

HOT WEATHER HOLIDAY NEEDS

Though the warm weather has been slow in coming, fashion has not been slack in preparing, and not for any previous season has there ever been found such a charming or such an interesting and varied assortment of goods for Summer Dresses.

Special showing of Cotton Voiles, Cotton Corduroy, Pique, Mulls, Embroidery, Muslins, Embroidery Nets, and Linens, Blouses, Tailored White Waists with turn down collars and cuffs and patched pocket, all sizes, price **\$1 and \$1.50**

White embroidery Waists, showing in high or low square necks, open back, size 32 to 42. Prices **50c, 75c, \$1, 1.25, 1.50, \$2 and \$3**

Women's long, lisle gloves, elbow length, open at wrist close firm finish in black only **35c**

Women's and boys' black ribbed cotton hose, good quality, double knee, fast black, extra good wearing, sizes 5 to 10, prices per pair **25c**

Men's Negligee shirts, a good range of sizes, designs and styles, prices 50c, 75c, 1.00 and **1.25**

Men's outing shirts with reversible collars, a good quality of material, sizes 14 to 16 1/2.

Men's extra fine plain and fancy half hose, close even finish with neat stripes, exceptional value per pair **25c**

O'Loughlin & McIntyre

Cash and One Price.

Fire at Rear of Edwards Store—Firemen on the Job

The fire brigade responded to a fire call on Thursday last. The trouble started in the rear of Mr. J. G. Edwards' hardware store, in a pile of rubbish, which one of the staff was endeavoring to dispose of by the crematory process. It appears the young fellow walked away and let the fire take care of itself, with the result that the wind soon fanned the flames to large proportions and in a very few minutes oil barrels, fences and a pile of refuse were all shooting tongues of fire upwards and around. Chief Bell and men appeared on the scene with the hand reel and 500 feet of hose, and in a few minutes a stream of water was playing from the hydrant situated at corner of Kent and Cambridge-sts. As much inflammable material was about, the quick response of the fire company averted a calamity which might have exceeded that which took place in the same vicinity about eight years ago, when several acres between Kent and Peel-sts. were fire swept.

Commercial Diplomas

L.C.I. STUDENTS WHO RECENTLY WON DIPLOMAS.

We print below the names in order of merit of those pupils who obtained Commercial Diplomas at the recent examinations at the Collegiate Institute:

1. Lena Preston (Honors).
2. Frank Simbirat (Honors).
3. Charles Hoels (Honors).
4. Austin Stacey.
5. Phoebe Thomas.
6. John Grozelle.
7. Hazel Mills.

A bridal couple in Chicago were treated to a brickbat serenade—delicately suggestive of the flat-iron stage of matrimony.

Dr. Nesbitt says he went into Bank Blind-folded

Toronto, June 27. — Dr. Beattie Nesbitt, ex-President of the Farmers Bank, appeared before Commissioner Sir William Meredith, to explain the connection which he formerly held with the bank and his relations to Travers and Lindsay in its organization. The doctor said his knowledge of banking was limited, and he went into the proposition blindfolded.

"Were you president of the Farmers Bank?" asked Sir William.

"For the first year," said Dr. Nesbitt.

Speaking of the agreement with Travers by which he had received \$5,000, the doctor said he had got the money but could not remember who had handed it to him, whether Lindsay or Travers. "The understanding with Mr. Travers was that I should be a director. After the alteration with Mr. Laidlaw I rang Travers up, and he came to see me, urging me to be a director. I told him I did not feel able to take the amount of stock, \$3,000, he said that if I would become a director that he would advance the money for me."

Mr. Travers' memory must be at fault," said Dr. Nesbitt, "for if he had told me a part of the \$260,000 I had come as a loan from Hon. J. R. Stratton, a man whom I have politically opposed all my life, I would never have had a thing to do with it. I was told nothing about getting a note."

On inquiry as to subscribers from Travers he had learned of half a million in number.

"You went blindfolded?"

"One has to go it blindfold, when he knows little of banking."

"Have you told me all the precautions you took?"

After a pause Dr. Nesbitt stated that the stock had seemed widely and well distributed. He had been satisfied as to the deposit.

"What did you do with the \$5,000?"

Witness thought he had deposited it in the Crown Bank and handed the cheque to Travers as a payment on his stock. He had never paid anything on the \$3,000 subscription. He had paid the \$5,000, but not necessarily on one subscription.

