

# FLORISTS



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## IN AND ABOUT WESTERLY

### Signals at Bradford Tower Found to Work Perfectly— Investigation Begun at Providence—Funerals, Miss Janet Clark, Robert S. Smith—Shed Fire Causes \$75 Loss.

A locomotive engineer of long experience states that a train like that of the Gilt Edge express that crashed into a local train at Bradford Monday night, and going at the rate of fifty-five miles an hour, could not be brought to a standstill with safety, until it had traveled three-quarters of a mile, from the point where the signal was given. Engineer Charles H. Mansfield has said that he could have stopped the train, and avoided the collision, but for the slippery condition of the rails, taking the stop signal from the home signal of the block system. The engineer stated that the train could not be stopped with safety in less than three-quarters of a mile, as this train traversed more than that distance, when the locomotive telescoped the rear car of the local, stopping about midway, and then backing away from the wrecked car. Measurements have been taken showing that from the distance signal to the point where the collision occurred was almost 6,000 feet, 5,280 feet being a mile.

A test of the block system at Bradford was made by George E. Ellis, chief signal inspector of the interstate commerce commissioner, and he says that the signals worked properly, and that so far, there was nothing to indicate that the signals were to blame for the disaster. When he made the test, it was the first time that the distant and home signals, which have figured in the wreck dispute, had been thrown since they had been set just prior to the time when the Gilt Edge express plunged into the rear end of the standing local train. The conclusions of Chief Inspector Ellis were corroborated by Inspector F. A. Howard, also of the interstate commerce commission. The investigation went to the tower and worked all sorts of combinations, but could get no sign of a defect. According to the inspection, the switch was set to allow the local train to pass from the main track to the siding head-on, and lever 22 was reversed, setting the dwarf signal at safety to proceed to the side-track, with all other signals at danger and caution. The signals were set the same way at the inspection, and then an attempt was made to throw the distant signal into safety, but it could not be moved by reason of the mechanical locking arrangement.

The inquiry being conducted by Coroner Everett A. Kingsley, in the Third district court room, Westerly, was continued Thursday. The testimony of several other witnesses is to be taken before the inquest closes.

The experts on signals having satisfied themselves that the signals at Bradford could not be in the position claimed by Engineer Mansfield, there can be no reasonable doubt upon that point of the investigation. It may be impossible for the distance signal to be clear and the home signal set at danger at the same time, especially as the tower operation at Bradford is doubly protected, and it is perhaps impossible for the signals to be set opposite each other on any part of the railroad system. Conditions may have

been different some five years ago when the Adams Express train crashed into a freight train that was taking siding at Stonington. Then it was claimed that the distant signal was actually set as safe while the home signal was set at danger. There was no doubt at that time as to the position of the signals, and in explanation it was stated that the working parts of the signals were disarranged, and had been so reported before the mishap that caused death and serious injury to a hostler and railroad employees.

The locomotive that crashed into the local at Bradford is No. 1328, the same that was in charge of Engineer Roberts in the Westerly disaster, and it so happens that Engineer Mansfield who was at the throttle last Monday night in the Bradford disaster, was the engineer of the Adams Express train in the collision at Stonington. He was absolved of any blame in the Stonington smash, and his claim is that the conditions at Bradford were identical, almost with those at Bradford.

The joint investigation to fix the responsibility of the Bradford disaster was commenced Thursday in Providence by representatives of the Interstate Commerce Commission and the Rhode Island Public Utilities Commission. Charles H. Morrison, chief of the signal department for ten years, the first witness, identified blue print plans, showing the track layout, signal station towers and track profile of the territory from Shannock to the Westerly tower; also, a plan of the Bradford tower layout.

Herman P. Haley of New London, train dispatcher on duty at New London at the time of the wreck, was next to testify. He produced the train sheets showing the movement of trains including No. 633, the local that was telescoped.

The witness said it was seven or eight minutes after he got the report of the accident, which came from Towerman McManus.

