

W. Waddelow, F.E. MacDiarmid Both at Fault Says Coroner's Jury

Recommend All Driving In Fog, Rain, Keep on Own Side of Road

Both Operators In Fatal Crash Found To Have Been Driving In Center of Highway — Mrs. Robert MacDiarmid Died of Broken Neck—The Participants, Witnesses, Corp'l Ryder Testify.

After deliberation of forty minutes, the Coroner's Jury yesterday afternoon brought in a verdict finding that Mrs. Robert MacDiarmid died as a result of a broken neck, in a collision between two cars in the fog, and that both drivers, Wilfred Waddelow and F. E. MacDiarmid, son of the deceased, were at fault. They recommended that all drivers when driving in fog or rain, keep on their own side of the road.

The inquest was held in the County Court House as a result of the accident which occurred on the Newcastle road, early on Thursday morning, Sept. 2, Waddelow and Hawley Davidson were returning to this city after attending a dance, and Mr. MacDiarmid was driving his mother to her home at Napan, N. B., when the two cars collided in the dense fog. Mrs. MacDiarmid was killed almost instantly.

A statement was taken from Mr. MacDiarmid, who was driving the car in which the fatality occurred, in the Victoria Public Hospital, where he is a patient.

The injured man said that it was very foggy in patches, and for this reason he was not driving very fast. He had his wiper going and keeping the windshield clear. He remembered nothing of the accident, or of seeing the car approaching. His first recollection was of receiving attention after the accident.

After the inquest convened at the court house, Hawley Davidson, a passenger in the car driven by Waddelow was the first witness called. He stated that he was asleep at the time of the crash. They left the dance at about 3.20 a.m. and it was foggy in patches at the time. He didn't think that they were going fast.

James Clark, the next witness, stated that his home is about 75 rods from the scene of the accident. He had arisen at about 5.30 and heard and saw the car coming through the

fog. He heard the crash and ran down to the road. The cars were in the approximate centre of the road. Mrs. MacDiarmid was still breathing when he arrived at the scene.

Lawrence MacKay, when called to the stand, stated that he too had heard the crash from his home. Mr. Waddelow was out of the car when he arrived and was still groggy from the impact. The fog was heavy at the time. Mr. MacKay assisted the occupants of the cars from the wreckage.

Corporal Ryder of the R.C.M.P., who investigated the accident, stated that the road at the point was 26 feet wide. The cars crashed about in the centre of the road, but about one foot closer to the left side (going toward Newcastle), than to the right. He said that the impact must have been great from the damage done to the cars, and believed that the cars were travelling at considerable speed.

Wilfred Waddelow next testified. He gave his age as 19 and stated that he had been driving a car for two years. He had only one car accident before, that being in Saint John when he was struck by a street car. His car was in good condition, he claimed, with perfect brakes and lights. He said that the fog was bad in patches and had been thick for about a half mile when the accident occurred. He was going very slowly at the time, and did not see the MacDiarmid car until it was about ten feet from him. He first saw its lights and bumper come through the fog. He tried to head his car for the ditch, but could not avoid the crash. Questioned by the coroner, Dr. Chas. MacKay, he stated that he was not drowsy.

Dr. MacKay summed up the case to the jury which was composed of Chester Urquhart, Geo. MacDonald, Howard MacKay, James Bruce, Matthew McGivney, Richard Richards and David Coll. The jury retired from the court room and returned at 3.40, when Matthew McGivney, foreman, read the verdict.

'PROPHETIC' DREAMS NOT PROPHETIC

Savant Explains Dream of 'Earhart Lying Dead'

(By Steven M. Spencer)

Did you ever dream you were falling? Well, that was a bit of evolution passing in review before your unconscious mind, a lingering inherited memory from the dim dark days when your ancestors fell out of the trees or were pushed off cliffs by enemies.

This, at least, is the explanation offered by psychiatrists for one of the most universal dream experiences.

But Dr. Edward A. Strecker, professor of psychiatry at the University of Pennsylvania Medical Schools, takes little stock in a lot of other symbolisms which adherents of the Freudian school read into dreams.

Nor does Dr. Strecker believe that dreams are prophetic.

He expressed himself in answer to a request about one of these supposedly prophetic dreams reported by Mrs. S. C. Foell of Merchantville, N. J.

Mrs. Foell said she had dreamed she saw Amelia Earhart, the missing aviator, "lying dead in a very lonely place." "And I most always dream true," Mr. Foell added.

"There is nothing unusual about this dream," Dr. Strecker said, "I suspect many people had similar dreams in view of the fact that so many were thinking about the flier's probable fate."

The starting point of all dreams, in fact, is derived from some incident or experience which occurred within a relatively short time before, a day or two, the psychiatrist explained.

After consulting 25 men and 25 women, mostly university upper-classmen, graduate students and instructors, about their dreams, Dr. R. W. Husband and Miss Margaret Coolidge, of the University of Wisconsin, recently concluded women's dreams are more emotional and vivid than men's and seem to contain a higher proportion of unpleasant scenes—burglars, falling, pursuit, etc.

Dr. Strecker doubts this, accounting for the Wisconsin conclusions on the basis that "women talk more about dreams than men do and are more adept in vivid descriptions."

