

Meighen May Fire First Gun of His Election Campaign in Ottawa

JURY URGES THAT RAILWAY COMPANY ESTABLISH SOME SAFEGUARD AT CATARAQUI

Finds That the Deaths of the Two Godfrey Women and Baby on Saturday Were Accidental—Suggests That Gates or Signalman Be Placed at the Crossing to Prevent Other Accidents Occurring There.

The following is the verdict brought in by the coroner's jury which assembled in the city Police Court room under Coroner M. J. Morrison, M.D., on Monday night to enquire into the deaths of Mrs. Melville Scates, baby Scates and Mrs. Harry Snyder, all of whom met death in an automobile accident at the Catarauqui railway crossing on Saturday morning:

"We the jury called together to enquire into how, where, and by what means Mrs. Melville Scates, baby Scates and Mrs. Harry Snyder came to their deaths are agreed that:

"They were accidentally killed when the automobile in which they were travelling was struck by a west-bound C.N.R. express train at the Catarauqui crossing shortly after 10 o'clock on Saturday morning, July 3rd, 1926.

"And as we are agreed that with gates or a signal man at the crossing this accident would not have occurred and also owing to the steadily increasing traffic over this crossing, we would strongly urge the Railroad Company to establish one or other of these safeguards at the crossing for the protection of the public using the highway."

The jury retired at 9.25 and the verdict, which was a unanimous one as is required of coroner's juries, was returned at 11.06. A very large crowd of people from Godfrey, from Catarauqui and from the city was present when the inquest opened and many were forced to stand. When the jury brought in its verdict the attendance had not diminished in the slightest.

Objected to Place.

Before the jury was sworn and as soon as Coroner Morrison took his seat, Mr. C. J. Graham, reeve of the township of Kingston and Warden of the county, who had been summoned to act on the jury, objected to the inquest being held in the city of Kingston on the grounds that the accident happened at Catarauqui and that therefore the inquest should have been held there and also that the city of Kingston was not a part of the County of Frontenac.

Crown Attorney T. J. Rigney

who was to conduct the examination of the witnesses came into the room just as Mr. Graham was voicing his objections and Mr. Rigney advised Coroner Morrison that he was quite at liberty to hold the inquest in the city.

The inquest then proceeded and the following were sworn in to act on the jury: W. R. Aylesworth, foreman, C. J. Graham, J. Lackie, H. Edgar, H. Warwick, E. Martin, Thomas Purdy, Robert Harpell, A. Davies, E. Warburton, G. Veale and R. McCullough.

Eye-Witnesses Called.

Much of the evidence taken simply related to facts regarding the accident which have appeared in the press during the past two days. Melville Scates, the driver of the automobile in which the three persons killed were riding at the time it was struck by the train, William Rosevere, the man driving the car which was following the Scates car and who tried to signal to Scates that there was a train coming, John Crossfield, a farmer of Catarauqui, who was working in his fields near the scene of the accident, and Richard Green who was driving the locomotive, were the eye-witnesses of the tragedy who were called to give evidence.

Melville Scates.

Melville Scates' evidence was that when he was 150 or 200 feet from the track that he looked in both directions but did not see a train or anything that would lead him to believe that a train was coming. When he was within about 12 or 15 feet of the crossing the women in the rear seat of the car cried out that a train was approaching. He saw the train at the same instant and applied both foot and emergency brakes.

He had not intended to shut off

his engine but his sudden action had this effect. Before the car came to a stop the front wheels were on the nearest rail. The train was almost upon them. He knew that he did not have time to start his engine and back off the track so he released his emergency and jumped out to try to push the car off the tracks. He did not at any time hear a train whistle. He was travelling about 12 to 15 miles an hour.

Tried to Warn Him.

William Rosevere said that he had followed the Scates car from the village of Catarauqui. He was driving an automobile at about 25 miles an hour. He was rapidly overtaking the Scates car. He saw the train when he was from 150 to 200 feet from the crossing but he judged from the actions of the car ahead that no one in it had seen the train. He speeded up to try to catch up with the Scates car and warn them of the danger. He blew his horn to attract their attention.