William H. Ross, towerman at Wood River Junction, on duty at the time of the accident, was next called. He testified that he observed the movement of trains 633 and 25 on Monday evening, Train 25, he said, passed his tower at 7:27 that evening. The train was foggy, he said, but he did not consider it had enough to make a report of it to New London.

John M. McCloskey, towerman at Bradford, an employe for 16 years, said he worked on Monday from 7 a. m. to 7 p. m., his relief at 3 p. m. failing to report because of illness. He said that he was in the tower helping Towerman McManus when the crash came. He told of what he did in detail.

He said he set the switch, and "dwarf" to allow the local to go on to the siding. "I then looked out and saw 25 coming. I hollered to McManus, '25 has run the block.' McManus grabbed a red lantern and swung it in the face of 25. After the crash I took a red lantern and ran back to

see how the home was set, and it was at danger." The witness declared emphatically that the "distant" signal could not be set at safety and the "home" show at danger. He said it was a little hazy that night, but he could see his east-bound starter signal, a distance which the plans showed to be 2100 feet. He said McManus set the distant and "first home" signals and that he threw the rest.

The witness said he saw the crash and that the local train was moving slowly at the time. The Gilt Edge was running 50 miles an hour when it hit the local. After going to look at the home signal he came back and then gave notice of the wreck to headquarters, called physicians and did everything he could. He said the rear car rested upon the engine and its occupants were moaning and crying to be saved. The car, he said was safe.

The funeral of Miss Janet McGregor Clarke, age 22, daughter of Mr. and Mrs. William Clarke, the young lady who was burned to death at Bradford train wreck, Monday night, was held Thursday morning, from the residence of her parents in Elm street. Many sorrowing relatives and friends were at the funeral service which was conducted by Rev. William F. Williams, rector of Episcopal church, assisted by Rev. F. A. MacDonald of the Congregational church. There were beautiful floral tributes, including a pall of Easter lilies, also a large wreath of pink and white sweet peas from Westover seminary, Middlebury, where Miss Clarke was graduated in 1914. Burial was private at River Bend cemetery. The bearers were William McGregor Clarke, Robert Demarest, Douglas Demarest, Donald Cottrell and Calvert Cottrell.

William Bell and Thomas R. Platt represented the Free of New England Lodge, Westerly, at the thirty-third annual meeting of Manchester Unity, Odd Fellows of Rhode Island, held on Wednesday in Providence. The officers elected are: Herbert G. Roberts of Providence, provincial grand master; Alfred Mitchell of Westerly, deputy provincial grand master; George Lord, of Westerly, grand secretary; Walter Lowe of Providence, auditor; Isaac A. Kenworthy, of Providence, treasurer; H. E. Fletcher, of Providence, book examiner; Ralph H. Shaw, John Bush, Andrew-Dick, trustees.

Grand Master John Herbert presided at the meeting and made these appointments for the session: Ellsht Smithers, guardian; A. H. Pierce, warden; William H. Broadbent, chaplain; William E. White, John A. Waugh, credentials committee; Walter Lowe, Otto Koenig, finance committee; Andrew Dick, Ralph H. Shaw, reception committee.

During the past year there has been a slight decrease in membership. The financial report showed an increase in capital of \$7,984.74. Death benefits of \$2,500 and wives' benefits of \$1,159 were paid during the year. The total membership in the state is 3,214. There were twenty-nine deaths during the year. The members contributed \$304.85 for war relief.

William E. White and H. E. McPadyn were elected representatives to the grand lodge meeting in Newark. The provincial grand master announced the deputies to lodges, which included the assignment of John Sinnier, of Victoria lodge, to Pride of New England Lodge of Westerly.

