

JURY DECIDES BOY RECEIVED PROMPT WARNING

Inquest Held Last Night Over
Death of Little David
Wolfe.

STORY OF THE WATCHMAN

Employees and Eye-Witnesses
Give Details of Fatal Accident
at Level Crossing.

"That the said David Wolfe came to his death in Victoria Hospital on Oct. 18, from injuries received at the Grand Trunk crossing by being run over by a freight train backing westward over William street."

"We are of opinion, from evidence given, that deceased had sufficient warning from the acting crossing watchman to have prevented the accident."

The foregoing verdict was given by the coroner's jury, under Coroner MacLaren, which met in the police station Friday night to inquire into the death of 10-year-old David Wolfe, who died from injuries received when he was run over by a Grand Trunk car at the William street crossing last Saturday night.

The crown was represented by Crown Attorney McKillop, the Grand Trunk by Mr. D. P. McCraw, and the Wolfe family by Mr. George C. Gibbons.

Watchman's Story.

Percy Phillips, watchman at the William street crossing, and on duty on the afternoon of the accident, admitted under cross-examination by Mr. George S. Gibbons, that at the time of the accident he was up in the yards lighting switch lamps and did not see young Wolfe injured. While doing this he left John Gillett in charge of the crossing. Gillett is a switchman in the employ of the Grand Trunk, and it was his duty to light the lamps, but Mr. Phillips, on account of being stationed at the shanty for twelve hours during the day exchanged work with Gillett. This he had done on several other occasions, he said. He also admitted that the company did not give him power to delegate his duties to anyone else. He and Gillett had had no conversation about changing jobs on the night in question.

To Mr. McCraw he said that Gillett had seen him pick up the lights and walk away, but had said nothing. "Gillett had charge of a crossing for 20 years," said he, "and I thought he was quite competent to take charge of a crossing."

Dr. P. P. Drake, who attended the lad and who later performed a post-mortem, swore that death was due to hemorrhage from a rupture of a blood vessel of the stomach and shock.

John Gillett, switchman, who was left in charge of the crossing shortly before the accident, by Watchman Phillips, testified that on the afternoon of the accident he was standing on the platform in front of the shanty. He was acting in his own capacity and also looking after the crossing, he told the coroner. He corroborated Phillips' testimony as to the fixing of the switch lamps, but said that previous to Phillips going east in the yards with the lamps, he had been out placing four other lamps.

Train Was Cut.

The train, which was of 60 cars, extended over Adelaide street, and in order that traffic would not be blocked the train was cut there, about 50 cars being east of Adelaide street. The rear end of the train stood about one car length east of the easterly side of William street. A few moments after the train was cut the engine backed up to couple up again and the west end of the train over the east side walk to the middle of the road. In less than a minute the engine attempted to take up his slack again, an effort to "take the heavy train," and the rear end was sent to within 15 inches of the extreme west edge of the west sidewalk.

"At that time I was within 30 feet of the tail-end of the train, standing on the shanty platform," said the witness. "Just at the time the cars came to a stop I caught sight of the boy as he came from the south side of the train. He was kneeling in an express wagon on one of the propelling cars with one foot. His head was down at the time, and he was coming north. I shouted, 'Keep back! Keep back!' and I do shout when I start. I tell you there is nothing to that. The little fellow raised his head up and made an extra motion or two with his foot, but before he could stop he ran in behind the step of the caboose with his wagon. Just as he got there the slack of the train came back slowly, caught the wagon and tipped it, and the boy backward. The boy fell between the south rail of the track and a crossover rail to the north. The train then came back over him. I could see as I ran towards the boy one of the wheels run over his right leg and up the right side of his body. The train stopped before the wheels on the right side of the caboose touched him. The train then started forward, and the wheels passed over him again before I could get him out."

