

THE WEATHER.

Toronto, Aug. 4.—Showers have occurred today near Lake Superior and in some sections of Saskatchewan and Northern Alberta, while in other parts of the Dominion the weather has been fine.

Prince Rupert	48	64
Victoria	54	70
Kamloops	52	68
Calgary	48	76
Edmonton	48	80
Medicine Hat	58	80
Battleford	54	70
Moose Jaw	54	88
Prince Albert	50	72
Regina	56	64
Parry Sound	50	80
London	46	82
Toronto	51	78
Kingston	54	72
Ottawa	56	80
Montreal	56	78
Quebec	52	80
St. John	52	70
Halifax	56	66

Forecast: Maritime—Light to moderate winds, fair to much change in temperature. Northern New England—Fair Thursday and probably Friday, moderate variable winds.

AROUND THE CITY

POLICE OFFICER RESIGNS
It was announced at police headquarters yesterday morning that Policeman O'Dell has retired from the police force.

HAS HIS NEW CAR
Commissioner Thornton of the public safety department has received his new Dodge runabout. It is a very trim type and will be used for departmental purposes.

MAYOR TAKES HOLIDAY
Mayor Schofield is enjoying a well earned rest and will be away from his office for the remainder of the week. During his absence Commissioner Bullock will be acting mayor.

NEW TIMEKEEPER
Commissioner Thornton is having a large new clock installed at the head of the market. It is larger and of a more modern make than the old one, which has run its course.

IN BANGOR HOSPITAL
J. H. Grane, a C. P. R. locomotive engineer, who was injured in jumping from the cab of the engine he was driving Tuesday near Bancroft station, is in the hospital at Bangor, Me., in a serious condition. His skull is not fractured, as was previously supposed. Grane jumped from the engine when a broken tie on one of the drivers broke the side rod.

WAS SEVERELY INJURED.
The driver of a wood-cart which was going out Douglas avenue about 2:30 o'clock yesterday afternoon suddenly slipped from his seat and fell under the cart, the wheels passing over his body. Assistance was rendered the injured man, and he was conveyed to his home by a passing motor truck. It was found that his hips had been broken.

HIGH SCHOOL GRADUATE HONORED.
Miss Marion Kilpatrick, who was graduated from East Orange High School, distinguished herself by winning the East Orange High School medal for highest honors in English, French and Latin. She was awarded the medal by the Alliance Française of the Oranges for excellence in French; also the East Orange High School Alumni scholarship medal. She has also passed the college entrance exams, and elected an honor student of Vassar College. Miss Kilpatrick is the daughter of Mr. and Mrs. William J. Kilpatrick of 26 Davis avenue.

BAND CONCERT.
On Victoria Square, North End, this evening, the City Cornet Band will play the following programme of music, F. Waddington, musical director:
March, Sons of the Brave (Bodgood).
Overture, Lastspice (Kela Bela).
Waltz, My Colleen (Hume).
Fox trot, Freckles.
Operatic selection, Martha (Fotow).
Popular number, Carolina Sunshine.
Medley selection, Songs of Robbie Burns (Hume).
Solo, Somewhere a Voice is Calling.
Humoresque, A Coon Band Contest (Pryor).
March, Colonel Bogey.
God Save the King.

CITY ELECTRICIAN SUBMITS REPORT

Condemnation of the work being done by the New Brunswick Power Co. in bonding their rail joints was the feature of a report submitted to the Commissioner of Public Safety by the City Electrician, who contends that the present method is a menace to the water and gas pipes.
A feature of proper bonding is that it obviates the necessity of tearing up paving to repair cracks in the welded joints. Examples of the damage to new paving through welding is evident on Main and other streets.
It is further contended that the wide-spacing of railway ties in new work will not help matters any.

VISITS OLD HOME OF GRANDPARENTS

W. S. Armour, grandson of Rev. Alexander McLeod Staveley, who was from 1841 to 1877 the minister of the Covenanting Church in this city, and of Mrs. Margaret Cameron Staveley, is at present on a visit to St. John as a guest of Mrs. A. O. Crookshank, 77 Duke street. Mr. Armour, who holds an educational appointment under the government of India, is at present on his way to his home in Ireland by way of the United States and Canada, and has taken this opportunity of visiting the city in the life of which his grandparents took a prominent part.

