among

INGERSOLL GETS PAVEMENTS.

INGERSOLL, June 18 .- The contract

The tender for curb and gotters, storm

sewers, catch-basins, etc., is \$26,653.70. It is expected the work will be com-

dian Club.

board and the home mission

churchmen.

brought to a successful conclusion.

lusion for this union.

Presbyterian churches as the year in

## FINED AS DISORDERLY

Kathleen Botton Was Found Guilty by Squire Chittick. Kathleen Botton was convicted be

fore Squire Chittick Saturday after-

discuss the question tonight.

would have completed his 26th year on ly house and was fined \$3 and costs. According to statements by the crew the first day of September. He saw A large amount of evidence was sub-The case grew out of complaints registered by people in the neighbor-

hood at the extreme end of Richmond street, claiming conduct of a disorder- in the local Presbyterian churches yesy character was taking place at the One witness collapsed following a gregations, who were expecting that which their minister would mention the recross-examination

necessitated some delay in the trial. Several letters of character were read favorable to the defendant Squire Chittick took into consideration member of the department, having seen in imposing a small fine.



-2906

Residents of Canada registered at Hotel Astor during the past vear.

Single Room, without bath, \$2.00 to \$3.00 Double - \$3.00 to \$4.00 Single Rooms, with bath, \$5.00 to \$6.00 Double - \$4.00 to \$7.00 Parlor, Bedroom and bath, \$10.00 to \$14.00

#### TIMES SQUARE

At Broadway, 44th to 45th Streets—the center of New York's social and business activities. In close proximity to all railway terminals.

### Crossing Watchman Premo's story of FOR ALLOWING LEVEL TO RUSH SUPPLIES OF CROSSINGS TO EXIST UNIVERSITY HOSPITAL oncoming eastbound freight until after truck continued down York, because of to get across, so I put up the gates as Rev. R. W. Norwood Scores All Garments Must Be Turned

in by Friday.

URGES PROMPT ACTION NURSING SISTERS GOING

All Wishing to

Still more helpers are needed to get the Sixth Commandment; you and I ready the Western University Hospital the company would Norwood, rector of Bishop Cronyn Me- Unit supplies, all of which must be accede to the city's demands upon every morial Church, to his congregation on finished and packed this week. Five point mentioned in Mr. Baker's letter "We alone are re- hundred helpless shirts, 400 grey flanspensible for the accident which occurred today, through which one soul at least has been hurled into eternity. I do not hold the railroad guilty, but Good progress is being made with the to the lives of our community as level surgical supplies in St. Andrew's Hall, "If the Lord's Day Alliance and the pads are still required.

lives of our citizens, something might be done for the prevention of these

the prevention of similar occurrences. Cross Society by the nursing sisters of proposal was to carry with it a reof the accident," he said, "but this I are leaving for Ottawa the beginning know, that Jack Case last Sunday of the week, and more sewers will be After the co stood in this congregation, and that required to take their places, both at our criminal negligence he is the surgical supplies headquarters in dead. It is up to us to do something." St. Andrew's Hall and in taking away garments to make up from the Red

St. Andrew's Hall is open all day long and every evening. It will be a short pull, but a steady, strong pull will be equired to finish up the work and disnarge the obligation which the Red cross Society has assumed to supplenent the Government supplies for the

## CITIZENS DISGUSTED AT LACK OF SUNDAY CARS

Board of Control Will Discuss the Situation at Meeting Today. The man in the street had a good dea

o say yesterday about the city again taking his views on the matter. In all part of the city the situation

members of the council urging that some action be taken at once to prevent a repetition of the lack of trans-When the news of the accident at the Talbot street crossing spread, thousands of people wanted to hurry down, but were unable to, owing to there being no cars. Hundreds of other people anted to go up and visit friends in he military comp, but didn't care to WILL BE GREAT SUCCESS Rev. W. R. McIntosh Says Opposition one Presbyterian minister referred to the subject of church union

#### ment on this topic surprised many con-SERVICE IS WHAT COUNTS sembly at Winnipeg. Rev. W. R. McIntosh of the King Keynote of Christianity Declares Rev

Robert Hiltz. Service was pointed out as the key-

note of Christianity by Rev. Robert Hiltz, general secretary of the Sunday school commission of the Church of amounts to \$523.90, while the cost of England in Canada, in his sermon on operation for each Sunday amounts to Sunday morning in Cronyn Memorial \$482.56, leaving a balance of only \$41.34 Diocesan Training Classes Commence at

Mr. Hiltz stated that although there might be slight differences in Christ's idea of service and ours of the presidea of the presidea of service and ours of the presidea of th and later seven of these came in to the ent time, that fundamentally they were the same, to work for the good of mankind. He cited examples of men who had left a great mark in the world. where they had improved conditions He spoke of Lincoln, and declared that wait for more information on the union his work of freeing the slaves was one and the result before commenting on of the greatest benefits which has ever come to mankind from the work of a local minister who was attending the single man.

