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## Theater Ruined by Fire at Annie May Swift Hall

Annie May Swift hall, the classic school of speech building on Northwestern university campus which was damaged to an undetermined extent by fire early last Saturday, will probably be repaired and redecorated, according to university authorities who are awaiting a report from the insurance company before making a definite decision.

The interior of the building was damaged by the flames which practically destroyed the Little Theatre stage and blackened the auditorium. Several months will be required to place the building in readiness for students.

Mr. and Mrs. B. W. Anderson of 328 Linden street, and their son, left Friday of last week to motor to Peoria to spend the week-end with Mr. Anderson's brother.

## ENGINEER TAKES BLAME FOR RAIL CRASH HERE

### Failure to Obey Orders Plunges Chicago-Bound Flyer Into Rear of Freight Train

Failure of the engineer of a Chicago-bound flyer to heed orders resulted in the collision of the passenger train with the rear-end of a freight train that was standing on the main line of the Chicago and Northwestern railroad just north of Lake avenue, Wilmette at noon Friday, May 21. Officials of the road asserted this week that William Kennedy, the engineer of the flyer, has assumed responsibility for the accident. No one was seriously injured in the crash, it was explained.

The collision occurred a few moments before noon when, in spite of frantic signalling by dispatcher Harry Dailey, who was especially detailed at the Lake avenue crossing switch, the southbound train approached the crossover at full speed, disregarding orders to slow down to ten miles per hour and negotiate the switch just north of Lake avenue, officials stated. Four freight cars were demolished in the crash and the locomotive of the speeding passenger train rendered a sorry wreck when it left the rails and overturned from the force of its own power. The sound of the escaping steam brought hundreds of villagers to the scene of the accident within a few moments. First aid was given to slightly injured passengers and three ambulances arrived from Evanston within ten minutes in response to calls from nearby residences.

#### Dispatcher Uses Wits

Due to repair work in progress on the east track of the right-of-way, all trains had been operating on the west track during certain hours of the day, dispatcher Dailey having been assigned to special duty in directing the traffic. With the Viking, the crack Minneapolis flyer, just leaving the elevation at Isabella and the Chicago-bound flyer approaching from the north on the same track. Dailey immediately sensed the possibility of a head-on collision, since it was apparent that the south-bound train was not slowing down for the crossover. He left the cross-over switch open and signalled frantically but the train took the switch at a terrific speed, plowing through several cars at the rear of a string of freight cars just south of the switch on the east track.

#### Wreckers Work Fast

Within thirty minutes after the collision P. G. Campbell, division superintendent, was on the scene with more than 130 men to clear the right-of-way of the wreckage. He labored with his crew—most of the time in a heavy rain—until 5:44 o'clock Saturday morning. Service on the west track was opened before the evening rush hours on Friday and the east line was in operation by early morning.

Hundreds of people from the various communities of the north shore stood in the rain to watch the wrecking crew at its work. Many remained until the early morning hours.

#### DO YOU KNOW—

That the American Legion auxiliary in order to protect its Memorial Flower, the poppy, from the inroads of commercialism, adopted a National Poppy Program at the Fourth Annual convention in 1924 which eliminates the commercial poppy from the sales supply of the auxiliary and that only poppies made by the needy and disabled service men and women and by the auxiliary units can be sold by the American Legion auxiliary?



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