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Accidental Death Verdict in Rail Accident

Coroner's Jury Hear Evidence of Number of
Witnesses—Cause for Derailment Unknown
—None of Witnesses Were Able to Give Cause
of Derailment of C.N.R. Train Which Caused
Death of Murray A. Hoyt, Engineer.

The coroner's jury inquiring into the death of Murray A. Hoyt, of South Devon, 51-year-old engineer, who died as the result of injuries received when he was pinned beneath the C.N.R. train bound for Fredericton at Wade's crossing near Penniac on Thursday afternoon, last night found death to be accidental. The jury's verdict was brought in at the inquest held last night at the York County Court house, with Dr. Charles MacKay, coroner, presiding. A large number swarmed into the court house to hear the evidence.

The verdict of the jury was as follows: "We, the jury empanelled to inquire into the death of Murray A. Hoyt, do find that he came to his death from injuries received when the engine he was driving was derailed near Wade's Crossing, June 4, 1936. Cause of derailment unknown."

Coroner Dr. MacKay asked the question: "Do you consider the death was accidental?" Foreman Tait replied "Accidental."

The coroner's jury was composed of W. R. Tait, foreman; C. D. Holder, Gordon R. Foster, C. C. Camp, A. J. Ryan, Frank J. Donahoe, F. Cedric Cooper and Major J. S. Scott.

The evidence of nine witnesses was taken, the inquest lasting a little over two hours. The jury deliberated only a short time before returning the verdict.

First Witness

William Matthews, of South Devon, fireman on the ill-fated train, was the first witness. He has been a fireman for 24 years. He had been making the daily trip from Newcastle to Devon. There had been no serious accidents on that road. He said there was a sort of soft spot in the road where the train went off, it seemed. The engineer immediately put on the emergency brake. Both were watching the tender, but the tender slid down the embankment. When the engine turned over in a slow tople, it threw Matthews out, and pinned Hoyt, who was at the throttle, by the leg. A spray of steam struck Hoyt. Witness said he climbed up the embankment, took off his jumper, and tried to open the blowout valve to stop the force or steam. Hoyt was pinned beneath the engine for nearly thirty minutes. He had no idea what caused the derailment.

Dr. C. P. Holden was the second witness. He had attended Hoyt. Hoyt had died of shock, occasioned by burns and a fracture of the right thigh. At first it was thought he would recover from the shock.

Peter Keenan, conductor of the train on the day of the accident was next called. He testified that he was thirty years on the line. Outside one accident when a brakeman was killed and some runoffs no accidents had occurred in that time. It was the custom to use reduced rates of speed at bad spots. The scene of the accident was not regarded as a bad spot. Conductor Keenan was sitting at his desk when the accident happened. He did not think it more than an ordinary emergency. The fifteen passengers aboard the train were uninjured. There was no warning of the accident, not even jolting. After the accident occurred he proceeded toward the engine. He saw the fire-

man. Logan told him to get a doctor, which he did. He saw them bring Hoyt out on a stretcher.

E. A. Logan, the next witness, a baggageman, had been on the line for some time, but only recently on this train. He was in the baggage car and was badly shaken up. The bar on the window which he had hold of gave way as the car went over the bank and canted on its side. He got out of the door and went forward to the engine but had to go back and crawl up under the engine cab. The fire box door was down over Hoyt's leg. There was such a roaring noise that he could not hear what Hoyt was saying. At first he thought that fireman Matthews was also pinned underneath. He soon saw that he was beside them. Eventually they took Hoyt out and to the stretcher.

Mr. Michael, Devon brakeman, gave evidence that he had 24 years' service with the railway, twenty years on this line. He was familiar with every part of the road. He had no thought of danger at this spot. He was just going into the baggage car when the accident occurred. When the train went off the track he could not get the side door open, so he came out the trapdoor underneath. He assisted in getting Hoyt out and help put him in the express truck. He did not examine the track after getting out.