JURY RETURNS VERDICT ON DEATH OF TWO RAILWAY WRECK VICTIMS

Last Night Found Death of William Megarity and Thatcher Irvine Was Result of Collision—Unable to Find Who Is Responsible for the Open Switch—Exonerated Crew of Way Freight From Blame—Shunter Crew Did Not Take Proper Precautions—Recommend All Switches Leading on Main Line Be Under Lock and Key.

The inquest into the deaths of Wm. Megarity and Thatcher Irvine, the two men killed in the wreck of the Hampton suburban train while it was entering the Island Yard Friday morning last, was concluded before Coroner Kenney last evening.
The jury's verdict exonerated from all blame the crew of the way freight in charge of Conductor McManus. They were of the opinion that the crew of the switching engine did not take proper precautions in approaching the switch, and that the crew of the suburban did all in their power to avoid the accident.
The evidence was all completed at 10 o'clock, when the jury retired and after two hours' deliberation brought in the following verdict:

The Verdict.

"We, the jury empanelled to inquire into the death of William Megarity and Thatcher Irvine, do find that Wm. Megarity and Thatcher Irvine came to their deaths on the morning of July 24, 1920, in the discharge of their duties on the Canadian National Railway, at the entrance to Island Yard, in the vicinity of the Crosby Molasses Co., in St. John County, as the result of a collision between the suburban train in charge of William Megarity and the tender of the shunter, No. 1811, in charge of Engineer Milne, due to an open switch leading from the straight line track (so called) on to the west main line.

"From the evidence disclosed we are unable to find who is responsible for the open switch. We strongly recommend that all switches leading on the main line should be kept under lock and key and that proper care should be exercised by the authorities in charge to see that these switches are so kept.

"We exonerate from all blame the crew of the way freight in charge of Conductor McManus.

"We are of the opinion that the crew on the suburban did all in their power to avoid the collision.

"We are of the opinion that the crew of the switching engine No. 1811 did not take proper precautions in approaching a switch leading on the main line.

"From evidence of Engineer Coffey, we are of the opinion that the brakes on engine 1811 were not in proper working condition on the day of the accident, and we strongly recommend that greater care be taken on repairs to brakes or engines of all classes.

(Signed) "James Sproul, foreman; Ernest J. Todd, Stanley A. Williams, S. J. Holder, A. Fred deForest, Herbert Keyes, Ernest Bates.

"Dated August 4, 1920."
Five witnesses gave evidence last evening.

Fred G. Messereau, automatic block signal maintainer, testified that it was his duty to inspect the signals. He did so on the day before the accident, and the signals between St. John and Coldbrook were working properly. They were also all right on the day after the accident, except the west-bound signal at Coldbrook; it was due to the accident that this was out of order. It was pointing to danger after the accident. He said that if No. 1 switch had been open then the signal at Coldbrook would have indicated danger. On being questioned by H. A. Powell, K. C., appearing for Conductor McManus, he said he thought it was as important as any main line switch and thought that it should have a lock as well as any other switch on the C. N. R. main line. He was sure the engineer would have seen the block signal at Coldbrook, as it was his duty to see it. In answer to W. M. Ryan, appearing for the Crown, he said that a train, on crossing the block signal, would automatically put it at danger, and then it would have meant nothing to the driver of such a train.

John J. Davis.

John J. Davis, general track foreman, said he was 600 feet east of the cemetery crossing when the suburban came in, and heard the driver blow his whistle at the crossing. About twenty of his crew were within about 200 feet of the switch at that time, and he had passed the switch in question about 7 o'clock. He had not noticed the freight train go out, but he thought it had done so while he was there he would have heard it.

Francis McCabe.

Francis McCabe, trainman, said he was working about 300 feet away from the switch, and he had gone to work at 6:45. He gave no new evidence.
J. J. Chandler, car checker, also gave evidence which corroborated that given by the other members of the working crew in the yard.