TILLIE TIGRESS AND HER ANTICS ON BOARD SHIP

(Special to The Daily Mail)

MONTREAL, Sept. 7—"Tillie Tigress," striped jungle cat and former resident of the London Zoological Gardens, who was landed here this morning from the Canadian Pacific freighter Beaverhill, enroute to the Toronto Riverdale Zoo, is no lady. That is the story of the Beaverhill sailors and the interior of Tillie's cage bears mute witness to their yarn. She has simply no respect for shipboard accommodations.

On her first day at sea Miss Tigress began to 'cut loose' and in a short time had ripped the metal lining of her cage with her ponderous claw-tipped paws. In several patches she tore the lining clean off the sides and bottom and scraped great grooves in the wooden walls.

Before Captain T. L. Blair had cause to "throw her in the brig," however, Tillie quieted down, sobered by several days rough crossing. Today before disembarking, via ships derrick, Tillie sulked quietly in the back of her cage and fenced warily with the keeper who tried to rake the straw out. She was having none of his straw stealing, it appeared, and eventually he had to give up the attempt to clean her cage.

Landed at Shed 7 this morning, Tillie was taken in hand by Canadian Pacific Express officials who by truck and train rushed her to the Toronto Zoo. With her went two rheas, a species of American ostrich, also passengers on the Beaverhill. The two queer birds, rather smaller than the usual conception of an ostrich, attracted a great deal of attention too, as their crate was swung ashore, and they also will reside at the Riverdale Zoo.

BROADCAST FROM AUTO RAILER AT SUSSEX SEPT. 9

(Special to The Daily Mail)

MONCTON, Sept. 7—A unique event in radio broadcasting in Canada will be a descriptive commentary over a coast to coast network by R. E. Anderson of the Canadian Broadcasting Corporation from the latest innovation in the transportation world, the auto-railer, in which the operations in connection with its transfer from the railway to the highway and vice versa will be described. The broadcast will emanate from Sussex, N. B., while the auto-railer is enroute over the Canadian National Railways from Saint John to Moncton, it being in regular passenger service between these two cities. The broadcast will commence at 9.15 p.m. Atlantic Standard Time, Thursday, Sept. 9th, and will continue for fifteen minutes.

This latest innovation in transportation facilities is being tested out by the Canadian National Railways with a view to developing its possibilities in the way of providing increased flexibility in railway passenger travel. A similar unit is in operation in Ontario and another is in Western Canada. A freight unit of a similar type is also being experimented with.

Climbing Roses Need Pruning Now.

If the climbing roses have not already been pruned, this work should be done immediately.

The small-flowered types, such as Dorothy Perkins, should have all the old canes removed. New shoots, that have come up from the base of the plant during the summer, should be trained on the support. They will produce next year's flowers.

Pruning of the large-flowered climbers, such as Dr. Van Fleet and Silver Moon, should be limited to the removal of the stems that produced this year's flowers, and to thinning out the oldest canes. The flower stems should be cut off an inch or two from the main stems. Climbers which bloom intermittently through out the summer, such as New Dawn, should have only the flowers removed as they fade. Thinning of the old canes had best be postponed until a mild day in late winter.

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EASTERNERS FIND THE WEST IS CONFIDENT

Will Tackle Difficulties With As Little Outside Help As Possible

WINNIPEG, Sept. 8—The Canadian Chamber of Commerce, on tour to its convention headquarters at Vancouver, came to grips with Western problems today.

The arrangements which the Winnipeg Board of Trade had made for the entertainment of the delegates included plans to acquaint every member of the Policy Committee with actual conditions in Manitoba; what policies on a national scale will help the farmers and primary producers, and what contribution Manitoba and Eastern Provinces can make on Canadian lines to assist the Provinces further West.

The Agricultural Committee of the Winnipeg Board of Trade, headed by W. L. Parrish, included men like D. G. Mackenzie, former Minister of Agriculture and Vice-President of the United Grain Growers; R. B. Hunter, Manager of Swift Canadian Co.; R. H. Cunningham, a farmer who has the reputation of having diversified his agriculture more than any other farmer in Manitoba; and Roy McPhail, who is a moving force in the association of all the live stock commission firms in Canada since their organization some time ago.

The Manitobans to a man agreed that the most helpful line of all would be for the Federal Government and eastern industries to pursue scientific research into the various avenues by which industrial outlets can be secured and increased for the products of the farm.

Careful Thought Needed
Manitobans, it was agreed, will have to think over their farm plans carefully, because the competition in England with cattle from the Argentine and pork and dairy products from Denmark was a permanent thing which could only be met by having the quality and price right to suit the Englishman.

One easterner was able to inform the Manitobans that on a trip to England he had observed the taste of Englishmen was beginning to turn towards lighter beefs like baby beef, and that if a stable supply could be assured this was a field in which Manitoba might become supreme. He felt sure this public taste in England would swiftly change if good beef were always available.


Premier Bracken is my authority and others said the same thing, for the statement that Western farmers and Western businessmen have their feet on the ground as never before. They don't want experiments which are doubtful or which are based only on hope. They don't want people to stay with any type of farming for which their land is not suitable. They feel their position as Canadians more than they formerly did and emphasize that they are Westerners less. Nearly every person with whom I spoke was grateful for the interest Easterners were taking, but said as well that they were going to find their way out of their own difficulties as far as they could, and hoped eventually to make as much contribution to the national welfare as any part of the Dominion. They want the East to feel there is a continuing advantage in the West being developed sanely, but with enterprise and I did not hear the gibe once common among a certain class of politicians that Eastern financiers profited at the expense of the West.



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