Rail Official on Stand

The next witness was A. O. I. Crookshank, assistant superintendent Edmundston division. He stated he was very familiar with the line. The road had received constant supervision. The road was sufficiently blasted and the ties were placed, graded and surfaced, making what in his opinion constituted a good road bed. The section was under the supervision of a track master and defects would be noticed. Frost conditions of course would have some bearing. He made a careful examination on this particular occasion of the scene of the accident. There were no defects in the ties. Several things might cause such an accident. None of the flanges were below standard.

John Barberie, track master of the Nashwaaksis sub-division, could see no reason to believe anything in the roadbed that would contribute to an accident. He had been over it the day before. That section of the line called for ordinary speed, which was governed by time. The average speed is thirty miles per hour. As circumstance appeared to him after the accident he did not think the train was travelling at that speed when the accident occurred.

Harry Fowler, locomotive foreman, after three separate examinations of the locomotive after the accident, could find no contributing factors to it. Each train before it leaves the roundhouse is given examination according to regulations. There were no defects in the engine.

Section Foreman Gordon Young of Marysville, in whose district the accident happened, said there was a lot of work to be done in this section, and at the spot of the accident they had been working about ten days before removing shims. From his knowledge he could not see that there was anything connected with the road

POOR RADIO VOICES

Politicians "Rant and Rave," Says Columbia Professor

Of the presidential aspirants only one, the president incumbent, has a good radio voice, and even his is changing, according to Prof. Jane Dorsay Zimmerman of Teachers College. Addressing the Eastern Public Speaking Conference recently Prof. Zimmerman said:

"All the presidential candidates—Landon, Knox, Vandenberg, Borah, Hoover and Dickinson—speak too loudly and use too much force. One of the tasks for our speech teachers is to convince people that it is possible to make the voice carry without getting a high pitch and a loud raucous voice. The use of a firm, vigorous fulsome tone, rather than a high strident one, will carry further and be more convincing."

"Most professional radio speakers, especially politicians presenting a political oration, rant and rave; they use the 'hell fire and brimstone' type of elocution instead of a firm and vigorous tone. They try to smash the audience with sledge hammer blows. Even President Roosevelt seems to have lost some of his quiet fireside manner that made his radio talks so comforting and pleasant to hear."

Prof. Zimmerman formed her conclusions from her library of recordings made from the radio talks of prominent men.

Russian Prince Football Sensation

LONDON, June 6—The greatest sensation for years in English Rugby football is a dashing young Imperial Russian, Prince Alexander Obolensky.

The prince, who will be visiting Los Angeles as the star player of the Oxford University squad was chosen to represent England against the all-conquering New Zealanders, the All Blacks, at Twickenham. Obolensky celebrated his selection by practically defeating the tough colonists by himself, 13 to 0.

"I want to settle in England," he said "I must take out naturalization papers. I do not even feel like a Russian. I was born in Petrograd 19 years ago. But I have been in England constantly for 17 years."

"I am looking forward greatly to the Los Angeles trip."

The Obolensky family was rich and numerous in pre-revolution days. Every year there was a family reunion. On one occasion there were 600 members present.

BROCKVILLE, June 6—George Caselman, 172 Abbott street, who has been a member of the local relief of ficer staff for the past three years was taken into custody Tuesday afternoon and appeared in court yesterday charged with stealing relief orders or vouchers amounting in value to \$235.20 between the first of November last and May 1 this year.

bed that might have been the cause of the wreck.

Summing up the evidence Dr. MacKay pointed out that the jury had heard evidence from men whom might be called experts in their lines of employment. And they had frankly said they could not account for the derailment.

SMALL COLLEGES OFFER CHOICES OF FRIENDS, FUN

There is much to be said for the small college—yes, and also for the larger ones.

I like the small college for it may provide a small circle of intimate friends and a wide circle of acquaintances.

The small college with between 600 and 1,000 students develops an intimacy between student and professor and student and student which is impossible in a larger place. The classes are usually smaller, and there is likely to be more chance for individual discussion and you may get a better grasp on the material.

You will become a personality to your professor and he will be a real human being to you, and just a font of learning.

