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# TROLLEY ACCIDENT AT QUEENSTON

## --BRAKES FAILED TO ACT--

# TAKES TOLL OF FIFTEEN LIVES

**Car Conductor Lost Control of Niagara Falls and Victoria Park Electric Railway Car, it Rounded Two Curves and at Third Plunged From Tracks Leaving Dead and Suffering.**

Toronto, July 8.—Plunging down the steep, curve electric line, running with all control, a Niagara Falls and Victoria Park railway car, crowded with Sunday school picnicers from Toronto, jumped the tracks just above the village of Queenston. The car swerved on the embankment, tumbled over on its side and ploughed into the ground below. Fifteen of its passengers were killed outright or died of their wounds and over fifty were injured.

**CROWDED WITH EXCURSIONISTS**

The tragic accident occurred upon the historic ground of the Battle of Queenston Heights. The car, which was literally packed with excursionists standing between the seats, and even hanging on behind, swayed madly around two of the curves on the steep incline, swept past the switch and plunged from the tracks one hundred feet from the base of the Heights. The motorman, Sidney Boyd, lost control of the car through the brakes failing to respond a considerable distance above the village. The car immediately began to gain a terrible momentum. The screams and cries of the terrified passengers attracted the stupefied attention of those above and below. There was no possibility of giving aid.

**THE FATAL THIRD CURVE**

Two of the sharp curves the madly speeding car negotiated in safety, though and as it swept around them spectators held their breath. On the third and last curve the car plunged from the rails. It completely jumped the tracks, and wiping away a trolley pole as though it were tinder, plunged over the embankment. It landed upon its side, and rolled for some few feet along the ground, cutting down a tree as though with a knife.

**BROKEN TREE DID MOST HARM**

Coming with the tree completely wrecked the rear part of the car, and the front slewed on for some further distance, leaving in its wake a trail of debris and crushed bodies. The fearful swiftness with which death had come to some of their companions and injury to many others had scarcely time to make an impression on the passengers at the steam-dock below, and to send them swarming up the track to the hillside to begin the work of rescue, before unexpected help came from twelve soldiers of the 10th Regiment on guard upon the International bridge. They were nearer to the scene of the disaster than the people on the dock in the village. When they reached the overturned and crushed car with

its swarm of writhing victims their first task was to remove the wood-work that pinned in the passengers and prevented those who remained alive from freeing themselves.

**CAR WAS OVERCROWDED**

The car was an open, cross-seated trolley, and it is estimated that there were 160 people in and on it at the time of the disaster. The car would normally hold from sixty to eighty people, but a rain coming up suddenly a rush was made by the crowd until it was filled to its utmost capacity.

As news of the accident reached Queenston Heights the military camp at Niagara was promptly communicated with by long distance telephone, and the entire field hospital of surgeons, nurses and equipment were hurried to the scene in automobiles. Relief work was done quickly and well. About an hour and a half after the accident there remained only the wrecked car and the long, still sheet-covered remains to show what a terrible ending had come to those who left their homes in the morning full of life and eager for the enjoyment of it.

**THE DEAD LAY ALONE**

It was a scene dreary and dreadful beyond description. Through the dusk and the shadow of the trees the rain was falling, a score of morbidly curious walked from body to body remarking a shoe torn off, a foot here, a sign of distortion there. A county constable and two soldiers were in charge, and restrained those whose curiosity carried them too far. The living had gone on to Toronto; the badly wounded had been taken to Niagara Falls, and the dead were there alone. Just in the rear of the car was a little pile of children's hats and coats, and I heard a man gulp as he passed here—he had little ones of his own.

A man in a conductor's uniform volunteered the information that the car had got out of control. He said cars travelling on such a steep grade should be provided with an emergency brake. It was a bad night, any way. Rain had just begun to fall at the time the accident occurred, and a half wet rail is the worst a railway man has to deal with. We waited a while, and wondered if the Coroner would ever come. The country constable held out no encouragement. Anyway, we were told he would simply visit the scene and have them removed. The terrible stillness that clung to those shapeless beings under the sheets began to get on our nerves.

(Continued on Page 2)

# TOLL OF THE TRAGEDY

Nine bodies were removed from the scene of the wreck to an empty building near the post office at Queenston, where Dr. Greenwood, the Coroner from St. Catharines, impelled a jury, who viewed the remains. The identified dead were:

Harold Jeffrey Partridge, organist and choirmaster of Woodgreen church, 22 Garden Avenue.

