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SOLE SURVIVOR'S THRILLING STORY

George Shields Account of the Humber Bay Tragedy.

EXHAUSTED, REACHES SHORE

Crew of Boat Was on the Way Home From Night on Hanlan's Island.

Toronto, July 26.—Humber Bay took its toll of dead last night, and the upturned gasoline launch Dalvine, with the dead body of Walter Dundin, of Toronto Junction, told a sorry tale, when found by a policeman on the shore at an early morning hour. Numerous rumors of the number and names of the unfortunate young men who had been out on the boat afloat this morning, but in only one apparently able to tell the correct story, George Shields, arrived at his Junction home at 4 a.m., so exhausted and bewildered that he was only able to say that there were nine in the boat, all from the Junction, and that he and one of the Dalvins alone escaped. The following names were given by him in addition to that of Dundin:

JOHN IRVINE.
JOE IRWIN.
FRANK KYLE.
LEONARD DALY.
FRANK DALY.

He said one of the Dalvy boys escaped, but he went to sleep before he could give particulars as to which it was, or how the affair occurred. Shields was soaked to the skin, covered with sand, had lost his hat, and was in a generally worn-out condition. He lives at 45 Van Horne avenue. All the boys named are from the Junction and all are in the neighborhood of 19 or 20 years of age.

Policeman Found Boat.

The launch Dalvine is an eighteen footer, and her engine has been the laughing-stock of Humber Bay during the six weeks she has been tied up in the Humber. It is said that she was owned by Irvine and Dalvy. Her engine was poor and used to miss fire. "It sounded like a galling gun," said one man today, "until they put a muffer on her." It is likely that the engine was responsible for the accident.

Early this morning the Dalvine was found by P. C. Robinson, No. 129, beneath a willow tree on the bay shore, a little way east of the bolt works. She was half-full of water and turned on her side. There is a difference of opinion as to whether she had been turned over by the waves. She is a craft with little bottom to her, and some say that she could have overturned in the storm. At any rate, her batteries and coil were gone and her forward rail was missing when the launch was found.

Near by was the body of Dundin, who was not identified until 11 o'clock this morning. A little way out in the lake was a coat floating. It was evidently that of Joe Irwin, for it contained postcards addressed to him at his home, 68 Quebec avenue, Junction. The boat was taken to the Humber River and tied up near Devins' boat-house and Armstrong's hotel.

Someone in Distress.

The story of the circumstances surrounding the finding of the boat are best told in the words of Mr. C. C. Presley, night watchman at the bolt works. At 2:30 a.m., he says, he heard yelling out on the bay. "I did not think anything about it, for that is common. There is a great deal of yelling and shouting there at nights. There had been a rainstorm at 10:30, but the night was fairly clear, though very dark."

At 2:45 John Fordice, who works with me, came and said that he thought there must be someone in distress. He said it sounded like someone getting pounded on the Lake Shore road, and suggested that we go and see what was up. We went, accompanied by another man who works at the bolt factory. All of us had lanterns.

"We stayed down on the shore from about ten minutes to 3 until 3 o'clock. We could hear the yelling, but I could not say how far out the boat was. The sound was apparently receding; we thought the noise was merely being made in fun. So many people yell on the bay, and some of them even yell for help when they do not need it. The lake was not very rough, but it was tremendously dark. The noise indicated that the boat was going away from us, toward the island, we thought."

Terrible Storm Came Up.

"You say the lake was fairly calm?" "Yes, it was, but I may tell you that at 3:05 it blew like Old Harry, and the rain came down in torrents. I got wet myself. It was later that the policeman found the boat." The finding of Dundin's body, which was at first supposed to be Irwin's, fixes the time of the upturning of this storm for a gill-filled watch, which he had carried, stopped at 3:12. He had \$13.50 on him and wore a black sweater with pockets in it. He was embedded in the sand when discovered and his coat had almost to be pulled off before he could be got out.

The Launch Was Taken to Devins' Boat-house on the Humber this Morning.

It was usually anchored up to the Humber, and the boys used to go there for it and take it out when they wanted it.

Mother Lost Two Sons.

The grief of Mrs. Daly, the mother of the two missing young men, was pitiable in the extreme. When seen at the house, 49 Ontario street, she had just been told of the finding of Irwin's coat, and the fountain of her tears broke forth at the thought that her two loved sons might be washing in the water of the lake, too.

Neighbors tried to comfort her, but in vain.

"Oh, my boys, my boys!" she wept. "I know they're lost!"

The father of the Dalvy boys is dead, a struggle for the abolition of

but there are several brothers and sisters in the family.

