

ASKS \$3,000,000 CASE REOPENED

Stanley Macneil of Edmonton
Fighting for a Farm That
Cost \$2,000 Originally.

DEPOSITS OF GYPSUM Young Soldier May Come Into Property And Vast For- tune, 'Tis Said.

OTTAWA, March 1.—Through the efforts of the dominion command of the G.W.V.A., D. Stanley Macneil, a young veteran, now in Edmonton, may come into some three million dollars worth of property. The story is interesting and somewhat complicated.

Before the war there existed in Montreal a contracting firm of Sparrow and Macneil. The firm purchased for \$2,000 a farm at Island Point, Cape Breton, the Macneil in the firm being an older brother of D. Stanley Macneil. Under a family agreement the farm was to come into the possession of D. Stanley Macneil when he was 21 years old.

The war came and the firm of Sparrow and Macneil became insolvent. The farm, having been purchased with firm money, was seized by the administrator, P. W. Sharp, of Montreal. But in the meantime a discovery of from 10,000,000 to 12,000,000 tons of gypsum had been made on the farm and experts stated that the farm was now worth about \$2,750,000. The gypsum was easily mined and close to transportation.

Ways of the Law
The family tried to regain the farm. The case came before the Nova Scotia courts, which held that it was the property of D. Stanley Macneil. An appeal by Sharp was made to the Nova Scotia Supreme Court, which reversed the county court decision giving the farm to the creditors. The supreme court of Canada upheld the supreme court of Nova Scotia.

However, the G.W.V.A. took the matter up, and today the dominion secretary, C. Grant Macneil, who is not related to the other Macneil, was informed that the supreme court of Nova Scotia was now prepared to re-open the case and give it a fresh hearing.

D. Stanley Macneil is now in Edmonton, where he settled after the war. He will go to Nova Scotia for the rehearing, which was granted solely on the G.W.V.A. ground, the matter having first been taken up by the Edmonton command and passed to Ottawa for action.

Referendum Ballot: Local Temperance Workers Organize

Local temperance workers will organize shortly for the provincial referendum on the question of the importation of liquor into Ontario. The vote will take place on April 13th and the workers have been notified as to the wording of the ballot and as to the voters' lists.

The ballot will read as follows: "Shall the importation of liquor into the province be forbidden?" The question is repeated twice with "yes" and "no" in the margin. A cross is to be put beside the question favored by the voter.

The voters' list will be that used in 1919, and will only be revised in cities and towns. There will be a copy of the list appointed to do this. The voters' list has been revised in the Dominion for one year, and in the Province of Ontario for two months.

From now on an effort will be made by the temperance forces to have speakers in as many church pulpits as possible every Sunday.

Mr. D. V. Sinclair, president of the Ontario Association, was called to Toronto this afternoon for a meeting at six o'clock. He returned tonight. Preparatory work has been carried on by the W.C.T.U. who have held meeting weekly.

SEEK AMENDMENT TO THE COMPENSATION ACT

TORONTO, March 1.—The Labor group in the legislature will urge upon the government an amendment to the Workmen's Compensation Act having for its object the safeguarding of the interests of injured workmen employed in industries under schedule 2 which relates to railway companies, navigation companies, telegraph and telephone companies, etc.

The idea is that when an injured workman recovers sufficiently he shall be given work by his former employers, who shall pay 65-2-3 per cent. of the difference between the salary at which he is re-employed and the former figure. It is stated that there will be some cases under schedule 2 where a man who has been injured and was receiving the 65-2-3 per cent. compensation has not been taken back when he has recovered to do work of some kind and when a final award has been made by the Workmen's Compensation Board.

The matter was discussed at a meeting of the Labor group to-day.

The Oil of the People.—Many oils have come and gone, but Dr. Thompson's Electric Oil continues to maintain its position and increase its sphere of usefulness each year. Its sterling qualities have brought it to the front and kept it there, and it can truly be called the oil of the people. Thousands have benefited by it and would use no other preparation.

Fast C.P.R. Train Disabled Is Hit By New York Central Going at 60 Miles an Hour

Three Canadians Among Identified Dead —Wreck Strewn Along Track for 100 Yards—Hard to Collect Victims From so Much Debris—Latest Details.

PORTER, Ind., Feb. 28 (Bulletin).—Forty-two bodies had been collected this morning from the wreck. Three victims were Canadians.

All the dead were in the two Michigan Central coaches which carried the few through passengers. Upwards of fifty persons bound for Quebec, Montreal and Toronto were aboard the east bound "Canadian." Their cars were not much damaged. The New York train was bound for Chicago.