C. H. James.

C. H. James, locomotive foreman, said he had not received a report that the brakes of engine 1811, the shunting engine, were not working properly, but Driver Coffey had reported that the brakes needed adjusting. He had examined the brakes a few days before the accident and found them in good order. He thought that they were sufficiently well adjusted to hold twenty cars. On examination by Mr. Powell, he said that he was not present when the brakes were adjusted or examined, but his subordinates had reported to him that they had examined them and that they were in good condition. Mr. Powell pointed out that this was not evidence. Witness thought that an engineer would not operate an engine if he found that it was unsafe for the work he was doing.

L. R. Ross.

L. R. Ross, terminal agent, said that yesterday morning he had watched the block signal working at Coldbrook, when the switch in question was operated, and the signal was working properly, and he understood that it had not been tampered with since the accident. He had also measured the

track at the scene of the accident and found that there would be 221 feet of clear vision of track over which the engineer of the shunter could have seen the target of the switch. No one would have any reason to operate the switch after the way freight had gone through, and if it had been opened, then it must have been done maliciously.

Addressed the Jury.

This concluded the evidence, and Mr. Powell addressed the jury, pointing out that his appearance was due to intimations that the train operated by Conductor McManus was to blame, but there was no doubt that the evidence exonerated him and his crew entirely. He thought that the key to the whole situation was the block signal at Coldbrook. If the switch had been open the danger signal would have shown at Coldbrook, and if it had shown then it would have been seen by the crew of the suburban, but no one of the crew had seen the signal according to the evidence. Some boy or man might have turned the switch, and it might have been that the switching engine had drawn out on the main line and after going back had neglected to close the switch. While he did not wish to influence the jury, his own conviction was that the engineer and fireman of the shunting engine were distracted by the presence of the third party aboard the engine. He thought the crew of the shunting engine should have observed the open switch, but then again there was the engineer's confidence in the brakes of his engine.

If the jury believed that Driver Milne, thinking the brakes had been tested and found all right by the locomotive foreman, had relied on them, then he should not be censured. Mr. James had not convinced him that the engine was in good order, as both drivers had said the brakes on the left side were not working properly.

He thought also that the switch in question should require as much care as any on the C. N. R., and it looks were necessary on main line switches then this should have a lock also. If the switch could only have been opened by a lock, then anyone tampering with it if that was what happened, could not have opened it.

Mr. Ryan also addressed the jury, reminding them that they were to come to a conclusion, having considered the facts which were laid before them in the evidence. He was not there to address them, but merely as a counselor of the proceedings, on behalf of the Attorney-General. It was for the jury to judge for themselves, not to be persuaded even by the eloquence of the learned counsel who had just addressed them, as the facts were for the jury alone to decide. One question they must consider was, "Who had the last chance to avoid the accident?"

The coroner charged the jury, telling them that they were sworn to decide when, where, how, and by what means the two men had come to their death. The mere fact that the switch had been left open was not the cause of the accident, but the fact that the shunting engine had gone through it on to the main track. They must decide whether or not it was the duty of the shunting crew to observe the condition of the switches, and if they were negligent then the jury must say so.

Police Court Cases Yesterday

An assault case in which John P. Ryan is the defendant and his wife the complainant, was the only new case before the police magistrate yesterday.
Mrs. Ryan said her husband was drunk on Monday night and struck her in the face. She followed him to Doran's beer shop on Brussels street, where the proprietor poured something in a glass for him. On her entry the man poured it out and washed the glass.

In consequence of the statement, Inspector Kerr had Frank Doran charged with having liquor in his beer shop. The accused was allowed out on a deposit of \$50.

The case against Margaret Thomas, charged with keeping a disorderly house at 26 White street, her daughter, May Dobson, being an inmate, and John Lane being a frequenter, was resumed. Officer Dykeman stated that on Saturday night he was requested to go to the house. Arriving there, he heard quite a noise and found the three all drunk. There have been numerous complaints about the house. The case was postponed.

