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**R. B. ANGUS, PAST PRESIDENT B OF M DEAD AT MONTREAL**  
Montreal, Sept. 17—Richard R. B. Angus, past-president of the Bank of Montreal, a director of that institution, of the Canadian Pacific Railway and many other large corporations, died early this evening at his country home at Senneville, near Montreal, in his 82nd year.

Railway News

Montreal.—The Canadian Pacific line announces several appointments to positions in the British Isles and Europe. They are as follows: William Stewart, to be Glasgow passenger agent, with his office at 23 Bothwell Street, Glasgow; J. H. Webb, destined for the post of passenger agent at Southampton, and A. L. Rawlinson, slated for Antwerp, where he will take charge of the passenger offices.

Sudbury.—Tuesday, August 8th, was the dawn of a new day in Northern Ontario railroading, when between seventy-five and eighty officers and employees of the C. P. R. gathered in Sudbury and organized what will be known as the Algoma District Employees' Association of the Canadian Pacific Railway. Every branch of the service, from general superintendent down, was represented. The object of the new association is to meet at regular intervals to discuss all subjects vital to the better serving of the public, and thereby be of greater service to Canada, and naturally, the Canadian Pacific Railway.

Banff.—The American Bar Association, travelling east from its recent convention at San Francisco, spent two days in the Canadian Rockies. The party travelled in two special trains over the Canadian Pacific and Soo Line to Chicago, where it dissolved.

Several notable citizens of the United States were among the party, there being Vice-President Coolidge, his wife and two sons; John V. Davis, former ambassador to Great Britain, and John W. Whitman, former governor of New York State. The party expressed delight at the wonderful grandeur of Banff and Lake Louise, where two days were spent.

Montreal.—Despite warnings and the efforts of the railways to prevent them, accidents are occurring at railway crossings. If automobile drivers were a little more cautious they would save themselves a great deal of trouble and save their cars from a great deal of damage. Of course there are some cases where it is difficult to avoid accidents, but most accidents that happen are avoidable. Particulars have just come to hand of an occurrence in New Brunswick.

An Overland automobile, License 12,717 N. B., owned by F. L. Jones, of Perth Junction, and driven by E. Anderson, also of Perth Junction, ran into C. P. R. train No. 152 at the crossing just north of Andover Bridge, N.B. The engine had already passed over the crossing and the auto struck the side of the train. Mr. Anderson claimed that he did not see or hear the train in time to stop, although his car was going very slowly. The car was considerably damaged, but happily nobody was hurt.

Quebec.—All records were broken at the Chateau Frontenac recently, the hotel being filled to capacity and many a single room being vacant. Many of the passengers who arrived from New York, had to remain on board the steamer for lack of room at the hotel. Tourists from all parts of the States and Canada arrived by motor and the parking ground in front of the Chateau was lined with rows and rows of cars. The lobby of the hotel was crowded with visitors anxiously waiting for accommodation and in the evening the crowd was greater than ever. The new wing of the Chateau when completed, will undoubtedly be a boon to the city as the additional accommodation thus obtained will satisfy the large demand made on the hotel.

With the advent of the August tourists traffic conditions in Quebec have taken on a new aspect, which has necessitated an extension in the service of the traffic policemen.

Pembroke.—The Canadian Forestry Association's Forest Products Exhibit Car came to Pembroke on the civic holiday under the management of Mr. Gerald Blyth, assistant secretary of the association, and was visited at its berth in the Canadian Pacific Railway station yard by a large number of interested citizens. The exhibit car contains many novel and interesting models calculated to demonstrate the correct and incorrect method of logging, the result of deforesting the hills, and what happens when camp fires are neglected or burning matches are carelessly thrown away in the dry woods.