PORTER, Ind., Feb. 28.—Several Canadians were among victims of the wreck of the New York Central and Michigan Central-Chicago-Montreal Express passenger train which occurred here last night killing about forty people.

Canadians identified up to eight o'clock this morning were:

J. Collins, and Wife, London, Ont.
K. Gordon Campbell, Revelstoke, B. C.
Peter Kane, Regina.

Relief crews early today had taken thirty-three bodies and scores of injured from the wreckage and at least six bodies were visible entangled in the debris.

Darkness and the tangled mass of wreckage prevented rescue work.

The first group of those critically injured were rushed in an ambulance to Michigan City, Ind., two dying on the way.

Hospitals and private homes at Michigan City and Gary received the injured.

The Canadian Pacific train consisted of nine cars, two of which were demolished. Both were practically solid Pullman trains. The accident occurred at 5.55 and the wreckage took fire.

Scene of the Wreck.
The Canadian Pacific train was derailed on the New York Central track when the New York Central train bore down on it at sixty miles an hour, and the result was one of the most disastrous wrecks in history. Both engines plunged down an embankment.

A Sharp Angle.
Porter, Ind., is a railroad junction point fifty miles east of Chicago. It is here that the New York Central line crosses those of the Pere Marquette. The nearest cities are Gary and Michigan City, Ind. The tracks cross in open country and are visible for a considerable distance from either direction.

All but four of the killed and injured were in the Canadian Pacific train.

The tracks of the two railroads intersect here at a sharp angle, being almost parallel. The Michigan Central train was believed to have started across the intersection and then to have been derailed.

What Caused Wreck.
According to railway officials, the disaster was caused by the failure of the engineer of the Canadian Pacific train to heed a block signal at the cross-over where the Michigan Central and New York Central tracks intersect.

A block signal automatically set a derailing switch. When the Canadian Pacific train failed to heed the signal against it, it struck the derailing switch and ploughed along the ties for 300 feet before it stopped.

When the wooden coach directly on the track in front of the oncoming New York Central train, which hit it squarely and then ploughed its way through the wreckage before it could be stopped.

The wreckage is strewn for 100 yards. The Town Hall at Porter was thrown open for the receipt of bodies of the dead. There is no physician here and there was none on the train. The injured lay in agony for an hour before medical attention was available. A special train put out from Gary, Ind., with nurses and

Graphic Story.
John H. Gehlert, an estimator of Oak Park, Ill., sent to Cleveland by Mayor Thompson to inspect cement houses, was on the New York Central train. He gave the following graphic description of the wreck.

"The first we saw of the accident was when the train started to jar as the brakes were applied. The next moment bits of wreckage struck the sound as our train ploughed through the wreckage.

It was sound made up of rending steel and wood crashes and a mounting shriek from those who were being killed and injured.

"When the train stopped all in our train picked themselves up from where they were thrown. The air was vibrant with a concerted wail of agony.

"We crowded out of the cars the best we could and there was the most gruesome sight I have ever witnessed.

"Bits of bodies lay along the right-of-way, entangled in the wreckage. We could dimly make out the outlines of the wrecked train at either side and to the front of us.

"Trainmen were frantically waving their lanterns. Then we began the work of rescue."

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U.S. MUST MOVE FIRST, SAYS MEXICO

MEXICO CITY, Mar. 1.—Mexico will not point to any ambassador to the United States until recognition is tendered by the American Government. A statement to this effect was made recently by the Foreign Office.

POLAND MEANS TO WIN ELECTION

By Fair Means or Foul Upper
Silesia Must Be Port of
Republic

FEUDAL SYSTEM TARGET
Not a Problem in Economy, but
in Nationality, A. P. Writer
Told.

BEUTHEN, UPPER SILESIA, Feb. 8.—The campaign into which Poland has entered to gain control of the rich Upper Silesian industrial centres, through the aid of German residents, is probably in the middle of March, is being directed from a rickety, three-story hotel here which has been purchased by Wojciech Koranyi, director of Polish propaganda, plastered with anti-German placards, filled with propagandists and organizers and guarded from outside and inside day and night by armed men.

Koranyi himself, who formerly was a member of the Reichstag and now is the bugbear of the German mine owners here, has offices in the building but they are available only to those who have unquestionable credentials. German residents and officials leave him severely alone.

Like War Propaganda.
Some of the huge posters in the building are relics of war propaganda. One of them picturing three old women before a firing squad, about like Heligoland, it has taken on an importance out of all proportion to its size.

