

FATAL CRASH INTO CARAVAN TRAILER

EXCESSIVE SPEED AT CORNER. MOTOR CYCLIST'S TERRIBLE INJURIES.

NO BLAME ATTACHED TO MOTORIST.

The crash at the "S" bend at Chaxhill on Sunday morning, which resulted in the death of Ronald Charles Carew (18), a bus conductor, of 15, Hatherley-road, Bishopston, Bristol, was described at the inquest on Carew which was conducted by the City Coroner (Mr. G. Trevor Wellington) at the Gloucestershire Royal Infirmary yesterday afternoon.

It will be remembered that Carew was riding a motor-cycle with another youth named Clifford Bead (16, of 22 Sussex-place (East) St. Werburgh's, Bristol, as pillion passenger, and the machine collided with a caravan trailer.

Mr. F. Idiens (District Main Road Surveyor) was present on behalf of the County Council. Mr. E. C. Wade was chosen foreman of the jury.

Walter Charles Carew, father of the deceased, gave evidence of identification, and also said his son had been riding a motor-cycle six or seven weeks. As far as he (witness) knew, the deceased was not acquainted with the South Wales road. His son's normal health and faculties were good.

MOTOR-CYCLE'S FAST SPEED.

George Alfred Jones, mill hand employed at the West Midland Engine Works, and living at Singleton Cottages, Sandhurst, said when he was approaching the "S" bend at Chaxhill, whilst bicycling, he saw a motor-cycle which seemed to him to be travelling very fast, in fact, much too fast to negotiate the corner.

On turning the corner witness found an accident had occurred, and that one of the riders of the motor-cycle was lying on the left side of the road and the other in the centre. Both were unconscious and apparently badly injured. He saw a motor-car and trailer near, both the vehicles standing well within the white line. His impression was that the motor-cycle had collided with the trailer.

The father asked the witness if he knew whether the trailer had been swaying as it approached the bend, and the witness pointed out that the fact that the trailer and car were standing within the white line rather disposed of any suggestion of that kind.

MOTOR-CAR DRIVER'S STORY.

"A TERRIFIC SPEED."

Cyril Reed, 8, St. Mary's-street, Swansea, stated that about 9 p.m. on Saturday he left Swansea in his car, which was drawing a trailer. He stopped near Chepstow during the night and re-staffed between 8.30 p.m. and 8.45 the following morning. He reached Chaxhill at 10.30, at speed then being about 10 m.p.h.

As he was about to take the second turning of the "S" bend he suddenly saw a motor-cycle about round the corner, as a terrific speed.

It cleared the car but crashed into the front part of the caravan, striking the fender of the vehicle and turning it upside down.

Witness added that in his opinion if the trailer had not been the cause of the motor-cycle was such that it would have run into the hedge.

The Coroner: You say the impact was entirely due to the speed of the motor-cycle? - Witness: Yes.

Was your car or trailer at any time on the off-side of the white line? - No, sir.

What passengers had you? - Two.

Replying to a question by the deceased's father, the witness said he did not know his horn nor did he hear any other one sounded.

CYCLE COMPLETELY SMASHED.

Frank Knapper, 9, Ryddan-road, Graigefriar, Clifton, Swansea, said he was riding a solo motor-cycle, 20 yards in the rear of the car and trailer driven by the last round the corner, the motor-cyclist rode round the corner and he saw how he would hit the corner and when he saw how he would hit he made an attempt to right himself.

He (witness) thought that if the motor-cycle had not been the cause of the crash it would have crashed into him.

Replying to a question by the Coroner, the witness said he did not give any warning of its approach, it could not have given more room to anything coming round the corner.

P. C. Cropper, of Westbury-on-Tyeme, who proceeded to the scene of the accident shortly after the accident, said the road was 22 feet wide at the spot and the motor-cycle was completely smashed and he found the front number embedded in the corner of the caravan. The road surface was good and the white line continuous at that point.

TERRIBLE INJURIES.

Dr. D. D. Callaghan, senior house surgeon at the Royal Infirmary, said when Carew was admitted to the Institution on Sunday morning he was unconscious and had a lacerated wound on the right eye.

The frontal bone of the head was depressed and splintered. There was considerable hemorrhage, and the nose was broken. Carew died about 1.30 p.m. the same day.

Witness added that the vault of the deceased's skull was fractured, and there was consequent laceration of the brain and hemorrhage to which he attributed death.

The Coroner informed the jury that there were several other witnesses who could call if they desired, but it seemed to him there was no scintillation of evidence to show that the driver of the motor-car contributed to the fatality.

The jury decided not to hear further evidence and after a very exciting finish, delivered a verdict of accidental death.

CORONER AND THE ACCIDENT.

The Coroner said he was sure the jury would desire to join with him in expressing very sincere sympathy with the parents of the deceased boy. It was a most terrible experience for them and a big bereavement. He (the Coroner) was afraid the accident was due to the lad's own inexperience and lack of knowledge of the road. He did not see that the driver of the motor-car had done anything even to minimise the danger.