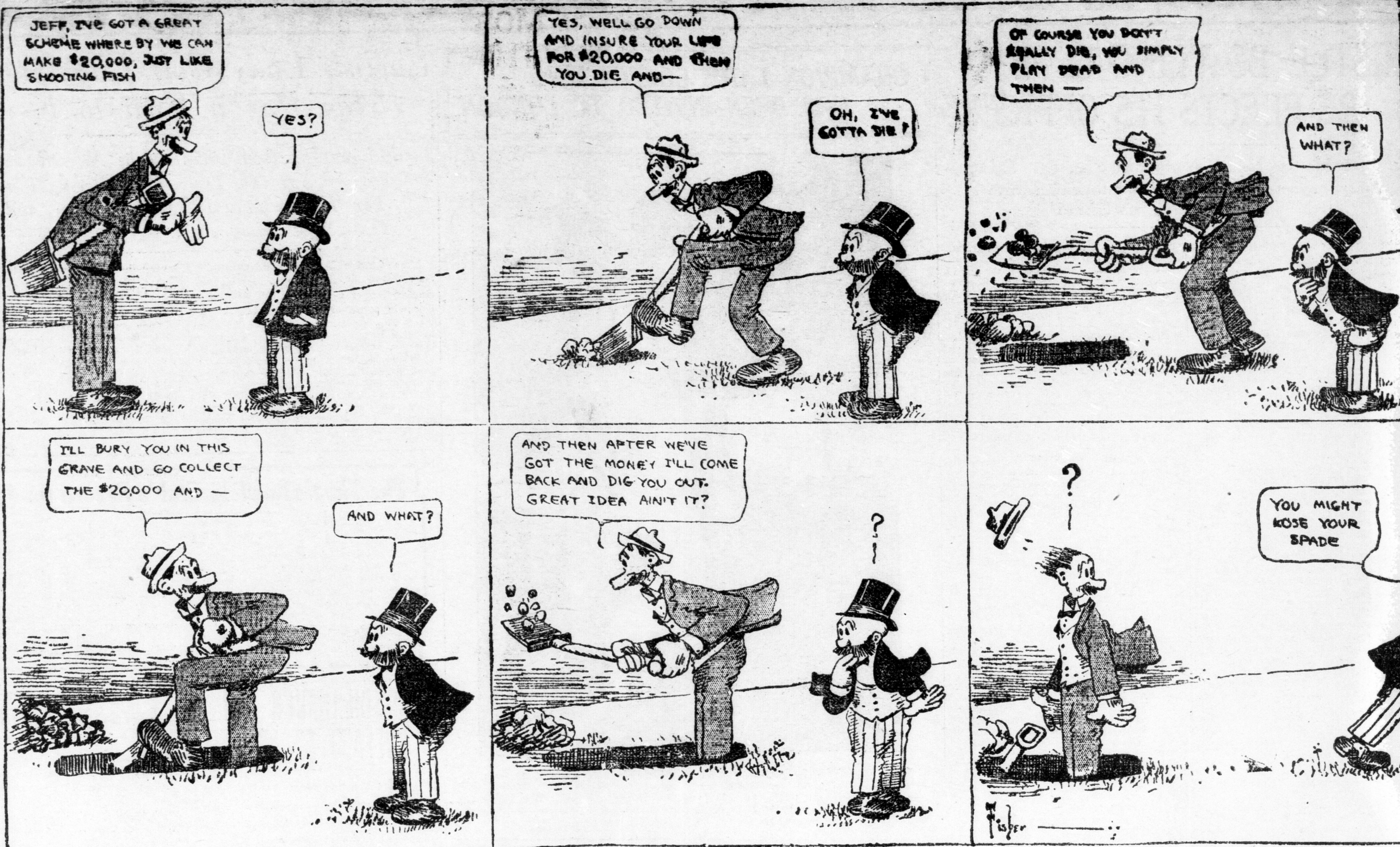
Captured by Train.

James McKenna, 519 Bathurst street, was on William street at the north side of the tracks at the time of the accident. He gave evidence similar to that of Mr. Gillett as to the train backing up. When the train stopped on the west sidewalk two women passed over, going north. After that the train backed up again, and as it did so the boy came in sight about eight feet south of the car. I shouted to the boy to look out. "After that the boy stopped and looked up," said the witness. "The train at that instant stopped. As it did the boy started to cross again, and then the train backed up and caught him."

William F. Crompton, engineer on the train which killed the lad, could throw no light on the accident being too far away. He told of trying to start the train forward, but owing to

Jeff Didn't Care to Take the Chance

By "Bud" Fisher



C. P. R. MEN GET PRIZES

Agent at Jack Fish, Lake Superior, Winner.

To have merited the distinction of having the most beautiful station garden on the whole Lake Superior division of the Canadian Pacific Railway is to have won the admiration of every stationmaster on the company's lines reaching from ocean to ocean. This honor has just been awarded to P. A. Nicol, station agent at Jack Fish, in winning the general superintendent's prize of twenty-five dollars.

Since the C. P. R. inaugurated the system of beautifying the station houses, roundhouses and section houses by supplying seeds and offering prizes for the best gardens, competition has become keen among the officials at various points of the system. Each year has brought forth better results until a perfection has been reached, and now the railway station, which was ever unsightly, has assumed the aspect of the Swiss chalet. Each property, by the individuality of its respective official, has its own unique characteristics and is artistic and wholly beautiful.