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Guap or Yap—the name was originally spelled either way—was discovered by Spanish navigators in the 18th century, and like all the Caroline group, came under Spanish dominion. It isn't much of an island and its population of 7,000 to 8,000 Malays, in indolent ease and better not at all with international politics.

Yap is equally well situated for communication with Japan, China, the Philippines, the Dutch East Indies, and New Guinea. Moreover, it is a convenient station on the trans-Pacific route via Honolulu to San Francisco. So when Germany entered the colonial field she cast eyes on Yap, and in 1885 the gunboat Itis raised the German flag on the island. There was much excitement in Madrid, but the Pope being appealed to, decided in favor of Spanish sovereignty.

However, some fourteen years later, in 1899, after the Spanish-American war, Spain sold the Caroline group, together with the Marianas (Ladrones) Islands to Germany for \$4,200,000, all except Yap, which was sold to the United States. Yap is some 360 miles from Yap—a trifling distance in the Pacific—and has much the same geographical position.

Both Germany and the United States realized the importance of these two islands as cable bases. To-day an all-American cable runs from San Francisco, via Honolulu, Guam, Manila, to Shanghai, while from Guam another cable, the southern part under U.S. control, the northern Japanese, goes direct to Yokohama. The Germans on their part, through the agency of the German Netherlands Company, laid cables direct from Yap to Shanghai, from Yap to Manila, and from Yap to Guam. The Yap cable was of much service to the people in the United States, as it gave them an alternative to the Guam-Manila cable for communication with China.

On the outbreak of the war Japanese naval forces occupied the Ladrones, Yap, and the Caroline Islands, including Yap, and on May 7, 1919, the Peace Conference gave the mandate for the islands to Germany. By among other cables, renounced in favor of the principal Allied and Associated Powers the cables from Yap to Shanghai, to Guam, and to Manila. The allocation of these cables among the powers is the business of the Washington International Communications Conference, whose meetings will shortly be resumed.

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ISLAND OF YAP PUT ON THE MAP

Insignificant Dot in Pacific
Ocean Now Assumes Enor-
mous Importance.

JAPS WANT ISLAND

All Great Powers Have Eyes
On It—Makes Handy
Cable-Station for U.S.

NEW YORK, March 1.—By Canadian Press)—To the myriad of war problems must be added the new and complicated geography of the great struggle has left in its wake. Points of minor importance, some of them absolutely unknown to ninety-nine and one-half percent of the inhabitants of this planet, have suddenly assumed "places in the sun" and must be reckoned with.

One of these is the island of Yap. Time was when people got along very nicely without ever having heard of the island of Yap. Then the war came. Today Yap is a name that, if not on everybody's lips, is at least in everybody's newspaper. In brief form the story is that Yap once belonged to Germany. The Peace Conference gave it to Japan. Now the United States is objecting to Japan's possession of the light little island, the chief value of which is that it is a landing point for the former German trans-Pacific cable. Diplomats are scratching their heads and trouble rumors are rife over the ownership of this once-obscure Yap.

Mr. Hearst, who uses his newspapers to spread anti-British propaganda in the United States, has seized upon Yap as a species of symbol of inter-allied lack of harmony. There is a series of cartoons running in his organs from one coast of the United States to the other. In each cartoon the various Allies, from big John Bull down to the assorted "small nations," are shown denigrating Uncle Sam and ironically wishing him success in collecting from them the war debt they owe him. The libretto usually they have put something like this:

"For Uncle Sam's feelings we don't care a rap."

"So we'll all take a trip to the island of Yap."

With all this publicity, with Japan asserting she will hold on to the island, the United States demanding that the place be internationalized, and the other powers watchfully waiting for the issue, Yap has become a name worth knowing about.

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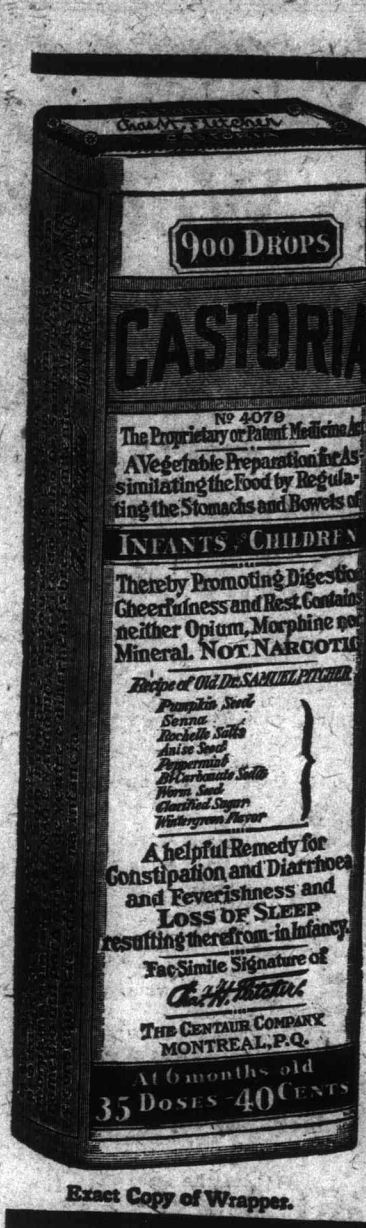
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CASTORIA

For Infants and Children.