He could not say whether or not the train whistled. He thought it might have been the whistle of the train which first attracted his attention to it. He saw Melville Scates jump out of the car and grab it by the side and try to push it off the track. Scates had his hands on the auto when the locomotive hit it.

John Crossfield.

Mr. Crossfield said that he was working in his fields about half a mile west of the crossing. There is a curve in the track so that from his position he commanded a view of the crossing. He saw a car drive onto the crossing and saw the train at the same instant. He heard a train whistle but could not be sure whether it was the west-bound express or the Trenton local which had passed a few moments before which whistled.

The Engineer's Testimony.

Mr. Richard Green, who was in charge of the locomotive on the day of the accident, said that he saw the automobile when the train was 500 or more feet east of the crossing. The auto at that time was about 50 feet from the crossing. He watched the auto from that time until accident happened.

He had sounded his whistle at the whistling post and when 200 feet from the crossing he opened his whistle wide and kept it open until after the automobile was struck. The train was going about 40 miles an hour. He applied the brakes as soon as the front wheels of the auto came onto the tracks but the train was only once or twice the length of the locomotive from the crossing at that time.

Answering a question, he said that if he had applied the brakes just as soon as he realized that there was any possibility of an accident he could not have averted it owing to the speed of the train. At the rate of speed the train was travelling he estimated that it would only take from 8 to 15 seconds to cover the distance from the place where he first saw the car to the crossing. The actual time it would have taken is 9 seconds.

Other Witnesses.

The other witnesses called were Dr. Tovell of the General Hospital staff who testified as to the injuries of Mrs. Harry Snyder, Frederick Sparks, section foreman, who heard the train give both the crossing signal and the danger signal, and William H. Johnson, fireman of the train who heard both signals given and saw the brakes applied to the train.

Under cross-examination the section foreman admitted that he did not know whether the crossing signal had been given at the whistling post where it should have been given or when the train was almost at the crossing. The fireman gave positive evidence that the crossing signal was given at the whistling post and that the danger signal was given as the train approached close to the crossing. This concluded the evidence.

M. Cailloux's financial plan,

in which the essential elements of the experts' report are utilized, was approved by the French Cabinet Monday evening.

Motormen and switchmen employed on the New York subway trains, have gone on strike.

Nora Sergeant, the sixteen-year-old daughter of J. W. Sergeant, Milton, was drowned while bathing.

Mrs. G. W. Hardy, Oakwood, Ont.,

died on Tuesday last after a long illness. She was the mother of J. H. Hardy, E.A., Perth.

The United States submarine, which went down last September with her crew, was raised from the ocean bed.

James H. Killy, Pembroke, is seriously ill in Pembroke General Hospital.

THE EXCESS TAXES WILL BE RETURNED

Ottawa, July 6.—In connection with the income tax changes there has been some doubt as to whether those who paid their taxes on last year's rate would secure a rebate of all paid in excess of this year's rate. The rebate will be paid as the income tax legislation was completely passed and given royal assent in all particulars. A form prepared under the new schedule automatically brings rebate of the overpayment.

MEIGHEN SWORN IN BEFORE FORKE CALLED

By the Governor-General—Co-operation Story Is Exploded.

Ottawa, July 6.—According to the Progressive M.P.'s still in Ottawa an attempt is being made to show by Conservative propaganda that Right Hon. Arthur Meighen accepted the position of chief adviser of His Excellency the governor-general by virtue of assurances from the Progressives that they would assist him in putting through the seasonal programme.

It has also been stated in the Conservative press that Robert Forke, the Progressive leader, had assured the governor-general on Monday that his group would co-operate with the new Meighen government.

But these contentions are entirely exploded by the facts, say the Progressives.

Mr. Meighen was sworn in before His Excellency between half past ten and eleven in the morning. Progressives were at the time in caucus on the hill. A telephone message was received summoning Mr. Forke to Rideau Hall. He was given a memorandum for his guidance, but not for presentation to His Excellency. Mr. Forke left for Rideau Hall at 11.45 after Mr. Meighen had advised His Excellency that he could carry on and had been sworn in. His Excellency asked for the memorandum, and received it.