Mr. Hiltz is an old friend and college mate of Rev. R. W. Norwood, and Assembly, and on his return it is exnes from Nova Scotia, which is also tion to the local men, giving them all Mr. Norwood's native province. the details of the resignation of Rev. Dr. Grant from the head of the finance

MRS. WRIGHT AT REGINA. WINNIPEG, June 18 .- Mrs. Gordon Wright of London, Ont., president of the Dominion Women's Christian Temperance Union, which will open its annual convention in Regina this week, for permanent paving work on four streets, Oxford, Canterbury, Hall and Carroll, has been awarded to McRae perance in western and coast prov- & Campaigne of Niagara Falls. Ont June, Mrs. Wright- will stop off for

address the Winnipeg Women's Cana-

## STREET RAILWAY MAKES SUMMARY OF ITS CONCESSIONS

Offered to Accede to All But One Request.

SUNDAY CAR PROFITS

Slightly Over \$40 in Company's Coffers for Each Day's Business.

To the Editor of The Advertiser: In your report of the proceedings of the meeting of the council held at noon on Saturday in reference to Sunday cars, I wish to reply to the charge of breach of faith on the part of the company, said to be contained in my letter of 16th inst., which was written for the purpose of setting out the basis of settlement proposed by the company at the joint meeting of the board of control and No. 1 committee on the evening of 15th inst. Representatives of the Street Railway Company attended the above meeting for the purpose of laying before them what concessions the company were willing to make for the purpose of breaking the deadlock, which had occurred in the negotiations between the city and the ompany in reference to matters in

lispute between them.

What Company Offered. I then outlined fully the company's position as to the city's demand for additional trackage at this particular time, and made it clear that the company took the position that the city were not entitled to call upon the company for additional trackage until after the next Dominion census, which would be in 1921, and that if the company gave them additional trackage now, which would be five years before they were entitled to it, it should in all justice be entitled to some consideration therefor. I explained, however, that after going into the matter fully and considering fully the demands on the part of the city, as set out in City Clerk Baker's letter to the company of June 7, which letter was then read, and for the purpose of settling all matters of difference between the city and the company for the year, I was auto double curves, and that so far as this located at the corner of Mamelon and Hamilton road.

Renewal of Bylaw Prior to the joint meeting the com-Those who have taken out pillow- pany's proposal had been discussed in others' business, and more to the removal of such criminal menaces to the lives of our citizens something might and on each occasion they were given Speaking further, he stated that he laundered before being packed. All sidered a settlement of all differences ed truck was damaged, though half a score of fire helmets and rubber sployees for the accident, and urged Friday.

Speaking further, ne stated that ne jaundered before being plants than between the city and the company for the year, and at the last interview it Splendid help has been given the Red was distinctly stated the company's the unit. The nursing sisters, however, newal of the Sunday car bylaw for at

After the company's proposal had been made to the joint meeting the members present were asked by the chairman if they wished to ask any questions in reference to the proposal, and no one desiring to do so, we were requested to retire, but to remain within call, and after a few minutes of conideration by the joint committee we vere recalled to answer certain quesions in regard to the rail to be used and having done so we were then told we would not be further required, and from that time to the present moment the company have received no reply of any kind to our proposal and subsequent communication.

