

THE WEATHER.

Toronto, Aug. 2.—The weather has been fair and comparatively cool today in Ontario and Quebec and showery in the Maritime Provinces, while in the West it has been mostly fair and quite warm.

Prince Rupert . . . 50 60
Victoria . . . 52 62
Vancouver . . . 52 76
Edmonton . . . 48 78
Moose Jaw . . . 60 90
Winnipeg . . . 56 90
Port Arthur . . . 48 70
London . . . 50 66
Toronto . . . 54 60
Kingston . . . 54 64
Ottawa . . . 54 64
Montreal . . . 56 66
Quebec . . . 52 73
St. John . . . 45 70
Halifax . . . 50 70

Maritime—Moderate winds showers in some places, but mostly fair, not much change in temperature.

Northern New England—Fair Tuesday and Wednesday; moderate temperature; winds gentle variable.

AROUND THE CITY

SHOW BIG INCREASE.
The bank clearings for July were \$15,961,197, in comparison with \$13,573,104 for the same month in 1919, an increase of over \$2,000,000.

RAILROAD TOOK DROP.
An old iron railing, which was situated near the roof of City Hall, crashed to the sidewalk yesterday morning, but fortunately nobody was in the vicinity at the time.

KING STREET PAVEMENT.
Employees of the Public Works Department commenced yesterday morning laying a surface of asphalt on the north side of King street. The work is progressing favorably and should be completed in a short time.

LEFT FOR NEW HOME.
Lowell G. Mayes, for some years manager of the maritime department of P. McAvity & Sons, left yesterday for his home at Lunenburg, where he has accepted a position with the Lunenburg Foundry Co.

DOMINION SAVINGS BANK.
The Dominion Savings Bank for the month ending July 31 shows the deposits in excess of the withdrawals. The report is as follows: Deposits, \$81,484.60, and the withdrawals, \$75,828.35.

HAS RETURNED HOME.
Miss Jennie Alward, who was injured some time ago by the accidental discharge of a gun at Rothesay, and who has since been a patient at the General Public Hospital, was discharged from that institution yesterday afternoon.

ROTARY CLUB.
The speaker of the Rotary Club yesterday was Dr. J. W. Robertson, who spoke on the Boy Scout movement. The members decided to make next week, Rotary week, at the military hospital, and each member with a car will use it one day to give patients an outing.

PAIITIENS ENTERTAINED.
The artists who are at the Opera House this week paid a visit to the St. John County Hospital yesterday and entertained the patients there. Those who took part in the concert which was much appreciated by all present were: Miss Daisy Santos, Miss Ethel Sengal, Messrs. Castleton, Pray, Gauthier and Howard.

SOLDIERS' DENTAL WORK.
Instructions have been received at local military headquarters from the Militia Department at Ottawa that all ex-members of the Canadian expeditionary force who require post-discharge dental treatment during the month of August for after that time their applications will not be considered.

ANNUAL MEETING.
Chemists and others interested in chemical industries of the Maritime Provinces will gather in St. John today to attend the annual meeting. The main items on the programme of the meeting are as follows: 9.30 a. m.—General meeting to be held in the rooms of the National History Museum. 1 p. m.—Luncheon for delegates. 2.30 p. m.—Visit to the Atlantic Sugar Refinery. 7 p. m.—Annual dinner at Roda's, followed by an address by Dr. Creighton of Swarthmore College, Swarthmore, Penn.

The West St. John Merchants Complain

The West St. John merchants are up in arms over the increased telephone rates. A meeting was held last evening in John Ross' store and twenty of the West Side merchants signed a petition to have their telephones removed as a protest against the increased rates. John Ross, Sam Irons and Thomas Rippey were appointed a committee to handle the petition, and it is expected that the list of twenty names will be enlarged by about forty more. When the petition is all signed, the committee is instructed to hand the same in to the New Brunswick Telephone Company.

PERSONALS.