The elder brother, Harvey, who is C. P. R. machinist, was called from his labors in the C. P. R. shops by the sad news, and hastened home. Then he hurried about town to get news of his missing brothers, but had but little success.

The Survivor's Story.

When the reporter called on George Shields, the sole survivor of the Humber tragedy, at his home at 45 Van Horne street, he was in a very bewildered condition, but gave a good account of what he knew of the accident.

"We started from Sunnyside about 9 o'clock last night, after first taking on gasoline. We went to Hanlan's Point and while there the storm came up. After the rain had stopped, about 12:30, I should think, we started for home with the ten of us in the launch. We got to within about 300 or 400 yards of Sunnyside. I should think, when they engines suddenly stopped, and in a moment the boat was over and we were all in the water. We slowed up enough to lose steering, I guess, and got broadside to the waves, at any rate we were over in a moment. I heard someone. I think it was 'Stout' Irvine sing out 'Hang to the boat.' I hung on the back of the launch for all I was worth."

At this stage his joyfully fearful mother opened his shirt and showed one large expanse of bruised and scraped flesh.

Continuing his story, Shields said: "It was pitch dark and I could not see what the other fellows were doing, but I know some of them hung on to the boat also but I think some of them left to swim ashore."

"I waited until I could touch bottom and then I let go my hold and staggered to the beach."

Alone and Exhausted.

"I was alone when I left the boat and was completely exhausted when I reached safety. I rested and waited and wondered why the other fellows had gone and left me. I thought they would have waited for me to go home with them."

"Then some of the rest were saved?" asked the reporter.

"Oh, yes, they left the boat before I did and came ashore, but I never saw any of them after they left the boat. They are probably home."

Shields, who was the youngest but one in the party, could not imagine that he was the only one saved, and when told that none of the rest had been located said: "Why Stout Irvine was the coolest man in the party. He could never have been drowned. It was he who yelled for us to all hang on to the boat."

FUNERAL PYRE

OF TOLL GATES

Helena Costume Company Employees Spent Pleasant Day at the River Park.

(Continued from Page One.)

dreds of dollars out of the pockets of the farmers each year. At one time the gates were necessary, and served a good purpose in building up a road. However, in time the road became impassable, and at last reached what could be called perfection, as country roads go. At the present time a better road cannot be found in Ontario.

A Fine Road Now.

Old men who had not been able to get about for months, and were crippled with the toll of many years, were fairly rejuvenated at the thought of being rid of the nuisance, against which they had protested for years.

An Impressive Scene.

The scene was a wild one, and one of which the grandfathers of years to come will tell in the long winter evenings by the fireplaces, and in the corner-stores. Piled up in the center of the big square where the cross-roads meet, were the timbers, posts and other parts of the much up into the toll-gates. There were hundreds of people of all ages, singing, shouting and laughing in the most jubilant manner. Now and then a timid horse would take fright and go dashing wildly through the crowd, causing a stampede to points of safety.

It had been the intention of those in charge to hold a great mass meeting in the town hall for the purpose of speech-making, but the hall was inadequate to hold even a half of the crowd, so it was announced from the upper balcony of the hotel that the meeting would be held in the town hall. Instead of the indoor one, as at first arranged.

Capt. Tom Robson was then acclaimed chairman of the evening, and immediately called upon the members of the county council and other persons of note to make up into the balcony. Many responded, and as each appeared a light was brought out, so the crowd could see who he was, and great cheering followed each arrival. Everyone was cheered, and when there was no one to cheer for the crowd cheered anyway, for that was the way it felt.

Capt. Robson.

Capt. Tom Robson commenced the speaking, and congratulated the people of the township on being freed from the toll-gates. He then went on to relate the history of the arduous and persistent struggle which was found necessary to abolish the gates. Reeve Kimball, of London Township, was then called, and greeted with applause. He thought the move an excellent one, and went on to state that in his opinion the money which had been spent on the Proof Line road by the farmers through the toll-gates was never all used on the one road, and that in proportion to the amount paid out they were not getting a just return. He then explained the existing conditions as he had seen them, and pointed out the great difficulty which had been experienced by those who were at the back of the movement to get rid of the gates was the great price asked by the Proof Line Road Company for the highway. He then went on to eulogize the city of London, the county, the township, and the Government, for the assistance they had each given.

A Long Struggle.

Warden James Hodgins was then brought to the front. He said that it was fourteen years since he had first been in the council. During that time he said there had been a long, hard struggle for the abolition of

the toll road. He was proud to have been a party in this struggle.