Adjust All Differences. In order that there may be no misnderstanding as to the company's proposal we repeat again that it was stated clearly and precisely at the joint

neeting that the concessions were being granted by the company for the purpose of considering and adjusting all matters of difference between the city and company for this year, and f some of the members of the council then present did not understand the was discussed, and not a few telephoned plain statement then made, surely the company are not to blame for their inability to do so. If I am not trespassing too much

apon your space, Mr. Editor, I would portation that has annoyed Londoners like to correct a gross misstatement of fact previously made on many occasions by members of the council, and made again at Saturday's meeting by some of the members in reference to the company's receipts from the operation of Sunday cars. The statement was made by some of the members of dertake the long walk. There were the council, so it is reported, that the housands of soldiers who had to walk company would be at least \$8,000 in down town or stay in camp. All these pocket if allowed to operate Sunday people had something to say about the cars for the next two Sundays, as procars not running, and what they said vided by the proposed bylaw, pending was usually picturesque and very em- the consummation of the proposed settlement; indeed, from one press report of The board of control will discuss the the meeting, it appears that one of the situation at its meeting today, and it is expected that some action will be the hyler for extension of Sunday core the bylaw for extension of Sunday cars for two weeks bassed, the company would have in their coffers several thousand dollars, which they otherwise

would not have. What Company Makes. The following statement, verified by the signatures of the auditors of the company speaks for itself, and should satisfy any alderman or citizen that the average total receipts per Sunday from the operation of Sunday cars only in favor of the company, the auditors at the same time stating that in arriving at the operating expenses they

Auditors' Statement Total receipts from Sunday cars for 23 Sundays from 1st January, 1916, to 4th June, 1916, both inclusive, amount to \$12,049.72 (the latter Sunday being after the militia camp was established here), which means that the average receipts by the company for each of the 23 Sundays amounts to.....\$523 90

The total actual operating expenses of the company for the 23 Sundays, including fixed charges, amounted to \$11,099.08, which means that the average operating expenses of the company for each of the 23 Sundays amounts to.....\$482 56

Difference.....\$ 41 34 Note .- In arriving at the operating expenses as set out above we have not taken into consideration







Keeps down repair bills and lengthens the life of your car. Friction-proof. Carbon-proof. Buy it under the red ball sign. THE IMPERIAL OIL COMPANY

> BRANCHES IN ALL CITIES T. G. A. Wright. R. A. Williams will

interest on capital investment, be the official secretary amounting to \$556,000. F. H. COLE, J. P. DEWAN, DORCHESTER, June 18 .- Crop condi-

London, 17th June, 1916. With this candid statement of facts wer the signatures of the company's ing the last week and the recent deluge of the gross misstatements as to the did not do much harm. In fact if rains amount of money the company are had not occurred the sandy land would making out of operating Sunday cars. and looks heavy as there is great length of stock. Rust, which is liable Regretting the necessity for taking up so much of your space, but believing that the citizens are anxious to have the actual facts, I am, CHAS. H. IVEY,

Solicitor for Company. London, Ont., June 17, 1916.

mer school will begin Monday evening the sum of \$50 to the Western Uniat Huron College at 8:39 a.m., city time. terest on capital investment, amounting Addresses of welcome will be given by the Bishop of Huron and President bale of supplies for the men at the Braithwaite and the devotional address will be made by Rev. T. H. Brewin of St. Paul's Church, Woodstock.

The school is for the purpose of training teachers and others connected with church work, and will continue

all week. The daily program will be as follows: 7:15.-Holy Communion.

8:00.—Breakfast. Family prayer conducted by Ven.
Archdeacon Davidson.
9:15 to 10:00.—Mission study classes. 10:10 to 11:00.—Bible study trasses.

10:10 to 11:00.—Bible study, the gospel according to St. John, conducted by Rev. Principal Waller. 11:10 to 11:55.—Teachers' training

12:00 to 12:05.-Mid-day prayer for 12:05 to 12:50.—Conferences.

Afternoon free for recreation. 7:15 to 7:45.—Open air talks. 8:15 to 9:00.—History of the churches of the east .- Canon Gould. The dean of the school will be Prof.

tions have greatly improved here dur-

soon have commenced to bake. Fall

wheat has been out in head for a week

to appear from the damp days and foggy nights has not yet been seen. If

this keeps off the yield will be more

than average. Barley which a week

ago was turning yellow has improved

Corn, which was planted the last

week in May, has in many fields, rot-

ted and in some cases has been replant-

d. Haying will be commenced the last

next week and the grass three weeks

to was taller and heavier than at the

INGERSOLL AIDS W. U. UNIT.

INGERSOLL, June 18.—The Red Cross Society at the last meeting voted

packed and forwarded to London a

wonderfully and oats look wel

ime of cutting last year.