Mothers Know That
Genuine Castoria

Always
Bears the
Signature

of
J. C. Ayer & Co.

In Use
For Over
Thirty Years

CASTORIA

THE CENTRAL COMPANY, NEW YORK CITY.

MAYOR HANNA SPEAKS AT REGENT "FIRST NIGHT"

"It is with pleasure I take part in the reconstruction of this theatre, in opening the New Regent theatre, all the work done has been done this evening," said Mayor Charles Hanna local contractors.

Hanna on Saturday at the opening. "The Griffin Amusement Co. movie programme at the Regent, plays locally thirty people and at There was a very large crowd of spectators as high as forty, which alone makes it quite a nice local industry.

The Palace theatre was destroyed with a pay roll of over one thousand by fire on November 18th last and dollars per month. In addition we are permitted to open a new theatre this city derives \$368 per acre in the same old stand," the city manager Mr. Forhan.

"It reflects great credit upon Ex-his intention to show only four years. Mayor Hanna and Mr. Forhan for the pictures in this theatre, and I am sure this new theatre possible. The mayor's remarks coincided with the fine ventilation, better with the opinions of the spectators seating capacity and elegant decor, who voiced their appreciation of the theatre. No expense has been spared new theatre's attraction.

GUARDSMEN GROWING MOUS- TACHE AGAIN.

LONDON, Feb. 28.—British Guardsmen are beginning to grow moustaches. The army regulations permit clean shaven men but now that the guards have returned to their pre-war uniforms with bearskins, moustaches are necessary. It is declared to give the moustache touch that will complete the guardsman's military bearing.

SIR ERNEST SHACKLETON RETURNING TO ENGLAND

New York, Feb. 28.—Sir Ernest Shackleton returned to England on Saturday on the Aquitania. Lady Eaton was a passenger and Sir John C. Eaton and Miss Eaton. There was much excitement in Toronto during his stay in Toronto and Lady Eaton.

Sir Ernest's attention was called to the fact that shortly after he had predicted a "broken winter," the heaviest blanket of snow of the winter fell. But, the explorer replied that he still maintained he was right.

Truck Goes Through Ice.

Oshawa.—The Oshawa Cartage Co. have been busy harvesting ice for the former known as the Tooley Pond, and their big Fulton trucks have been doing excellent service. However they received a surprise in the shape of an ice cold plunge. They were loaded with from two to three tons of ice and the ice broke through. It was quite a problem to get them out, but was accomplished. The trucks ran home in as good shape as though they had just been to a picnic.

"TEDDY, JR." JOINS THE HARDING CABINET

Washington, Feb. 27.—Theodore Roosevelt, Jr., son of the late Theodore Roosevelt, has been appointed Assistant Secretary of Navy, to serve in the Harding Administration. This was definitely learned today by Republican leaders in the Senate. They declared that President-elect Harding already had tendered the post to young Roosevelt and that he had accepted. Roosevelt is now a member

Norfolk and Western Railway has completed successful tests of automatic straight air brakes on cars, serial action of which effects braking of train as a unit instead of as car units.

Steamer Aquitania was detained in Quarantine at New York for 36 hours while health officers sought any typhus carriers in her steerage.

NEEDS THE C NOT THE

Why Chinese Can
Shipments of Hen
Over Home.

IMPRACTICABLE, T
Chinese Consul Gene
New Pointers on I
ine Situation.

NEW YORK, March 1.—Utilization of Chinese egg production for the millions of famine-stricken Northern Chinese provinces is impracticable because of transportation. Mr. C. S. Chen, Chinese Consul-General here declared, ment today.

Mr. Chen said that "an impression" has been created in the United States that recently of 8,000,000 China and added that it was suicidal policy for China to egg embargo "when every cent to purchase food famine relief."

"The famine-stricken said, 'is almost inane means of rapid transportation is sent there is carried off animals. While eggs are cheap at producing centres, would be prohibitive reached the famine area,