If you are interested in some particular subject, like chemistry, biology English or economics, discover which institution has the strongest department in that particular subject and learn for yourself from the college catalogs which offers the most attractive courses in it.

Don't pick out a college just because it had a successful football season. It may lose every game next year.

And don't pick out a place just because you hear they "throw 'swell parties'. Social life is much the same at every college, and if that's what you want you will have good times wherever you go.

C. N. R. MUST DRIVE AHEAD

OTTAWA, Ont., June 6—Although some savings can be made in co-operation between the railways, this is not the complete solution of the Canadian National Railways problem. Hon. C. D. Howe, Minister of Railways and Marine, stated before the Parliamentary Committee on Railways and Shipping here yesterday.

"Times are getting better," said Mr. Howe "We must drive ahead—to the trucks driving to get back our fair share of traffic from water carriers and watching the situation as regards airplanes I believe we must have as directors of our road men who are intimately connected with the country men who are able to help the road in obtaining traffic, just as the directors of the Canadian Pacific Railway are traffic producers for that railway."

Il Duce Now Signs Himself With "M"

ROME, June 6—It's "M" in Italy now, in the Napoleonic manner, instead of "Mussolini."

It was noted today that Premier Benito Mussolini is now signing himself, "M."

This imperial initial appeared as his signature at the end of a speech on May 9, announcing creation of a Fascist empire. Copies have been posted in the streets all over the country.

The latter "M" signing of the speech is a huge one and is strikingly reminiscent of the "N" Napoleon used.

SMITH FALLS, June 3—Swerving into the ditch and then smashing into a telephone pole, a heavy transport truck, operated by the Martin Transport Company of Toronto and driven

FREE KNITTING PROVIDED ON RUSSIAN TRAIN

MOSCOW—A Soviet boudoir train which makes the luxury trains of other European countries look like stage-coaches was on an experimental run today to Sochi, summer resort of the Crimea.

The least of its appointments is a barber shop—capitalistic trains have those. It also carries a nursery car with toys, complete bath compartments, individual radios, and a train crew dressed in the manner of hotel doormen.

Passengers may rent pyjamas and slippers aboard the train, in order to travel in all the comfort of their boudoirs. Each of the chairs can be separated from the others by curtains, providing perfect solitude for those who like it.

Women may obtain needles, thread and yarns with which to while away the time, merely for the asking.

A tailor's shop is ready for business at all hours, so no one need arrive at the end of the journey in wrinkled or soiled clothing.

And the trainmen don "parade" uniforms with white shirts and stiff collars before the train pulls into any large city. The boudoir train left Moscow yesterday for its initial run to Sochi.

POCKET GOPHERS OFFER HAZARD TO AIRPLANES

WASHINGTON, June 6—Great transport planes, carrying tons of passenger and freight loads, have reason to be afraid of pocket gophers, small animals less than the size of rats and squirrels.

The gophers love the open grass stretches of landing fields, and burrow shallow runways close to the surface, making landings rough and bumpy and sometimes tripping a plane into a "nose-over."

The United States Biological survey, which has had long experience in ridding ranches and farms of small rodent pests, has been co-operating with the Bureau of Air Commerce in ridding landing fields of the troublesome pocket gophers.

London and New York Produce Similar Ideas

NEW YORK, N. Y., June 6—On Brooklyn Bridge there is an old-established hot dog stand, the haunt of cab-drivers and pedestrians who require sustenance after a promenade on the East River's popular board walk.

Barely noticed now by the regular customer, a card hangs in a corner advertising the succulence of the proprietor's cooking. "If your wife can't cook," it says, "keep her as a pet and eat here!"

Bal jove! said an Englishman who happened to blow in there the other day. "That a bally coincidence. But a bit out of date, what?"

Producing from his pocket the latest edition of an English newspaper, he showed the proprietor an advertisement published in London. It read: "Don't kill your wife with household tasks. Use electricity!"

by George Wade of Brewers Mills, was badly damaged on the Franktown road between Smiths Falls and Carleton Place today.

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