The case against Chester Niles, charged with stealing a tie the C. N. R. train from Moncton, and stealing \$105 from a passenger, was postponed till bail could be arranged for.

The case against Elijah Vail, charged with carrying a loaded revolver and pointing the same at Charles Earle, while wearing a mask, was resumed, and postponed. J. K. Kelley for the accused.

Thomas McCafferty pleaded guilty to soliciting passengers inside the rail at the Union Station, and was fined \$2.

F. C. Robertson, reported by Officer Lindsay for driving his car on the wrong side of Main street, pleaded not guilty, saying it must have been his son. The case was postponed for further evidence.

DIVERS AT WORK.

Doyle & Son, the divers, have just completed an inspection of the intake in the slip to the southward of the Atlantic Refinery. For some time the water at the end of the intake has not been working well and it is said that some very extensive repairs will be made.

Sussex Rural Science School

Some Interesting Notes of the Happenings at the School for Teachers Which is Held on the Military Grounds.

"You can't do two things at a time." Perhaps not, but the teachers at the Rural Science School seem to be doing it. For in their camp at the Military Grounds they are combining successfully, work for a serious nature with a most delightful kind of holiday.

During the school hours you will find the different classes busily engaged in the lecture rooms, the garden or the woods and fields, taking notes, discussing practical problems, hoeing, seeding, transplanting, collecting specimens, making observations of birds, insects and trees; gaining a certain amount of knowledge and a great deal of sunburn.

But after hours! Then it is that the teachers and their instructors forget that work exists and give themselves up to sports and fun. The river is the first attraction and under the direction of Mr. McIntosh and Dr. Wheelock, would-be swimmers are making rapid progress. Baseball, quoits, croquet and other games have their place. Much enthusiasm in baseball has been displayed and a picked team of young ladies have challenged a team of juniors of the opposite sex, and at the cost of many hard knocks they are practising diligently.

An account of their camp would hardly be complete without mention of the successful work of a serious low where each amuses himself as fancy dictates and music and games have full sway. Open air sing-songs are also enjoyed.

The camp management under the supervision of Director Gorham, consists of the chaplains, Mrs. Wiles, a camp committee and a sports committee, whose executives are respectively Mr. McIntosh and Dr. Wheelock. Under their direction the affairs of the camp are running in excellent order.

Rural Science School Yell.
Butterflies! butterflies! beetles and bugs!
Cyanide! Cyanide! grubs! grubs!
Pig clubs! bee-hives! garden plots too!
Barometers! thermometers! all we have to do!
Scientific! Practical! Rural Science School!

Suction Dredge Tornado Arrives

Said to be One of the Largest in the World and Will Work in Courtenay Bay—Large American Tug Humacanna Admired.

The suction dredge Tornado, said to be the largest in the world, arrived in port yesterday from Norfolk, Va., for the St. John Dry Dock and Shipbuilding Company, and will be used in Courtenay Bay just as soon as she can be made ready for work. She was towed here by the tug Humacanna and Roebbling, and was consigned to Messrs. Nagle & Wigmore. The Humacanna, which is 190 tons register, is a fine craft and attracted considerable attention yesterday from visitors along the waterfront. She left for Boston last evening and will bring to this port a number of pontoons to be used in connection with the dredge.

Vice-Admiral Sir Allan Everett Dead

Was Here Recently on H. M. S. Calcutta and Made Many Friends—Died at Admiralty Hospital, Bermuda, Last Friday.

The medical officer on board the R. M. S. P. Chaleur, which is now at this port, informed The Standard that it was not Admiral Napier who died at the Admiralty Hospital, Bermuda, on Friday last, but it was Vice-Admiral Sir Allan Everett, who was recently a guest of the city on the occasion of the recent visit of the Calcutta to this port.

The Chaleur was at Bermuda on Thursday last, and the medical officer learned of the serious condition of Vice-Admiral Everett, who had been in an unconscious state from enteric fever for seven days. On leaving port next morning the Chaleur officers were informed of Admiral Everett's death. Lady Everett is now seriously ill with the same disease, and the steward of the Calcutta is in a serious condition from the same trouble, as well as other members of the ship's crew.