Mrs. Clifford Macdonald, of St. Martins, has gone to spend a few weeks with Mr. Macdonald's people in New Glasgow, N. S.
Mrs. Wm. M. Campbell and daughter, Miss Grace, left on the S. S. Empress to spend a few weeks in Digby and other Nova Scotia points.

LOST
One Goodyear Cord Tire, size 37 x 5, between Model Farm and West St. John. Finder return to E. L. Merritt, three, Victoria Hotel.

INQUEST ON DEATH OF VICTIMS OF FRIDAY'S RAILROAD WRECK

Evidence Was Taken Last Night Before Coroner Kenney on Death of William Megarity and Thatcher Irvine—Several Witnesses Heard—An Open Switch Appears to Have Been Cause of Collision—Inquiry Will Be Resumed This Evening.

A number of witnesses gave evidence last evening before Coroner Dr. F. L. Kenney in the inquest held to inquire into the deaths of William Megarity and Thatcher Irvine, driver and baggage master of the Hampton suburban, who were killed in a train wreck near the One Mile House last Friday morning.

Further witnesses will give evidence on this evening in the court chambers on Germain street. W. M. Ryan, barrister, acting on instructions of the Attorney-General, appeared for the crown last evening. W. R. Devenish, divisional superintendent, and L. Ross, terminal agent, represented the railway.

The facts brought out were that a shunting engine was on the "straight track" and running backwards toward Coldbrook, the Hampton suburban was coming in on the west main line. A switch leading from the straight line to the west main line was open, and before it could be closed or the shunting engine stopped, her tender ran out foul of the main line and was sideswiped by the suburban.

All the witnesses agreed that the wreck was caused by the switch being open.

Lawrence O'Neil, 61 Gilbert Lane, O. N. R. freeman, said he was working on the Hampton suburban when the accident occurred. His duties were to keep the steam up and a look-out on the road ahead.

The train left Hampton at 5.45 railroad time on the morning of the 30th, with witness and Driver William Megarity in the locomotive cab. The rest of the crew were Reuben Hunter, Thatcher Irvine and John Blakney. The train got away on time, but was four minutes late leaving Torryburn. He could not say if the time had been made up when leaving Coldbrook.

Megarity blew four times for the crossing near Fernhill, the morning was bright and clear, and the whistle could be heard for some distance. Witness was scrapping up the floor of the cab when he saw his driver throw on the emergency brake. He jumped on the running board and saw an engine ahead and some one on track giving the stop signal and he immediately jumped from the cab. The driver said nothing to him at any time.

Witness was dazed by his jump and slightly injured in the hip and ankle. The block signals had been working all right. Orders had been issued stating that the block signals from the Island yard to St. John were in two positions only instead of three. He did not know what caused the accident. His train had the right of way over the train with which it collided. The tender of the other engine was clear of the west main line on which the suburban was running, but its tender was projecting over it. He had never been in an accident and had fired seven years.

William H. MacBride, 395 Mgin street, C. N. R. freeman on the engine which collided with the suburban, said that he had been on duty since midnight, and the accident occurred at 6.40. His engine was breaking up a train. They had made two shunts and were going back for the rest of the cars. Fireman Morris got on the engine forty car lengths from the accident to get a drive to his work.

Witness had just fired up when he heard Morris say "There is something wrong with that switch" or words to that effect. Witness jumped off the engine and ran toward the switch which was opened for the west main line. The switch handle was kept in place by a keeper instead of a lock. The keeper jammed and witness could not get it out in time so that the tender got half way from the frog to the main line. Witness had been over the same switch at 2.30 in the morning and it had been all right then. It was the duty of brakeman to tend to switches.

Just before the accident he heard Driver Milne blow once but did not hear the suburban blow. It was the way the switch had been left that caused the accident.

A. E. O'Brien, St. John, C. N. R. brakeman, said he was working on engine 1811 at the time of the accident. He was ten cars from the engine, and seeing that the switch target was wrong, gave his driver the stop signal. The train kept on going, but eased up. While he was signalling he saw a man ahead of him signalling the suburban to stop. There had been two trains in and over the switch prior to the accident. It was the position of the switch which caused it.