From the facts, therefore, it is evident that Mr. Meighen's advice to the governor was not based on any assurance from the Progressives, but that the summoning of Mr. Forke was actuated by a desire to bolster up a government which, by itself, was regarded as very weak indeed.

Soft Coal Is Found Up Near James Bay

London, Ont., July 6.—The existence of a coal area at least 50 miles in extent, containing wide seams of better grade soft coal, similar to the Alberta bituminous, with which this province is already familiar, has just been established fifty miles north of the Transcontinental line of the C. N. R. on the James Bay slope, according to information brought here yesterday by Prof. J. W. Russell, a well-known authority who has just returned from the north to the summer school at the University of Western Ontario.

Borings, according to Prof. Russell, have definitely settled all doubts about the existence of soft coal in the north. He intimates that production will commence shortly.

FIXES POWER RATE OF .75c FOR RAILWAY

Utilities Commission Accepts the Report of the Experts.

MORE POWER OFFERED To Kingston By the Ontario Hydro Commission at \$36 Per Horse Power.

The Public Utilities Commission has accepted the recommendation of the special committee appointed to deal with striking a rate for power for the Street Railway Company and the rate will be .75 cents per K.W. hour.

The whole report signed by R. A. Ross, electrical engineer of Montreal, acting for the Street Railway Company, L. M. Arkely, of Queen's University, acting for the Public Utilities Commission, and R. E. Barran, chartered accountant, is as follows:

Kingston, June 28, 1926. Public Utilities Commission, Kingston.

Gentlemen:—Under resolution of the Public Utilities Commission dated June 4th, 1926, we were appointed to consider and report on the power situation as between the Commission and the Street Railway Company.

Based on the data placed before us we would suggest that the plan outlined herein should prove acceptable to both parties and recommend that it be adopted:

- 1.—That the old contract be cancelled as from January 1st, 1926.
- 2.—That a new contract be entered into dating from January 1st, 1926, and expiring August 1st, 1931.
- 3.—That the ownership of the motor generator sets and equipment (300 K.W. and 150 K.W.) be transferred to the Street Railway Company.
- 4.—That the rates for current supplied the Street Railway Company be .75 cents per K.W. hour measured on the D.C. switchboard. That the upkeep of the generators be included in the charge of .75 cents per power.

Mr. J. M. Campbell and Mr. James Halliday both expressed themselves as willing to do anything reasonable to keep the Street Railway running.

Mayor T. B. Angrove moved that the report of the special committee appointed to deal with the Street Railway power situation be accepted subject to the assent of the city solicitor and that the entire report be embodied in the minutes showing all details as to how the figures were arrived at. The motion carried unanimously.

Mr. Halliday—"Does this mean that this decision is final?"

Chairman McFarlane—"Oh, I think it is still open if the Street Railway have any reasonable proposition."

The Street Railway Company have not as yet been asked whether they accept or reject this report and proposed plan.

Additional Power Available.

General Manager C. C. Folger read a letter from the Hydro-Electric Commission.

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EMERGENCY REGULATION TO BE CONTINUED

London, July 6.—The House of Commons sat until nearly five o'clock this morning, discussing the government's motion to continue the emergency regulations which were made effective at the beginning of the coal strike under the Emergency Powers Act of 1920. The motion was carried, 181 to 64.

CANADA NAMES ITS OWN GOVERNOR NOW

London Standard Says Lord Willingdon Chosen by Ex-Premier King.

London, July 6.—The Evening Standard in an editorial makes the point that governors-general of Canada are in effect selected by the Dominions, which agrees with the statements of the Times in commenting on the Canadian political developments. The Dominion's office submits names to the Dominion Premier, although the latter is not even bound to accept one of these names, the Standard continues.

Viscount Willingdon, the Standard says, was not on the list submitted by the Dominions' Secretary, but was brought from outside by Rt. Hon. Mackenzie King.

The Standard adds: "There is, we hope, no truth in the suggestion that Hon. L. C. Amery, secretary for the dominions, influenced Lord Byng's decision on dissolution. This suggestion was certainly circulating here over the week-end, although not the slightest tangible foundation for the same has transpired."

HON. HUGH GUTHRIE ISSUES STATEMENT

In Which He Defends the Dissolution Action of Premier Meighen.