Charles P. Jennings, accountant, Imperial Varnish Company, 503 Broadview Avenue.

Albert Little, 105 Bolton Avenue.

Mrs. A. Westney, 44 Bain Avenue.

Miss Crombie, maid for Rev. J. McP. Scott, 46 Jones Avenue.

F. Bags, Westminster Printing Co.

The body of a woman about 25 years of age, who died on the way from Queenston to Niagara Falls, Ont., lies unidentified in Russell's undertaking establishment, Niagara Falls.

**DIED ON BOARD STEAMER CHIPPEWA.**

Mrs. Sloan, 24 Fairview boulevard, widow of the late Henry Sloan. (Her son is C. J. Sloan, Manager of the Royal Bank of Canada, Gerrard street and Jones Avenue.)

Mrs. Hart, 421 Broadview avenue. (She is a sister of Governor Chambers of the jail.)

Another woman, unidentified.

# UNITED STATES TAKES OVER THE SAYVILLE

**The Only Means of Communication With Germany is Now Under Control**

By Special Wire to the Courier.

WASHINGTON, July 8.—THE UNITED STATES GOVERNMENT TO-DAY TOOK OVER THE SAYVILLE, L.I., STATION, THE ONLY REMAINING PRIVATELY OPERATED DIRECT MEANS OF COMMUNICATION BETWEEN UNITED STATES AND GERMANY.

SECRETARY OF THE NAVY DANIELS ANNOUNCED THAT CAPT. BULLARD, IN CHARGE OF THE NAVAL RADIO HAD GONE TO TAKE OVER THE STATION AND WOULD CONTINUE ITS OPERATION WITH NAVAL FORCES.

# Churches Will Help Recruiting

In connection with the recruiting of the 25th Brant Dragons, Col. Muir, who is in charge, stated this morning that he had persuaded the Ministerial Alliance to give him their assistance. Services are being held every morning at half past nine in the headquarters on George street. Next week they will be held at nine o'clock. The following ministers will conduct the services:

Monday—Rev. Patterson-Smyth.

Tuesday—Rev. G. A. Woodside.

Wednesday—Rev. Saunders.

Thursday—Rev. A. E. Lavell.

Friday—Rev. L. Brown.

Saturday—Rev. M. Kelly.

In the Anglican churches throughout the county, arrangements have also been made to have special recruiting services on Sunday, July 18th.

# REPORTS GAINS BY ALLIES IN DARDANELLES



GENERAL SIR IAN HAMILTON AND CAPTAIN FITZMAURICE ON BOARD THE TRIUMPH

According to a report by General Sir Ian Hamilton to the British government, the French and British have made decided gains in the Dardanelles advance. The Turks have been losing heavily. General Sir Ian Hamilton is now talking with Captain Fitzmaurice on board the Triumph.

# TORNADO SWEEPS THROUGH THE STATES

## —MANY DEATHS ARE REPORTED—

# CAUSES OF DELAY WERE UNAVOIDABLE

**Factories Could Not Cope With the Orders and Machinery Was Lacking.**

By Special Wire to the Courier.

London, July 8.—Most of the causes of delay to the contractors supplying war munitions were unavoidable, according to a letter to the Morning Post from the managing director of one of the contracting firms. One difficulty was to obtain thousands of gauges needed by the sudden multiplication of the factories producing munitions, the gauge making craft being a very limited one, and being quite powerless to meet the sudden demand.

Transport delays also caused great trouble, and it was necessary to obtain much of the material and machinery from the United States. In many instances the voyage from New York to London occupied sixty instead of twenty days, while the British docks and railways were so congested that transit from Liverpool to London sometimes occupied five weeks.

To these difficulties were added the fact that the army in the first months of the war took away the bulk of the skilled workmen.

To-day, however, these causes of delay have been, for the most part, removed, and the writer says, the work will proceed in ever-increasing measure.

# Released by Intervention of the Pope

Paris, July 8.—The Rome correspondent of the Havas News Agency sends the following:

"The Corriere Della Sera says that the news has been received at the Vatican that Germany, as a result of the Pope's intervention, has ordered the release of Madame Carton de Wiart."

Madame de Wiart, who is the wife of the Belgian Minister of Justice, was sentenced recently to three months imprisonment for corresponding with her husband, according to news despatches. The German authorities accused her of endangering the security of German troops. It was reported that she had been sent to Berlin as a prisoner.