MOST SWEATED OF INDUSTRIES."

'BUS DRIVERS' LONG HOURS.

Delegate's Allegation at Conference.

Mr. Haines, a London delegate to the Transport and General Workers' Union conference at Newcastle-on-Tyne, today, described the road passenger transport services as the most sweated of industries.

He had in his diary, he said, four scheduled duties which took 10 hours at a stretch with no meal time, and if the man dared to leave his bus to get a cup of tea he was suspended.

Mr. Harold E. Clay, passenger group secretary, said it was something more than a mistake that men and women should be working on public services 15, 16 and 17 hours a day.

A resolution expressed the belief that efficient and satisfactory transport services could only be obtained by a greater measure of control with the power to regulate being granted by Parliament to the Minister of Transport. The extended powers should include the control of road transport licensing, the institution of compulsory registration of all carriers, the provision of standing joint negotiating machinery for the regulation of wages and conditions of service, the establishment of regulations for compulsory insurance against risks as to the employer, liability and third party and the limitation of standing passengers.

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A MAISEMORE HERO.

Mr. William Morefield, The Lock, Maise-more, who made a gallant but unsuccessful attempt to rescue a boy named William John Woodford from drowning at Maise-more Weir.

WIDDEN EVENING SCHOOL.

Sports Club's Annual Meeting.

The annual general meeting of the Widden Evening Sports Club was held when the President (Mr. M. T. Byrd) was in the chair. This usual reports were given and the Hon. Treasurer in presenting the balance sheet stated that the Club had just managed to pay its way.

FOUNDED IN BED AT STAUNTON.

Formerly Lodged in Gloucester.

An elderly man named James Aspdin, who lodged at 10, Goodrye-street, Gloucester, but for the last three weeks had been in apartments in the bungalow of Mrs. Apperley at Ledbury-road, Staunton, was found dead in his bed.

CHEAPER WIRELESS.

Reduction in Royalty Charges.

At a meeting of radio manufacturers in London, today, it was announced that a new agreement had been drafted between the Radio Manufacturers' Association and the Marconi Telegraph Company providing for a reduction of royalty from 12s. 6d. to 6s. 0d. each valve holder of broadcast receiving sets.

COUNTY BOWLS.

Finalists For Rink Championship.

The Barnwood Rink, skipped by C. Humphreys, after a very exciting finish, defeated the Cheltenham Rink, skipped by W. Ford, by 21 to 20.

QUEEN VISITS EAST END.

Chats With Patients in Hospital.

The Queen drove through the city and the East End this afternoon when she visited the East Ham Memorial Hospital, to make the first round of the Queen's Hospital, the Queen promised to postpone it until to-day.

THE RODBOROUGH SMASH.

Injured Girl 'Slowly Improving.'

On enquiring at the Stroud General Hospital this morning as to the condition of the injured girl, a smash at the Golden Cross, Rodborough, on July 14th, it was informed that while Mr. D. Thorne, 20, "much about the same," Mr. D. Binham had passed a better night end, was improving slowly.

TO-DAY'S STOCK MARKETS.

SLIGHTLY HARDER TENDENCY.

British Funds Firm.

There was a slightly harder tendency in the Stock Exchange to-day, although business did not show any material expansion. British Funds were inclined firmer, War 5 per cent. and Funding Loans were both 1-16 to the good.

Home Rails were firmer in view of the satisfactory batch of trade receipts. Mid and Scot's were again supported, and put on a point at 4 1/2; while N.E. Preferred and Deferred were both appreciably higher.

Foreign Bonds were quiet, with a few small irregular movements.

Overseas Rails were dull. United Havana lost 1/4 at 80; and Cen. Argentines, Entre Rios, and B.A. Pacific all registered fractional declines. Leopoldines recovered an early loss, and were steady and unaltered.

Mineral Shares were irregular, with the balance of changes in downward direction. Oils were firmer, but Rubbers were easier in sympathy with the fall in price of the commodity to 10 1/2, per lb.

Industrial shares were firmer, notably Anglo-American Counters. Hydro Elect were no longer so high as 50; while International Telephone and National Holdings, and Radio Corporations were all substantially higher.

There was a demand, and although under the best showed a gain of 1/4 at 7-1/2. Marg. Unions and Unions handed freely, and appreciated to 9 1/2, 6d. and 6d. respectively. Tobacco were a shade harder.

Among Gramophone shares, Columbia were good market at 7-1/2. Fillings were strong at 6 1/2, while Dennis, picked up at 5-1/2. Other shares which moved in the other direction were International Chemicals, Wyndham, and Spinners. International Tea were quoted at 3s. 9d. system, after having opened at 4s. prem. On the other hand, Bussay International was weak at 7-1/2, and Leylands shed several pence at 4 1/2. Millars Timber were flat on the report, and Burnes and Newalls dropped 3-3/4 at 4-1/2. 3/4. Prods. were out of favour and depreciated to 11.