Ottawa, July 6.—"As respects the complaint by Right Hon. Mr. Mackenzie King about the manner of dissolution of parliament, it may be stated that the forms and procedure used followed precisely the same as those prepared and proposed by Mr. King himself just four days previously when he himself sought dissolution of parliament."

This declaration is made in a statement issued late yesterday by Hon. Hugh Guthrie, acting Minister of Justice.

"The effect of dissolution on pending legislation and supplies was precisely the same as would have been in effect had Mr. King secured a dissolution on the previous Monday," continues Mr. Guthrie.

"All steps taken by Right Hon. Mr. Meighen after he had been summoned by His Excellency the Governor-General were in strict accord with established precedents and forms in the office of the Privy Council of Canada," states Mr. Guthrie.

"There was not the slightest variation in the established customs in this respect. The appointment of acting Ministers followed the plan adopted by the Right Hon. Mr. King's Government, when it appointed acting Ministers without the slightest variation."

Mr. Guthrie quotes letters by E. J. Lemair, clerk of the Privy Council and W. Stuart Edwards, deputy Minister of Justice, giving their opinions on certain points.

Prayer for Cessation Of Mexican Persecution

Rome, July 6.—Pope Pius, through the papal secretary of state, Cardinal Gasparri, sent a circular letter yesterday to the Holy See's representatives throughout the world, urging all Roman Catholics to unite in support prayers for August 1st for the cessation of the Mexican Government's persecution of Catholics and for Divine pardon of those guilty of ordering and carrying out measures, which are characterized as illegal, unjust and inhuman.

JAC KMINER'S CROW TRAP.

To Be Used by U. S. Department of Agriculture.

Kingsville, July 6.—Plans and specifications of the crow trap invented and used with success by Jack Kminer, Canadian naturalist, have been furnished, by request, to the biological survey of department of Agriculture at Washington, D.C. It is understood that the United States Department of Agriculture intends to prepare blue prints of the Jack Kminer crow trap for free distribution throughout the United States and Canada.

Must Settle Foreign Debts.

Paris, July 6.—Finance Minister Caillaux to-day told the chamber of deputies that France must settle her foreign debts in order to secure the rehabilitation of the franc, which has long been slumping steadily.

SUPPLY MAY BE GRANTED BY GOVERNOR-GENERAL'S WARRANT TWO PRECEDENTS FOR THIS

The Cabinet Has the Matter Under Consideration—Lord Byng Has Made Constitutional History for the Whole British Empire by His Action in Granting Dissolution to Premier Meighen, the Manchester Guardian Says.

Ottawa, July 6.—Premier Arthur Meighen may fire the first gun of his campaign in Ottawa. While the Premier's speaking itinerary has not yet been arranged, his tour, it is understood, will probably carry him from coast to coast. A number of meetings will be addressed by Mr. Meighen in the province of Quebec, it is definitely stated.

The question of providing sufficient supply for carrying on the business of the country is, it is understood, under consideration of the Cabinet, which met this morning. Authority to grant supply by way of Governor-General's warrant is given under the Audit Act. Under this act the Governor-General, by way of warrant, when Parliament is not in session, may grant supply for civil administration and for public works. Two precedents exist for such action. At the time of the election in 1894, only a limited supply was available, and a warrant was issued making the necessary provision for expenditures. Again in 1911 this course was followed.

Customs Investigation.

Ottawa, July 6.—The Government is taking steps to proceed with the investigation of the department of customs and excise. At the con-

FORBID DEMONSTRATION.

Of French Ex-Soldiers Against Debt Settlement.

Paris, July 6.—The Cabinet Council this morning decided to forbid a demonstration by former soldiers against the Washington debt settlement, set for next Sunday, as discourteous to the United States and inimical to public order. The Cabinet regarded the demonstration as a purely political move, inspired by Communists.

AUTHORIZE CONSTRUCTION.

Of Remaining Units of the French Naval Programme.

Paris, July 6.—The Chamber of Deputies to-day authorized the construction of the remaining units in the second section of the naval programme laid down under the Washington agreement. They include one cruiser, three destroyers, and four torpedo boats.

Investigates Drowning.