F. W. Morris, locomotive freeman, 219 King street East, was on engine 1811 at the time of the accident. When about a car and a half away, he saw the suburban coming, and at the same time saw the points of the switch leading on to the west main line were wrong. He told the driver, who threw on the brakes, reversed his throttle, and blew the whistle. Notwithstanding the leader went out foul of the main line. The freeman jumped out and ran to signal the suburban to stop. The position of the switch would have had no effect on the suburban, as it led on to the main line but not off from it.

William J. McGourty, brakeman on 1811, said the switch was all right when his train passed over it at 2.30 in the morning. After the accident he saw that it was set for the west main line. When his engine passed over it there had been no occasion to touch the switch.

Reuben Hunter, 173 Douglas avenue,

G. W. V. A. Regular Monthly Meeting

Reports Last Evening Showed Association to Be in Good Financial Circumstances—C. F. Sanford Gave Valuable Information Regarding Returned Soldiers Insurance Act.

The regular monthly meeting of the G. W. V. A. was held last evening in their rooms, Wellington Row, with the president, N. P. McLeod, in the chair. The secretary read the report of the chartered accountant engaged to prepare a financial statement of the association. It shows the association in very good financial circumstances, due mainly to the success of the summer fair. N. P. McLeod reported from the committee in charge of the arrangements with the Ferrari circus that recently performed here under the auspices of the association. His report showed that in spite of the inclement weather that prevailed at that time, a considerable sum was added to the finances of the association therefrom. Considerable routine business was also transacted.

C. F. Sanford then gave the meeting some valuable information in regard to the Returned Soldiers' Insurance Act passed at the recent session of the House. He prefaced his exposition with a summary of the various pension laws passed since 1914 as he said that the insurance act was really a supplement to the pension legislation. He gave the rates paid the average family since the war. In 1914-15 a totally disabled man, wife and three children received \$27.50 a month; in 1915-16 the same family received \$37.00 a month. There was a corresponding increase each year, until in the year starting from Sept. 1st, 1920, they will receive \$137.00 a month if living in Canada. Thus the pension for 1920-21 is about five times as much as it was in 1914-15. The pension for the widow has increased almost in the same proportion. In 1915-16 a widow and three children received \$37.00 a month. From Sept. 1st, 1920 she will receive \$97.00 a month if she lives in Canada, and \$85.00 if she lives outside of Canada. Canada's pension bill for the year Sept. 1st, 1920-Aug. 31st, 1921, will amount to between thirty-three and thirty-four million dollars. The total number of beneficiaries at present is practically 477,000. The scope of the pension law is broader than that of any other country. The rates of pensions are practically double those of every other country except the United States.

Mr. Sanford then read an extract giving the salient features of the insurance act. This will be found on another page of this issue of the Standard. At the conclusion various questions were asked and kindly explained by the speaker. This scheme of insurance is a wonderful opportunity for the returned soldier, and no doubt will be taken full advantage of.

Mr. Steeves was the last witness to give evidence before the adjournment was made at 10.15 o'clock.

W. Steeves, brakeman on the work train, said he saw Driver Steeves signal the suburban to stop. He immediately ran forward as far as he could with a red flag himself. The switch that caused the wreck would have to be moved by hand to throw it into the position it was in.

At the opening of the hearing, L. R. Ross identified a map of the Island Yard, a book of Standard Rules, and the time-table now in force.

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"Wear-Ever" Aluminum Sale
Special Semi-Annual Seasonable
Extra Value Feature
A Six-Quart—Wine Measure — PRESERVING KETTLE, regular \$2.85 value, for Only \$1.69
from July 31 to August 7 See our King Street Window.
W. H. THORNE & CO., LIMITED
Store Hours: 8 a. m. to 6 p. m.; Close at 1 p. m. on Saturdays. Open Friday Evenings till 10 o'clock.