COLONEL HARRY ATKINSON DIES AT EAU CLAIRE

A Former Well-Known London
Printer Passed Away in
Wisconsin Town.

On Thursday, Oct. 16, at Eau Claire, Wis., the funeral was held of Henry M. Atkinson, who was some twenty odd years ago an employee of The London Advertiser news department. He was the second son of Mr. W. K. Atkinson, at that time one of the best-known and best-liked men in the County of Middlesex, where he for years represented The Advertiser, and whose writings under the caption of "Northern Sparks" were one of the leading news features of that day.

A brother, Percy, was also a printer on The Advertiser at the same time. "Harry" is well remembered here as a bright, cheery, kind-hearted friend and fellow-worker, and his relatives will have the sincere sympathy of many in their bereavement.

Rev. Dr. Leonard, who conducted the funeral services, paid a beautiful tribute to the memory of the deceased. He said: "Colonel Atkinson could not live in any community for twenty years without being widely known. It is probable that as many people in Eau Claire, including boys and girls, knew the colonel as any other one man in our city."

"He was original. Every human being is unlike every other human being. Physically and mentally each person is unique. There is no one else quite like him, who is living or has lived or will live. Every one of us is a peculiar person, but Colonel Atkinson was especially unique. He had his own way of shaking hands, of talking, of writing articles, of forming friendships, of looking at life, and his own way of answering the question, 'What does life mean?' There was little danger of confusing him with other people. He was a man by himself, his own self. He could never be accused of being, or trying to be, the semblance of someone else."

LORD BALLYROT IN LAGLAND

At a public restaurant, old chap, we secured a table, and then ensued an interminable wait, in which no waiter appeared to present us with a menu.

At length a servant made his appearance, don't you know, and my friend requested a menu card in the following words:

"Shoot us the mawng-you, fellow. Rush us up the score card, the big cats, time-table. Horn in with the chuck library 'cause if we don't get our glims glued on the dinner 'dope-sheet pretty soon we'll be nibbling the glassware. Gee, Ballyrot, I could gnaw a wedge of brass knob-pudding. Ah, here come the grub bulletin, and we can now hit the gob slow."

MISS LEISHMAN KEPT HER WEDDING QUIET



New York, Oct. 26.—Miss Nancy Leishman, daughter of the former American ambassador to Germany, was married to the Duke of Croy on Friday in the Catholic Church at Geneva, Switzerland, according to the Times today, which says that the fact became known here last night through friends of the family.

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Course Was Taken as Result of German Emperor's Opposition.

[Canadian Press.]

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HOPES TO SAVE GOVT. FROM DOWNFALL

Spanish Premier's Clever Manoeuvres May Result Successfully.

[Canadian Press.]

New York, Oct. 25.—A cable from Madrid says: The opinion is expressed generally that the attitude of the Radicals, Republicans and Socialists in sympathy with the monarchy on account of its democratic views is the result of a very clever manoeuvre by Premier Romanones to save his Government from downfall.

FINE STRAWBERRIES IN SECOND CROP

Sarnia District Will Soon Be a Second California.

[Special to The Advertiser.]

Sarnia, Oct. 25.—Sarnia will soon be springing into prominence as a second California. A. L. Haines boasts a second crop of strawberries. Last year a tthis time and even later, second crops of strawberries and raspberries were quite a common thing. Whether the climate is more genialy inclined in this locality than others is not known, but anyway the second crops continue to appear.