# ABSOLUTE CONCORD IS EXISTING BETWEEN THE FRENCH AND BRITISH

French Minister of Munitions is Interviewed in London—Democracy Against Militarism.

By Special Wire to the Courier.

London, July 8.—(Montreal Gazette's despatch).—The Daily Chronicle publishes an interview with Albert Thomas, the French minister of munitions now in London, who had a long conference with Mr. Lloyd-George yesterday. He discussed the question of the huge demands which the war is making on the munitions factories in this country and in France.

"It is our duty," said Mr. Thomas, "to organize for victory. To this we are heading all our energies. The war may be long; difficulties may reach the start, but we shall keep on until the end."

"Then we may disregard any hints about the French nation being tired of the war?" asked the interviewer.

"Certainly you may," was the emphatic reply. "We are going to see this thing through to the end. We have no doubt about the result, however long it may take us to arrive at the desired ending of the war. There can be there will be no ending to it, save the complete victory of the allies."

"It has been whispered in this country," Mr. Thomas, said the interviewer, "that there is a certain amount of dissatisfaction in France with the efforts which are being put forward by Great Britain."

"You may disregard this altogether," said the minister. "We know how great are the resources of your country. We know what immense efforts you have put forth, which have been a surprise not only to us, but to the enemy as well, and we have every reason for believing and knowing that these immense resources will continue to be used in the service of the allies."

"Then the entente between France and Great Britain remains as cordial as ever?"

"Absolutely, and there is a most perfect understanding between the governments of the two countries."

"Understand me, I do not say that our common task is an easy one nor do I say that we are on the eve of speedy victory but what I do say, is that the struggle long or short we are both ready to double, to triple, and quadruple and if necessary to increase tenfold the output of munitions of war."

"We have pooled our resources, and I for one, have no doubt that these resources are great enough to stand any strain which we may be called upon to put upon them. Nor have I any fear of an ultimate triumph. All the great moral forces of the world are for our side. The allies are fighting for the freeing of Europe from the domination of militarism, and that is fighting into which every democrat can throw himself heart and soul. Defeat in such a cause is unthinkable."

# RUSSIANS HALTING PURSUERS ITALIAN CRUISER IS SUNK

By Special Wire to the Courier.

London, July 8.—So great has been the weight of reinforcements brought up by Russia along the stretch of territory between the Rivers Vistula and Bug, notably in the vicinity of Krasnik, that the Austro-Hungarians for the moment have been forced to assume the defensive and to pause in their rush toward Lublin and the railways running from that city to Warsaw.

The sector on the eastern front where the Russians are making a stand is held almost exclusively by Austrians and observers here see in the Russian attack not only a desire to keep their line intact in this important part, but a deliberate blow at the Austrians who, according to the official reports, seem to be finding themselves in some difficulty.

The much discussed German offensive in the west has not yet developed though reports of a big movement of troops to that front are persistent. These forces must be new formations unless the great offensive on the east is to cease. For to withdraw troops from Poland and Galicia now would be to leave unfinished what Field Marshal Von Mackensen set out to accomplish, unless the clearing of Galicia of Russians was the sole aim, and this is considered hardly probable.

The Berlin claim that the Germans have re-taken trenches near Ypres, Belgium, recently seized by the British, is not confirmed from British sources.

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# MOTORMAN SAYS HE DID NOT LOSE HIS HEAD DURING DESCENT

Queenston, Ont., July 8.—Until the facts are brought out at the inquest, the cause of last night's tragedy, when the lives of thirteen Toronto people were crushed out by the derailment of a trolley car, is best indicated by the statement of Motorman Sidney Boyd of Niagara Falls, Ontario, who with Conductor George Caswell of the same place, was in charge of the car. He says—

"At Lowry's Corner the third curve above the wharf, the car began to skid. I saw that it was getting away from me and began to work in every way to curb its momentum. The brakes would not work, neither was there any effect when I tried the reverse. The rails were greasy and the sand I poured on the tracks did no good. I passed the second curve safely, but she was gaining speed all the time. I knew that even if the next curve was passed all right, the car would plunge through the platform at the wharf. I did not lose my head, but tried again and again to break her speed, but to no avail."

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DO NOT MISS

The Sale of Wash Dresses on Saturday at W. L. Hughes, 127 Colborne Street. See our window.

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