"I had nothing to do with the business management of the bank until, after the organization meeting, I am positive I did not discuss the list with Travers or with Hunter or with Fitzgibbon," Dr. Nesbitt said.

"Did you take an interest in the bank's affairs after the organization meeting?"

"I took as much interest as a president usually does."

"But I do not know what that is from your point of view?"

"I cannot conceive how a bank president can go into the details of the management of his bank. He has to take the statement of the general manager."

wa Creek at Montrose. It is reported that Major G. H. Baker, M. P. for Bromo, will be appointed solicitor-general of Canada. An unknown body was found Monday evening in a creek near Cumberland, and mysteriously disappeared Tuesday morning. Ray Williams was drowned and the freighter Bothnia sank when it collided with the steamer Currie in St. Clair River.

CASTORIA

For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of *Chas. H. Fletcher*.

Negligence of Double-Header Crew Caused Death of Mrs. Babcock—Finding of Coroners Jury at Friday's Inquest

The adjourned coroner's inquest held before Dr. Blanchard to find how, when, where and from what cause Mrs. Garfield Babcock met her death was concluded at 7.40 p.m. on Friday, the jury bringing in the verdict "that the deceased Mrs. Garfield Babcock came to her death on the evening of June 8th, 1912, at Grass Hill station, while a passenger on the G.T.R., through a rear end collision. The said collision, in our opinion, being caused by negligence of rear end crew in charge of double-header trains Nos. 2187 and 2057, and it is the opinion of the jury that all passenger trains should be operated on the block system as has been done in years past."

The court room was crowded all afternoon and never was deeper interest centred in the result of an inquest. The train men bore an anxious look upon their face and in giving evidence it was obvious that they were suffering from a deep nervous strain, which was noticeable by a tremor in their voices as they went through a stiff examination by acting Crown counsel G. H. Hopkins K.C.

The jurors deliberated from 4.10 p.m. until 7.40. On the first finding of the jury they stood 6 to 4 but Coroner Blanchard informed them that it took seven to rule. Once more they were compelled to deliberate and after another hour and a half the verdict was made known, one of the jurors coinciding with the views of the other six, which gave the required majority.

The railroad men discarded all thought of supper and sat around the door of the council chamber waiting the decision which was about to determine their guilt or innocence.

The legal profession was represented by Messrs. G. H. Hopkins, K. C., acting for the Crown; T. Stewart, for the engineers; L. V. O'Connor for Conductor Roche and barrister Pratt, of Montreal for the G.T.R.

The evidence was practically the same as that given at the previous hearings with the addition of trainmaster McMillan, rule examiner Hodgins, the foreman of the machine shop Mr. A. Storer, and station agent Mr. Granger, of Lorneville, J. D. McMillan.

The first witness called was J. D. Currier. I gave no instructions to my engineers after leaving Lindsay, nor I did not slow down at Cambridge. I gave no signal at Grass Hill but we slowed down coming in at about 200 yards from the station and the brakes were put on at the west end of the passing track which is about 1,200 feet in length. Steam was shut off at the east end of the passing track and when I saw the passenger train ahead the emergency brake was on."

Mr. Hopkins asked why the brakes did not work if the steam was shut off for 1,200 feet.

Conductor Roache—"I cannot explain, who said in part: "I have been trainmaster since 1st of June, 1910. Previous to that I was a passenger conductor. I am conversant with the rules of the road and its part of my duty to act as instructor."

Mr. Hopkins—"Did you give the order for the double-header to go out?"

Mr. McMillan—"It was given under my signature, that is the order was signed under instructions from me, but I did not instruct the train to go out. The despatcher gave that order, not I, though issued in my name I never gave it. Train No. 31 started 20 minutes late and this would be her schedule time and this train was not supposed to make up time. The schedule time is the time the train is sent out on."

A dispute arose between the counsels as to the interpretation of rules. Mr. Stewart said: The rules are in plain English and the jury know the meaning as well as any persons."

Mr. Hopkins—"Its part of this enquiry to know if those men understood the rules, and if they do not we must endeavor to find out why they are not conversant with them."

Mr. Stewart—"The court and jury take the responsibility and they should interpret them. If expert testimony is wanted I can get it all. What the law says and expert testimony are two different considerations."