Bellefleur, July 6.—Coroner Dr. Harper, of Madoc, is to-day investigating the mysterious death by drowning of Judson Daniels, aged seventeen, son of George Daniels, farmer, living near Coe Hill. Young Daniels with several companions was swimming Monday afternoon when he lost his life.

Queen's Summer School Is Opening; 125 Registered on Tuesday Morning

Classes Begin on Wednesday—First Issue of Journal—Reception for the Students in Grant Hall on Friday Night.

This is registration day at Queen's University for the Summer School, and the University, which has been quiet for the past six weeks, has awakened to new activity.

Every one of the tennis courts is occupied, students are strolling round the grounds, still others are getting acquainted with the various nooks and crannies in the buildings, and the registrar's office equipped with extra staff is extending every energy to keep pace with the rapid influx of students. Up to noon Tuesday, 125 had registered and a great many more were expected in the afternoon and during the next few days.

Even the bulletin boards have taken on a new aspect and the old notices of final class meetings and other events which have long since passed, which clung to the boards like dead leaves on a tree and gave them the same forlorn appearance, have been taken down and bright, new notices of events to come are posted up in their place.

First Edition of Journal.

The first edition of the Queen's Journal for the Summer School comes out on Wednesday and Mr. Hugh C. Gourlay, the managing editor during last fall and winter term, is here in charge of the publication. This is the first year the Journal has been carried on for the Summer School, and it will provide a great stimulus to the Summer School activities. Mr. Gourlay has had several years' experience in the work and doubtless will turn out a paper of which the Summer students may be proud. Mr. Fred Glenn is the business manager and the remainder of the staff will be chosen from the student body at an executive meeting to be held Wednesday afternoon.

Students' Reception.

The annual reception for the students is to be held on Friday night in Grant Hall and will provide an opportunity for new students to get acquainted and for old students to renew friendships made during other terms.

Among some of the members of the executive who have been seen in the city to-day are Mr. Challoner, the president; Mr. Clegg and Mr. Carrivern, Mr. Cannon, secretary-treasurer of last year, is also in the city, but he will not be a student at the school this summer.

Dean W. T. MacClement and his staff are in readiness to proceed with classes to-morrow and in a day or two the school will be right into the swing of its work.

MAKES CONSTITUTIONAL HISTORY.

London, July 6.—"I can say on the highest authority that Hon. L. C. Amery, Secretary for the Dominions, was not consulted by Lord Byng and had nothing to do with the matter. I can say further on the highest and fullest authority that Lord Byng acted entirely on his own responsibility, and I am satisfied that Rt. Hon. Mackenzie King, of all people, is fully aware of that fact."

These statements are made by the London correspondent of The Manchester Guardian, agent the suggestion made by a London evening paper, that the Dominions' Secretary influenced the Canadian Governor-General's decision regarding the granting of dissolution.

The Guardian adds that it cannot be denied that Lord Byng has made constitutional history. Lord Byng had made constitutional history not only for Canada, Australia and South Africa, but also for Great Britain, The Guardian continues.

LIEUT. DESMOND BURKE LED THE CANADIANS

In the Shooting in Queen Mary's Prize Competition at Bisley.

Bisley Camp, Eng., July 6.—C. H. Church, army champion two years ago, had the highest score in Queen Mary's prize competition finished at Bisley today. He had 178 for four stages. Leading Canadian scores are: Lieut. Desmond Burke, Ottawa, 165; Sergt. K. M. McGregor, Ottawa, 150; Private J. Houlden, Hamilton, 148.

AN ARAB BULLET.

Halted the Flight of Alan Cobham, British Aviator.

Basra Iraq, July 6.—Announcement is made that it was an Arab bullet that halted the flight of Alan Cobham from London to Australia. The bullet penetrated the fuselage ricocheted off the copper feed pipe and penetrated the arm and chest of Elliott, mechanic. Cobham brought the plane down to the river near the city and carried his wounded companion ashore.



The wrecked automobile of M. F. Scates, Godfrey, is seen at the Catarauqui crossing of the C.N.R., just after it was struck by the west-bound passenger train at 11.15 a.m. Saturday. Mrs. Scates and baby and Mrs. Harry Snyder of Godfrey met their death.