A GREAT ENTERPRISE.

ISSUE OF £650,000 NEW PRINT SHARES.

Prospectuses will be obtainable this afternoon from the Head Office or any branch of the Lloyds Bank Limited, and the Provincial Bank Limited dealing with the issue of £650,000 of new print mortgage debenture stock at the price of £96 per cent. of par.

SAFETY IN PITS.

MOTHER'S HEROIC EFFORT TO SAVE BABY.

Push Chair Tragedy.

THE KING.

Week of Steady Progress.

DOCTORS ALARMED.

Foreign Vaccine Lymph Danger.

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U.S. AMBASSADOR.

TO RECEIVE FREEDOM OF SUDBURY.

General Dawes's English Ancestry.

The Freedom of Sudbury, Suffolk, will be bestowed upon General Dawes, the American Ambassador, early in October. The honor is being accorded in recognition of the fact that he is descended from William Dawes, a stonemason of Sudbury, who sailed to New England and founded the American Dawes family in 1633.

William Dawes, of Sudbury, was a boy of 15, and already like his father a stonemason, when he sailed in the ship Planter on April 6th, 1633.

His father, also William Dawes, had sailed with Governor Winthrop in 1630, but returned in the following year. On his return journey his wife bore him a son named Ambrose after the vessel which carried them.

FOUNDER OF THE FAMILY.

"I would like to know more about that first William Dawes," said the American Ambassador yesterday. "He was a great deal about his son, the founder of our family. On his arrival the boy settled in Braintree, Mass., where he married Susanna, daughter of John Mills, who was also born in England, and was in the Fleet with Winthrop. He was a stonemason, and died in 1641. His son named Ambrose after his uncle was born in that year. In 1652 William Ambrose went to Boston. He was a stonemason, and died in 1703 at the age of 83, leaving many descendants from one of whom I am descended today."

The record of the Dawes family was compiled by Henry W. Holland for the New England Historical and Genealogical Society, privately printed with portraits and genealogy to 1890 at Boston in 1884. The name family are associated with Abraham Dawes, of Putney, who suffered under Cromwell, and was made a Baronet by Charles II. at the restoration. The baronetcy is extinct.

PAPER APOLOGIES.

MISS DOUGLAS PENNANT'S LIBEL ACTION.

Sequel to a Published Statement.

A settlement was announced before Mr. Justice Rowlatt in the King's Bench Division today of a libel action brought by the Hon. Viscountess Douglas-Pennant against the "News of the World" and "The Daily Mail."

Sir Patrick Hastings, K.C., for Miss Douglas-Pennant, said that the action had been disposed of as the defendants had apologized and had agreed to pay costs to Miss Douglas-Pennant, who did not seek to make any money out of the case.

Miss Douglas-Pennant was a lady who, in the latter stages of the War, held a very influential position as commandant of the Women's Royal Air Force. After a time she was dismissed from this position, and from that day to this, she had never known upon what charge or upon what ground her dismissal was based. "An inquiry had been held by the House of Lords and certain results were arrived at, but it had in no way enlightened Miss Douglas-Pennant as to the reasons for her dismissal, whoever was concerned in her dismissal."

In consequence she and many of her friends and sympathizers had been seeking to have the matter reopened and there was now pending presentation of a very long and influential petition to the House of Lords, seeking to have the matter reopened. It was on March 3rd, the defendants published in "The News of the World" several short statements concerning Miss Douglas-Pennant. One paragraph read: "The lady was relieved of her position as Commandant of the Women's Royal Air Force some ten weeks ago, and it is believed that she was dismissed on the ground that she was guilty of immorality against some of the workmen, and alleged that as officers of high rank controlled at it, she was powerless to stop the abuse."

CAUSED HER GREAT PAIN.

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MINERS' HOURS.

PRESIDENT'S LEAD TO CONFERENCE.

HASTY AND ILL-CONSIDERED ACTION DEPRECATED.

The Miners' Federation conference at Blackpool to-day discussed in secret the question of a reduction of working hours in the light of the Government's statement.

Mr. Herbert Smith, the President, strongly deprecated hasty and ill-considered action, and urged the delegates to accept his recommendation to leave the Executive free hand to continue the conversation with the Government with a view to working out details of the legislation to be introduced in the autumn.

It was ascertained that there was in a slight demand for some sections of the conference for more details of the Government's proposals, but there was, however, an indication that the lead of the President would be followed.

SCOTTISH MINERS' ACTION.

Representatives of the Scottish miners, who have broken away from the old Scottish Union and formed a new organisation, the United Mineworkers of Scotland, were busy outside the conference to-day distributing copies of a manifesto which stated "we are presenting draft proposals for a national agreement, and urge that this should form a basis for a joint struggle against the British coalowners at the termination of the several district agreements. Smash down the opposition of the 'old gang' officials."

The manifesto was signed, among others, by Mr. William Allan, who figured in the free fight scene with the President at the Llandudno Conference last year, and was ejected from the public gallery.

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