EXPORTS DOUBLE

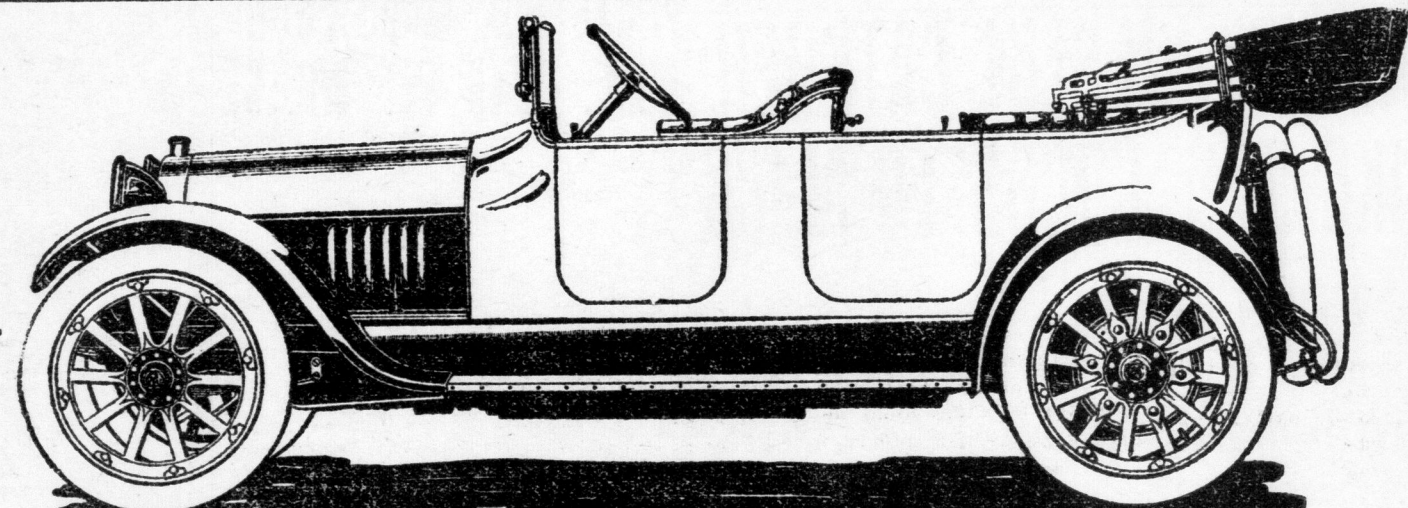
Oats, Cattle and Hay Being Rushed Across the Border.

[Special to The Advertiser.]

Sarnia, Oct. 25.—Exports from this port are just double what they were before the reduced tariff went into effect. The American consul's office here shows plainly the remarkable increase that has taken place. Oats, cattle and hay are the principal exports.

PURCHASE SARNIA STORE.

[Special to The Advertiser.] Sarnia, Oct. 25.—The store belonging to the J. F. Woods estate, and which is located on Front and Christina street, has been purchased by the Sarnia Realty Company.



New Chalmers "SIX"—1914 A MOTOR THAT CAN'T BE STALLED Here's a New Factor in Safety— An Additional Source of Comfort

Any motor might lose its spark unexpectedly; the gas might be cut off accidentally. Think of the possibilities if this should occur on a crossing.

The non-stallable motor of the New Chalmers "Six" protects you in such a case. The electric starter speeds up the motor even should the gas be cut off or the spark interrupted. It keeps it running in every emergency.

It prevents "going dead" in crowded traffic; keeps it from stalling under sudden overload.

A GUARDSMAN ALWAYS ON DUTY.

The starter is always ready. It comes into action automatically with the release of the clutch whenever the engine speed drops to a certain point. No need to give it a thought. Throw on the switch at the outset—that's all.

This non-stallable feature of the New "Six" gives you a sensation of security that doubles your motor-ing pleasure.

WHERE THE NEW "SIX" IS SUPREME.

No honest maker claims that a "Six" will get away any quicker—run any faster or climb any steeper hills, than a "four" of equal weight and horsepower.

But oh! how much more smoothly, silently and easily it does it. The six cylinders give a continuous stream of power; there's no interval between explosions; the impulses are utterly imperceptible.

The entire absence of vibration nearly doubles the life of the car and the comfort of the passengers.

You can tour day after day in the New "Six" with the comfort of your easy chair.

Ride in it once and you'll be forever spoiled for any "four."

HERE'S FLEXIBILITY NO FOUR CAN EQUAL.

Take the wheel of the New Chalmers "Six." Push the switch of the electric starter and let in the clutch.

Notice how quietly—how smoothly it moves away. See how easily and how quickly it mounts to 20—30—40 miles an hour or throttles down to two—and then off again, without shifting gears.

That's flexibility. And it's all in the motor itself; gear shifting is seldom needed. Any auxiliary gear mechanism to secure flexibility would be merely superfluous weight.

LET THE CAR PROVE IT.

Come and see this wonderful "Six." Its classic beauty—its harmony of outline will fascinate you.

Let us take you for a ride in it. Its mystic silence—its velvety smoothness—its supple power will give you a new sensation in motoring pleasure—the thrill of speed with the luxury of rest.

Roadster, \$2,800 Four-Passenger, \$2,800 Five-Passenger, \$2,800 Six-Passenger, \$2,950 Coupe, \$3,700 Limousine, \$4,600 Fully equipped, f. o. b. Detroit. All bodies interchangeable. Five-wire wheels, \$80 extra.

J. C. BEEMER, 150-152 CARLING STREET