One exhibit showing ladies' blouses, stockings and other silk wear made from sulphite pulp attracted considerable attention, and another which interested the visitors greatly showed the various stages in the making of matches. A sign over the latter exhibit pointed out that one tree will make a million matches, but that one match can destroy a million trees. Perhaps the most interesting and attractive model on the car is a large model of a heavily timbered country and a small town close by. When a lever is turned there is a complete transformation. The light goes out and by an arrangement of screens the forest and town are seen to be on fire. This model cost about \$1,000 to construct. Another model shows how deforestation causes rivers to flood in spring and dry up in the summer. There is a sprinkler arrangement attached to this.

WILLIAM PITTMAN KILLED AT BUCKLEY MILL, TUESDAY

William Pittman of Douglastown, an employee of the D. J. Lackley mill at French Fort Cove, near Newcastle, was killed last Tuesday morning about 8 o'clock, while at work in the mill yard, his head coming in violent collision with an overhead deal tramway.

Mr. Pittman was driving a cart loaded with laths from the mill yard above the road to the wharf where the British schooner James William was being loaded. The tramway carrying deals from the mill crosses this road way and while of sufficient clearance for a person to walk beneath, is three inches too low for anyone seated on a cart. The drivers always duck their head when passing with their carts. Pittman's horse on this particular trip to the wharf became frightened for some reason just as it was going under the tramway and in his effort to control the animal the unfortunate man either forgot to lower his head or the plunge of the cart threw him up from his seat for the top of his head struck against the beam above and he collapsed on his load of laths. The driver of the cart immediately behind and others in the vicinity sprang to his aid and he was taken from the cart in an unconscious condition.

A doctor was immediately summoned but the injured man died in about fifteen minutes without regaining consciousness. He was 66 years of age and had been engaged in mill work for forty years, first working with Ald. Chas Reinsborough of Chatham, in the latter's water power saw mill at Bay du Vin. He had been working at the Buckley mill for two or three years past and had been with them off and on this summer, having started work again with them just three days before the fatal morning. An additionally sad feature is the fact that a son, Chas. died just two weeks ago.

Mr. Pittman is survived by his wife, two sons, William of Douglastown and Vincent of Halifax, and five daughters, Mrs. Hurdman Wood, Mrs. Herbert Sullivan, Mrs. Harry Spencer, Miss Margaret of New York but at present in Douglastown and Kate at home. Also one sister, Mrs. Leaman of Bermuda.

The funeral was held Thursday morning at 8:30 o'clock to St. Samuel's Church.

SAVED BABY'S LIFE

Mrs. Alfred Tranchemontagne, St. Michel des Saints, Que., writes:—"Baby's Own Tablets are an excellent medicine. They saved my baby's life and I can highly recommend them to all mothers." Mrs. Tranchemontagne's experience is that of thousands of other mothers who have tested the worth of Baby's Own Tablets. The Tablets are sure and safe medicine for little ones and never fail to regulate the bowels and stomach, thus relieving all the minor ills from which children suffer. They are sold by medicine dealers or by mail at 25 cents a box from the Dr. Williams' Medicine Co., Brockville, Ont.



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Over \$30, not exceeding \$50, - - 15c.

SEEKING HIS LOST MASTER



"Billy," Quebec's tramp dog, is still seeking his lost soldier master. When the boys came back on the "Empress of France" he and "Billy" became separated and "Billy" has been looking for him ever since. He meets the "Empress" each time she arrives at Quebec, sniffs at the passengers who come down the gangway, walks away with an air of disappointment and then waits for the next passenger ship. Everybody's friend but no man's dog for long, "Billy" has as many names as he has friends, answering with a wag of his tail to "Bum," "Tramp," "Bijou," "Rags," "Paddy," etc. Now and then an admirer takes "Billy" home, but in a few days the little wire-haired terrier is nobody's dog again—nobody's but the lost master's—and is back on the docks once more to meet the ships and him.

How "Billy" knows when a passenger ship is due is a mystery of the Quebec water front, but know he does. He is as regular and prompt as the customs' men, greets the incoming steamer with joyous barking, and after he has bossed the job of placing the great hawser which moor her alongside the pier, he dashes to the gangway and looks for a once familiar figure, khaki-clad. Perhaps some day the lost master will return. And if he does, faithful "Billy" will be there.

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