Rev. Frederick A. MacDonald, pastor of the Congregational church, conducted the funeral services of Robert Scott Smith, age 34, at the residence of his parents, Mr. and Mrs. Peter Smith, in George street, Thursday afternoon. The committal service, according to the Masonic ritual, was by Franklin lodge, No. 20, F. & A. M. Burial was at River Bend and the bearers were H. E. Fletcher, and D. Everett Hoxie, Arthur H. Coy, Edwin D. Hawke, Lorin G. McLaren, David Robertson, Jr. The floral tributes included a square and compass from Franklin lodge, a keystone from Palmer chapter, a spray of roses from the E. T. S. club, spray of lilies from the R. A. Sherman Sons company, a wreath on an easel from the Du Drop Inn club of Pleasant View, wreath of pink roses from the Rotary club, and a large spray of roses and pink sweet peas from the Washington Trust company where Mr. Smith had served as receiving teller.

Mrs. Joseph L. Peacock of Westerly presided at the meeting in Providence Wednesday when the Women's Foreign Mission of Rhode Island, the Women's American Baptist Home Mission society of Rhode Island and the Free Baptist Women's Missionary society, with a total membership of 3,500, combined under the name of Women's Baptist Mission society of Rhode Island. The

officers elected are: Mrs. F. O. Draper, president; Mrs. Frank Hector, recording secretary; Miss E. H. Snow, treasurer; Miss E. A. Tiffany, auditor; Mrs. Howard H. Pepper, Mrs. Thomas E. Bartlett, Mrs. Elie E. Stanton, vice presidents; Mrs. T. H. Barton, secretary of literature; Miss Maud B. Nichols, junior work; Miss Bertha Barney, assistant junior work; Mrs. L. B. Swain, secretary of young women's work; Miss Elizabeth J. Freeborn, Mrs. Arthur B. Strickland, Mrs. A. A. Griffin, junior assistant directors; Mrs. Pepper, Mrs. Faunce, New England district representatives; Mrs. Draper, New England branch.

The state officers who are members of the executive committee are Mrs. Joseph L. Peacock, Mrs. E. H. Roberts, state directors; Miss Lena S. Fenner, Warren association; Mrs. E. S. Hobart, Mrs. James H. Parkinson, Providence association; Mrs. D. W. Hellows, Narragansett association; Mrs. Lydia Francis, Free Baptist.

A grave made from a piece of a tree over the grave of Anna Hasseltone Judson in India was presented to President Draper.

A blaze in a woodshed located on the William Segar property, adjacent to The Rhode Island hotel, and adjoining the brick building occupied by the Rhode Island Garage company, and in the rear of the town hall, was the cause of the fire alarm sent in from box 55, Dixon square, at 11:45 Thursday morning. The second story of the garage, which is on the ground level with the burned woodshed, in the rear, contained about a dozen automobiles, and these were hastily removed. Lighted candles, next came the girl pupils of the parochial school, wearing white frocks, and veils. They were followed by the priest carrying the blessed sacrament, over which was a canopy carried by John H. Brown, Louis Bourlet, Frank Nolan and Louis St. Onge.

Barn Fire Extinguished. Flames coming through the roof of a barn in the rear of Railroad street

Samuel Nardone has the contract to contract modern granite sidewalks in sections of High and Granite streets and Grove avenue. He commenced the work of improvement in High street, where he was informed that he had no right to obstruct the sidewalk, even for the purpose of replacing a gravel walk with one that is right up to the curb, without the permission of the town council, and that he was liable to prosecution if he continued to work without obtaining such a permit. As a result he petitioned the town council for the required permit and suspended operations. A special meeting of the town council was held Wednesday night and for a first time action was taken on a petition of that nature, but which is really required under a town ordinance. There will be another meeting of the council next Tuesday afternoon, when bids will be publicly opened for the rebuilding of the highway between Westerly and Watch Hill of the penetration concrete construction. The bids opened recently for a road of asphalt concrete or reinforced concrete were all rejected as they were in excess of the appropriation of \$65,000.

Local Laconics. Miss Ruth Patrick of Newark, N. J.

