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LIFE IN ANTWERP HAD BECOME LIKE CONTINUOUS NIGHTMARE

LONDON, Oct. 14.—Seven trains gap which they had opened in the bringing refugees from Antwerp arrived here last night and were met by representatives of the war refugees committee. A majority of those who came in on the trains were of the well-to-do class and did not need assistance; others however bore evidence of the terrible experiences they had undergone. Many of these carried their belongings in brown paper parcels slung over their shoulders. The distressed ones were provided with warm meals at the stations and then sent by omnibus to various institutions pending arrangements for their housing.

An Antwerp real estate man who escaped on the last train leaving the besieged town, said—"Pierce fighting was going on almost at our doors when we left. The noise of the big guns was like continuous thunder. Life in Antwerp for the past week has been a continual nightmare. Considerable destruction of houses had been done by bombs dropped from Zeppelin airships. For a fortnight it had been impossible to obtain a warm meal in the city. The town has been virtually in darkness for two months." The refugees included a number of Belgian soldiers and a party of forty Ursuline nuns.

FIGHTING WAS DESPERATE.

The extent of the damage done in the city is not known definitely, for the only accounts available concerning the bombardment are those from a distance. That the fighting was desperate there can be no doubt, for the people who watched the battle from a Belgian army driven from their first line of forts, took up good positions behind the second line prepared to offer desperate opposition to the advance of the besiegers.

The defenders, however, even in their well-protected entrenchments, were unable to avoid the shellfire which was always in the right spot. The Zeppelin airships too, played their part in the fray and bombs from them added to the terror. It is reported that one of these airships was brought down but the statement originated from a person who said he saw it from a distance.

DEVoured ALL IN PATH.

The German advance through the

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of forts had been likened to a prairie fire which devoured every village and so forced three passages of the river the well-to-do class and did not need assistance; others however bore evidence of the terrible experiences they had undergone. Many of these carried their belongings in brown paper parcels slung over their shoulders. The distressed ones were provided with warm meals at the stations and then sent by omnibus to various institutions pending arrangements for their housing.

Meantime there is great anxiety for the non-combatants remaining in Antwerp. Thousands of refugees from the city and surrounding towns are arriving in Holland and England. Already there are a half million Belgians in Holland, and from two to three thousand refugees are arriving daily in England, coming by way of Ostend. Many of these are penniless and dependent on the charity of the people of the countries to which they are fleeing. Some wounded, also, are arriving in England.

An unconfirmed report says the Queen and members of the Royal family have gone to Ostend. The King's reported departure to Seizeste, near the Dutch frontier would, it is explained, be consistent with the report that the Germans forced passages of the Scheldt between Termonde and Wetteren, for the King always kept in touch with the more hard-pressed of his troops.

P. E. I. RAILWAY MANAGEMENT

In view of the criticisms which have appeared in some of the local newspapers in regard to the railway accident which occurred at Alberton on the night of the 29th, after the Exhibition at that place, a representative of The Guardian interviewed Mr. Horace McEwen, Superintendent of the P. E. I. Railway, on the matter. The accident, Mr. McEwen admitted, was the result of an unfortunate blunder on the part of the conductors and drivers of two trains, who will be dealt with according to regulations. But the traffic was not interrupted for any greater length of time than was occupied in transferring from one train to another the passengers who were returning from the Alberton Exhibition. Mr. McEwen denied the statement made by the Pioneer, of Summerside, that the lines were blocked and a "great many of the people were held up in cold cars through the night." There were fires in the cars, Mr. McEwen stated, and the railway authorities were prepared to prove it.

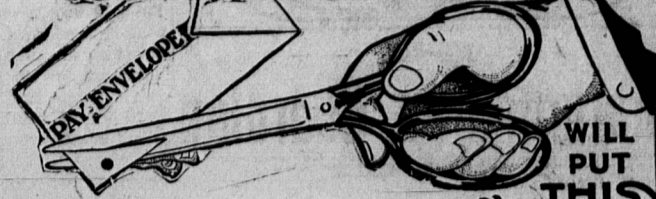
With regard to a recent editorial in the "Examiner" in which it was stat-



A FRENCH TOMMY ATKINS. A TYPICAL FRENCH INFANTRYMAN.

ed that "the special leaving Charlottetown for Alberton on that cold, raw morning, without a spark of fire in any one of the coaches," caused the passengers "to sit shivering and growling for the whole of their trip." Mr. McEwen said the statement was extravagant. It is customary to heat the cars from the engine, but it was found at the last moment that morning that the heating apparatus was defective. Immediately on the discovery, however, fires were lit in all the cars and there could be no "shivering" as the result of cold. The statement again, that "to have the line blocked for twelve full hours before a single effective thing was done in the way of removing the obstacle was not creditable," the Superintendent regarded as an attempt to exaggerate the situation. At the least, he said, it would take about 7 or eight hours for the regular train from Charlottetown to get to work at the scene of the accident, and the assertion that the line was blocked for 12 hours he emphatically contradicted. But even if it was blocked for that length of time, or for any period, there was no inconvenience involved so far as the travelling public was concerned, for they were transferred from the "wreck" to a relief train. The blocking of the line was a matter purely for the railway authorities to deal with. Throughout the accident, Mr. McEwen stated, the management did everything in their power to insure every comfort to the passengers. When they learnt of the accident on the night the employees of the Railway were not all easily communicated with, some being in the theatres and others anywhere but at home; and the fact that the complement of men required to conduct the relief train to the scene of the accident were got together within a single hour speaks well for the management.

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Table listing market prices for various goods like Oats, Straw, Eggs, etc.

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