Vice-Admiral Sir Allan Everett, while in this city, was the guest at several social functions, where he made many warm personal friends. The announcement of his sudden death, as given by the medical officer of the Chaleur, will cause sincere regret among those who were fortunate enough to make his acquaintance while the Calcutta was here.

F. C. Robertson, reported by Officer Lindsay for driving his car on the wrong side of Main street, pleaded not guilty, saying it must have been his son. The case was postponed for further evidence.

The Best Paint is Cheapest in the End

Experience is proving every day that, for economy and for all round satisfaction, there is nothing that will measure up to
Martin-Senour 100 p. c. Pure Paint
which spreads easiest—works better under the brush—hides best, and gives an even, durable film of finest texture that will resist wear and weather and retain its new look longer than any other prepared paint or hand-mixed lead and oil paint.
Ask for Color Chart Folder at Our PAINT DEPARTMENT—STREET FLOOR.
W. H. THORNE & CO., LIMITED
Store Hours: 9 a. m. to 6 p. m.; Close at 1 p. m. on Saturdays. Open Friday Evenings till 10 o'clock.

Smart Styles for Present and Early Fall Wear

Where clever headwear is so constantly coming and going as they do here there's so little chance of left-overs accumulating that clearance sales are a rarity. When you buy a hat you want to know that it is not only correct in every particular, but also that perhaps the week following that the same hat or a "second" will be advertised at a third the price you paid. Let your next hat come from "Marr's, The House Famed for Millinery Since 1860," where first prices are real demonstrations of value.

We are now featuring advanced styles in Ladies' Tailored Pressed Silk Beaver Hats, Sport Felt Hats, Trimmed White Satin Hats.

Marr Millinery Co., Limited

St. John Moncton Amherst Sydney



JAP-A-LAC

"WEARS LIKE IRON."

THE ORIGINAL STAIN AND VARNISH COMBINED

Many Kinds—Many Colors—Many Uses

There are many kinds of "Jap-a-lac" in an endless variety of colors and effects, all for touching up worn and discolored surfaces about the home. Whether on furniture, floors or woodwork, you'll get just the right effect with "Jap-a-lac" Household Finishes.

In Tins from 30c to \$8.50

AGENTS FOR MOORE'S PAINTS AND MURESCO.

EMERSON & FISHER, LTD., 25 Germain Street

Stores Open 8:30 a.m. Close 5:55 p.m. Friday 10 p.m. Saturday 12:55 p.m.



SUMMER STYLES IN PRETTY VOILE BLOUSES

SLIGHTLY MUSSUED AND COUNTER SOILED, SELLING TODAY AT GREATLY REDUCED PRICES

Five different priceings in the lot, each one a special bargain every woman will be able to recognize at a glance. Made in attractive styles, new materials and of excellent workmanship. The popular style points of the season are all featured in the assortments. Some are daintily embroidered, others are plain, and these are styles enough to satisfy most every whim and fancy as to collar, cuff and sleeve. Women who can find good use for another blouse or two, should be sure to see what she wants in this bargain assortment.

Regular Values \$2.50 to \$8.25. For today, \$1.50, \$2.28, \$3.98, \$4.98 and \$5.98.

(Blouse Section, Second Floor.)

Manchester Robertson Allison & Co.

KING STREET GERMAIN STREET MARKET STREET

Vacation Things for Women at Half

Sweaters When Sun Not Strong Enough and Japanese Silk Sunshades When He's Too Strong

Woolen Sweaters	Silk Sweaters	Sunshades
Made of pure wool in coat style, pull-over with sleeves or without, \$4.50, \$5.00, \$6.50. Regular prices just double.	Only three of these—two at \$9.00 and the other at \$22.50—whose prices are just a half.	Pure silk from flowered Nippon; always in order when sun strong, \$4.00 and \$8.25, or just half their usual price.

Cute Sweaters for Kiddies, too, at \$6.75. Regular \$13.50

Dillagee's Sons, Limited, Saint John, N.B.