Mr. Hopkins—"It is not to embarrass or hurt anyone I am doing this; it is to find out for the benefit of all if the men understood the rules."

Mr. McMillan incontinently his evidence said to Mr. Hopkins: "I took no part in instructing the train to go out. The chief despatcher gave such orders likely and he got instruction from Mr. Kingsley or call boy probably."

Chas. Piercy called and on being sworn said: "I am a train despatcher on the G.T.R." and to Mr. Hopkins said: "The orders are in Mr. McMillan's name and those are the Superintendent's instructions. I did not send out the double-header with the intention it should get ahead of the Blackwater train. I did not tell the crew what to do, but they assumed that themselves, what work they were supposed to perform."

Mr. Hopkins—"It is supposed that the trouble was caused from the double-header endeavoring to make time and get ahead of the Blackwater train going to Midland."

Mr. Piercy—"It was Mr. Kingsley ordered the train and I saw it was marked up to go to Midland."

Mr. Hopkins—"The double-header I think, in this case, would have to get further orders at Lorneville."

MR. HODGINS. Mr. Hodgins sworn: "I am a rule examiner and have examined Mr. Roche, the conductor, and his engineers, as to rules of road."

A tangle on rules and the interpretation once more brought the lawyers to their feet which Mr. Hopkins endeavored to bring out, but was overruled.

Mr. O'Connor said that Mr. Hodgins should not be asked to act in the capacity of a judge but the railroad commission should be asked to take it up. "It is an absurd-

ity," he said, "to ask Mr. Hodgins what those rules mean."

CONDUCTOR ROACHE

Conductor Roache, on being sworn said in part to Mr. Hopkins: "I was conductor in charge of the double-header extra. We reached Cambridge at 7.26 p.m., and Grass Hill at 7.40 when the collision occurred."

Mr. Hopkins—"Do you know the meaning of schedule speed?"

Mr. Roache—"It means schedule running time. The schedule time to run to Cambridge was 25 minutes but the extra I was on ran it in 9 minutes. The schedule speed between Cambridge and Grass Hill is 15 minutes. That was running 5.86 miles in 9 minutes and 5.24 miles in 14 minutes but this was not exceeding the speed of the train ahead. It made very little difference whether the extra double-header was behind or in front of Blackwater train to Midland as we could go in behind and get put before midnight. I was not overly anxious to get there early that night and I had no knowledge concerning the work to be done when we arrived there."

A. STORER

Mr. Storer, sworn said in part to Mr. Hopkins—"That he was a machinist and shop foreman. The witness produced a book which showed repairs that were booked to be done on the first engine on the double-header engine in charge of Engineer Might."

Mr. Hopkins read to the court all the repair work required on the above engine and it astonished many. The counsel remarked: "The whole engine appears to me to be out of order."

The witness said: "All repairs were made and the engine put in perfect running order before going out."

Mr. Granger, station agent at Lorneville, on being sworn, gave testimony as to the leaving of trains but did not appear to have much knowledge of the time when trains went ahead of each other.

Geo. Might, engineer on first engine, gave the same testimony as at previous hearings.

ENGINEER CARR

Engineer Carr, when sworn gave evidence similar to that sworn to on his last examination.

Mr. Mercer, conductor on passenger which was run into was recalled but nothing of importance more than previously given at the initial investigation could be gathered.

The jury after hearing a concise summing up of the evidence by Coroner Blanchard, retired to bring in their verdict, which was given as above.

THE DOMINION BANK

Capital paid up, \$4,700,000. Reserve Fund \$6,700,000. Total Assets, \$70,000,000.

The Dominion Bank collects Farmers' Sale Notes, and makes advances on such notes at reasonable rates. Farmers, Traders and Municipal and other Corporations. unsurpassed banking facilities.

LINDSAY BRANCH, ROBERT ROSS, Manager.

THE KEY TO A BIG SAVING

They will be good enough next season for every one except ourselves. Always new Shoes here. Note these prices and you'll not be willing to stay away from this Sale.

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Any day you're ready will be a good day to come. Never in our history have we offered such splendid Shoes at such fragments of prices.

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\$4.00 buys this strongly built trunk square top canvas covered, heavy dome corners, two outside leather straps riveted to sheet iron bottom, size 34. Sale price...

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