Councillor Brooks said: "I am proud to be a member of the council of 1907, and to have taken part in the removing of this embargo from the people of the township."

Councillor Gillson stated that he was greatly pleased to be able to announce that the toll gates had been done away with and that the people of the district and all who had occasion to could pass over that highway without paying a tax. He termed it as an emancipation from slavery, and stated that he hoped it would mean as much as it had for the poor Africans of the Southern States.

Mr. Peter Elson, M. P. for East Middlesex, also told of the struggle to get rid of the toll road for the past twenty years. He praised the city and the Government for the assistance which they had rendered.

Mr. George Neeley, M. P. P., congratulated the people on their success, and pointed out that the burning of that pile of debris signified a splendid sentiment, for it showed that the people of that locality were not those who were willing to be overruled by such relics of barbarism as toll gates.

Mr. R. W. Jackson congratulated the council, and assured the members of that body that they had won their way to the hearts of the people by what they had done.

Sheriff Cameron thought that the toll gates had outlived their usefulness by about 25 years, and congratulated the people on having got rid of them at last.

Ald. Samuel Stevely spoke of the great benefit the move would be for the city, and told of the struggle which commenced ten years ago in the city to have the nuisance abolished.

Hon. Adam Beck commended the "backbone" of the county in having forced the removal of the gates from the most beautiful avenue in the country, and went on to state that he considered it quite right for the Government to assist in the effort and pass the necessary legislation to accomplish such an end, and that the continuing building railways for new parts of the country, and should assist in such a cause as this.

Mr. F. S. Glass was greeted with great applause. He did not get much chance to speak, but thanked the people for the ovation, and expressed his pleasure at seeing the gates go up in smoke.

At 9:45 the torch was applied to the pile, and within a few seconds the flames were shooting high in the air and soon the old toll gates were no more.

HELD SEVENTH

ANNUAL PICNIC

Helena Costume Company Employees Spent Pleasant Day at the River Park.

(Continued from Page One.)

The Helena Costume Company held its seventh annual picnic at Springbank yesterday. Two special cars were chartered to carry the picnicers to the park, where they spent a very pleasant day.

Features of the picnic were baseball games played by the employees. The first game was between teams captained by Miss Meaden and Miss McKinnon, the former team winning by a score of 10 to 9. The second game was between the married and single men and the score was given out as 1 to 1. Umpire Bartlett says the battle was called on account of darkness, or the benedictines and bachelors would have been playing yet.

The following are the winners of the sports event:

Girls' race—Bertha Gale, Irene Clark, Janie Michael.

Obstacle race, boys—Charles Watters, Garnet Arthurs, Roy Dodd.

Race, partnership—Garnet Arthurs and Irene Clark, C. D. Burdick and E. Gale.

Race, girls' boot and shoe—Irene Clark, Ethel Hill, Lou Graham.

Dishtowel race—Charles Watters, Will Simpson, Alf Cave.

Pig race—Garnet Arthurs and Margaret Lloyd Moffatt and John Michael.

Girls' happy race—Irene Clark, Mabel Wilson, May Sullivan.

Sack race—Lloyd Moffatt, Charles Watters, Alf Cave.

Wheelbarrow race—Charles Watters and Euphine Turnbull, Harry Tull and Ethel Hill.

100 yards dash—Roy Dodd, C. D. Burdick, Lloyd Moffatt.

Fly race—May Watson, & Hollingshead, Margaret Robinson.

Soda biscuit contest—Lottie Wonch, Margaret Robertson, Mae Watson.

Boat race—Roy Dodd, Geo. Clarke, Alf Cave.

A MATRIMONIAL MUDDLE

Ottawa Youth Finds Himself in a Peculiar Predicament.

Ottawa, July 26.—Last May, Alderete Maurice was stopped on eloping with 16-year-old Julia Montfils, amid public excitement. Subsequently, in the police court, Maurice was found guilty of abduction and asked to produce bonds to the amount of \$200 to keep the peace. The girl in the meantime was placed in a convent. The defendant, however, has complicated matters. This morning at the police court he was to produce his bonds, but his solicitor said Maurice had married the girl. The magistrate considered that Maurice had done what the court bound him over not to do and if the girl's guardians have not consented to the marriage there may be trouble for Maurice ahead.

To the Public.

It has been rumored by certain individuals that the London Concert Band was non-union. In answer to this, would say that the above is untrue. Every member of the above organization is a union member, and with this organization rests the executive board of Local 279, A. F. M., of the city of London.

J. W. DWYER.

2-u Secretary Local 279, A. F. M.