THE NEWEST IN MID-SUMMER MILLINERY SATIN HATS
They are strikingly effective in large shapes—and peculiarly becoming with their drooping brims or off-the-face models.
They Are Remarkably Marked At \$5.00, \$6.00 and \$7.50
Marr Millinery Co., Limited
Open Friday Evenings Until Ten, Closed Saturdays at One.

MONTH-END SALE Seasonable Goods at Sharp Reductions.
Hammocks 20 p.c. off Any and every Hammock in our stock.
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Tennis Rackets 20 p.c. off Any and every Tennis Racket in our stock.
EMERSON & FISHER, LTD., 25 Germain Street

READY FOR OPENING OF SCOUTS' CAMP
All Equipment Has Been Sent to Jenkin's Cove — Camp Opens Thursday and Provincial Commissioner Eaman Says it Will be Best Ever.
H. O. Eaman, assistant provincial commissioner, who was in the city yesterday, told the work of going to the scouts camp at Jenkin's Cove ready for Thursday, on which day the camp opens, was progressing smoothly. Already at the camp are L. W. Adams, G. H. Estabrooks, Rhodes scholar for Acadia University and scouts E. Jenner, E. Adams and G. Adams. All the equipment has been sent up and passed out. Eaman returns tomorrow the camp cook will accompany him. The main body will leave on Thursday morning on the steamer Hampton, and will disembark at Jenkin's wharf. The camp is about a mile and a half distant from the landing point.
LEAVES FOR FREDERICTON
Dr. James W. Robertson, who was in the city yesterday visiting the Provincial Headquarters of the Red Cross Society and the Boy Scouts Association, leaves today for Fredericton. He will confer there with the Government in regard to the co-operation and coordination of the Red Cross and other voluntary organizations with the Department of Public Health. From Fredericton he will go to P. E. I., then to Nova Scotia and from Nova Scotia out to British Columbia.
SPECIAL BARGAINS IN WOMEN'S HOSE
Ladies' Lisle Hose, in Grey, White, and Black. Midsummer Sale price, 43c.
Ladies' Black Silk Hose, made to give good wear satisfaction. Sale price, \$1.50.
Brown Ribbed Top Hose, the famous Luxite make, very special, \$1.79.
Seamed, full-fashioned Hose, in Black, Brown, and Navy, all sizes, \$1.79.
Fancy Lace Hose, in White, Black, and Blue, special, \$2.00 per pair; no tax.
Dykeman's Midsummer Sale.
KATZENJAMMER TICKETS.
Imperial box office open from 10 a. m. to 9 p. m. for booking reserved seats for the week-end's big musical comedy. Telephones M. 2727 or 8349.
R. K. V. C.
The regular quarterly meeting of the Royal Kennebec Yacht Club will be held at the Club House, Millidgeville, this (Tuesday) evening at 8 o'clock.
Betty Wales Dresses
Neat, trim little dresses of Gingham, Figured Voile and Organdy at a third to a half of the original price. Only a few sizes are represented, and only a few to those sizes.
Straws for Men at Half
Which will suggest to any far seeing man that even though he has a perfectly clean straw for this year, this will afford an opportunity to put a new one away for 1921.
Manchester Robertson Allison
KING STREET GERMAIN STREET MARKET SQUARE

Most Any Woman Would Give \$3 For An \$18 Hat—Yet We Still Have Some
Still a few Light Straws and Silk Push Hats here for women at the clearance prices we inaugurated last week; and if your size is included you are indeed fortunate. Please remember that these hats are NOT show-worn or old stock, but this year's goods bought for this year's selling, and the ink from the pen of Dame Fashion still fresh on the design. Only one or two to a size or design, and rather than carry them over to another season we take this means of effecting quick movement. Original prices ran as high as \$21—sale prices run as low as \$3.
D. Magee's Sons, Limited, Saint John, N. B.