### SAYS DRINK LEMONADE FOR RHEUMATISM

Relief from rheumatism and sciatica can be obtained by drinking lemonade and avoiding alcoholic drinks. To get rid of this stubborn disease, however, to stop the twinges, pain and swelling, and drive the poisonous accumulations from the joints and muscles, all generously-inclined druggists will tell you, is to take a spoonful of Rheuma daily until all misery ceases. Rheuma is a powerful remedy, because only a real remedy can overcome such a terrible disease; but Rheuma acts speedily—the first dose taken and you'll know that you will soon be your healthy, happy self again. Leo & Osgood Co. and all druggists know what Rheuma will do, for they sell a great deal of it and guarantee that two 50-cent bottles will overcome rheumatic agony or money back.

is the guest of Mrs. James Murphy on Walnut street.

The Washington Trust company was closed Thursday afternoon during the funeral of Robert Scott Smith.

In respect to the memory of Robert Scott Smith, the flag at the West Broad street school was half-masted Thursday.

Miss Louis O. Frankenstein is in New York visiting her daughter, Sally Frankenstein, who is engaged in social welfare work.

The flag at the Westerly High school was at half mast Thursday in respect to the memory of Miss Janet McGregor Clark, a member of the class of 1911.

Westerly firemen were called out Thursday morning to battle with a brush fire and succeeded in extinguishing it before it reached dwelling houses in Oak street and Narragansett avenue.

### BALTIC

Holy Thursday Procession at St. Mary's Church—Fire in Railroad Street Barn Put Out With Extinguisher—Holiday Visitors.

A high mass was celebrated in St. Mary's church Thursday morning by Rev. Thomas Lynch. At the conclusion of the mass a procession was formed in the main aisle, the altar boys carrying lighted candles, next came the girl pupils of the parochial school, wearing white frocks, and veils. They were followed by the priest carrying the blessed sacrament, over which was a canopy carried by John H. Brown, Louis Bourlet, Frank Nolan and Louis St. Onge.

Flames coming through the roof of a barn in the rear of Railroad street

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were discovered Thursday afternoon about 4:30 by G. A. Cote. Mr. Cote quickly extinguished the blaze with a fire extinguisher. The damage was slight.

Briefs and Personals. A number of autotrucks loaded with household goods and bearing the markings of different states passed through town Thursday.

Workers for the Connecticut company are removing the ties which have been stored on the Duquette land on High street.

Matthew Haley of Willimantic was a Wednesday visitor here. William Russell of Central Village was in town Wednesday.

George Bell of Little Flats was in New London Thursday.

P. D. Connell and John Drescher motored to Westerly Thursday.

The town's water supply was shut off Thursday afternoon while workmen were changing over a hydrant.

Mrs. Hugh Miller of Troy, N. Y., is visiting her aunt, Mrs. Delwin E. Martin, of Railroad street. M. Gordon of Boston was in town on business Wednesday.

Miss Grace Ashley is spending a few days' vacation with Mr. and Mrs. John Wood.

George Whitehouse is enjoying a few days' vacation.

Hugh McDonough of Brookline, Mass., was a local visitor Thursday.

Joseph LeVole of Plainfield is visiting in Baltic.

A new concrete walk is being laid in front of the Drescher property on Railroad street.

Mrs. M. H. Donahoe and daughter Fidelis are spending a few days with friends in Hartford.

Miss Agnes Brennan, who is ill at her home on High street, is improving.

It is not lawful for a man to leave a British ship, or even a share in one, as a legacy to a foreigner.

## STONINGTON

The Stonington schools closed Thursday afternoon for the Easter vacation. The bank and postoffice will observe Good Friday by closed door to business.

## TAKE NOTICE!

STEAMED CLAMS, CLAM BROTH AND SANDWICHES OF ALL KINDS WILL BE SERVED WITH HANLEY'S PEERLESS ALE ALL DAY SATURDAY AT THE

## White Elephant Cafe

corner Market and Water Sts.

For Saturday and Wednesday only the famous CUMBERLAND CLUE WHISKEY, sold regularly for 50c a pint, will be 40c.