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THE BANK OF TORONTO

OFFICES IN LONDON:
Corner King and Richmond Streets, Corner Dundas and Adelaide Streets, Corner John and Richmond Streets.

BAND CONCERT FOR SUFFERERS

Continued from Page One.

was in attendance, but wraps were everywhere in evidence.

On hearing of the proposed scheme for adding to the benefit fund, the bands of both the Seventh and Twenty-sixth Regiments offered their assistance. At first it was intended holding two concerts, having one of the bands play at each, but owing to the inclement weather on Wednesday the concert scheduled for that night had to be postponed, and both bands played last evening.

It was not in any way a band competition, but no doubt the thought that both were playing to the same audience put the players on their mettle. Anyway, both were heard at their best.

The Twenty-sixth's Programme.

The Twenty-sixth Band opened the entertainment shortly after 8 o'clock, and rendered a varied programme very suitable to the occasion. All the numbers were evidently much appreciated, Attala, which was beautifully rendered, making the greatest hit.

During this part of the programme Messrs. Cecil McKay and John McLachlan rendered solos. The park is undoubtedly a very hard place in which to make the voice heard, but the solos of last night left nothing to be desired.

Mr. McLachlan was particularly happy in his selection, the stirring "Victory Song," and it won unstinted applause.

The Seventh Band started its part of the programme with a swing, which caused all to flock near the stand, when it rendered "The British Grenadiers."

The cornet solo, "I Dreamed a Dream," by Band Sergeant Heiney, was very much appreciated, as was also a medley of old southern airs.

Mr. McLachlan sang again during this part of the programme, the latter being forced to respond to an encore to his "Heroes and Gentlemen." Miss Pearl Eclair's contralto solo deserved the hearty applause which it received. Miss Eclair has a magnificent voice, and her enunciation is such that her words are clearly heard, even on the park. Miss Eclair and Mr. McLachlan also contributed a duet during the evening.

Mr. George Phoebe, who was the companion of the evening, performed his duties in finished style.

INCREASING WOOD LOTS

Nursery Stock To Be Supplied by the Government This Fall.

Toronto, July 26.—The department of agriculture is carrying out plans to increase the wood-lot area of the Province. Mr. E. J. Zavitz, lecturer in forestry at the Ontario Agricultural College, Guelph, who has charge of the Government nurseries there, has just returned from Lanark County, where he has been arranging for the planting this fall of nursery stock to be supplied by the department.

The trees are supplied free to the farmers on condition that they are to be planted under the supervision of the department. More than 100,000 trees have already been planted this spring and next year the number will be much larger. The varieties planted are chiefly evergreens, such as Scotch pine, white pine, Norway spruce and black locust.

Mr. Zavitz found in Lanark quite an area of land from which the trees had been removed, and consequently the estate had also disappeared, leaving only drifting sand. The only remedy for this condition is to plant trees that will grow in such sandy localities. Mr. Zavitz goes to Lambton County on a similar mission.

SLAVERY IN THE SOUTH

A Colony of Italians in Peonage on Missouri Plantation.

St. Louis, Mo., July 26.—The story told by Avanza Amedea and Guiborzi Olindo, two Italians, who said they had been held in slavery for 22 months on a Mississippi plantation, caused United States District Attorney Blodgett to institute an investigation into the alleged peonage.

According to the story told by the Italians, there is a peonage colony of twelve Italian families on a cotton plantation at Robinsonville, Miss.

They declared armed guards prevent any communication with persons outside the plantation, and any letters written were destroyed. Those who attempted to escape were fired upon, and after being returned to the plantation were beaten with cowhide whips as an example to the others.

MINARD'S PATENT USED BY PHYSICIANS.

THE BOTTOM DROPPED OUT

Peculiar Accident Causes Death of a Hull Man.

Ottawa, July 26.—Joseph Bouthot and J. Gaudreau, of Hull, left in a rowboat yesterday to see the fire at Edwards' mills. The bottom of the boat dropped out and Joseph Bouthot was drowned. Gaudreau swam to the shore, by the aid of a piece of the boat. Bouthot could not swim. The body has not yet been found.

COMPETENCY OF MRS. EDDY.

Concord, July 26.—The masters appointed by the supreme court to determine the competency of Mrs. Mary Baker Eddy, the Christian Science leader, in relation to the suit brought by her relatives as "next friends" for an accounting of her property, held their first session at the Merrimack county court house here today.

The masters decided that reasonable time should be allowed for the preparation of the case by counsel and added that in order to bring the suit up to date in the masters' court, the record of the case thus far should be read to the masters at an afternoon session today.

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