

Weather Forecast:
Fine and Warm

HOME
EDITION

ATLANTIC STEAMER FIRE; HOLT BOMB SUSPECTED

19 DEAD AS RESULT OF TERRIBLE NIAGARA DISASTER

LIST OF DEAD IN TROLLEY DISASTER AT NIAGARA NOW BELIEVED TO AMOUNT TO 19

Over 50 Injured When Car Jumps Rails On Curve, Crashes Through Tree and Plunges to Destruction At Queenston Heights Slope.

BRAKES FAILED TO WORK IN SPITE OF ALL THE MOTORMAN'S EFFORTS

Inquest To Inquire Into Tragedy Postponed Until July 19, As Driver of the Car Is Unable Yet To Attend Court.

[Canadian Press.]
St. Catharines, July 8.—The inquest into the trolley accident at Queenston has been adjourned until the 19th of July, owing to Motorman Boyd being so badly hurt he will not be able to attend court before then. Coroner W. T. Greenwood said this morning the inquest will be held at Queenston.

KNOWN DEAD 19.
[Canadian Press.]
Niagara Falls, Ont., July 8.—Seventeen persons were killed and one injured, some probably fatally, as the result of the trolley wreck on the slope of Queenston Heights last night. Racing to catch a steamer for Toronto, a special car of the International Railway, loaded with 121 passengers, left the rails on a sharp curve and plunged into a gulley fifteen feet below. The car struck a tree as it toppled over and was nearly cut in two. Of the dead nine are in the Toronto morgues and eight are in Niagara here. All were residents of Toronto.

The dead are:
Charles J. Jennings, 503 Broadway avenue.
H. J. Partridge, organist and choir-master at Watgreen Methodist Church.
Mrs. J. M. Hart, 71 Broadway avenue.
Mrs. Henry Sloan, 24 Fairview boulevard.
Mrs. Alexander Wesney, Bain avenue.
Albert Little, 105 I. Iton avenue.

Mrs. M. Crombie, 46 Jones street.
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Frederick Page, manager Westminster Publishing Company.
F. W. Dransfield, advertising manager Westminster Publishing Company.
Robert Wilson.

Raymond Young, organist St. John's Presbyterian Church, 12 years old.
Rosa Wheeler, 15 years old.
F. G. Grant, 20 years old.
Samuel Vogel, 10 years old.
Margaret Tomlin, 18 years old, 31 De Grassi street.
Dorothy Keats, 10 years old, Silver Birch avenue.

Twenty of the more seriously injured are in hospitals here. Others whose injuries were not so serious were taken to Toronto on the steamer last night. The Ontario Provincial authorities have already taken steps to fix responsibility for the wreck. A coroner's jury examined witnesses at Queenston and officers took statements from the injured in the hospitals here. A separate investigation is being conducted by officers of the International Railway. Vice-President Dickson of the railway company stated

today that he believed the slippery condition of the rails caused the motorman to lose control of his car. **AWFUL OVERCROWDING.**
[Special To The Advertiser.]
Toronto, July 8.—Sixteen killed and 120 more or less injured, beside 25 or 30 who escaped unhurt, were crowded in a trolley car, built to seat 50, which ran away from the historic Queenston Heights last evening, jumped the tracks and plunged the whole of the jolly Sabbath school excursionists into an indescribable chaos of death and confusion.

This evidence of unheard-of overcrowding was the feature of later news of the tragedy today. Provincial authorities are taking action to secure a complete investigation of the terrible affair and to place responsibility for it.

It is admitted that Motorman Sidney Boyd struck to his position like a hero, and turned over with his car into what looked like certain death. He did his best and kept his head, but all his efforts were unavailing.

Other Cars Ready.
Motorman John Boyd, who was in charge of the wrecked car, said in a statement today that the car got beyond his control just before it reached the curve. When he left the Brock's Monument station there were three more cars behind him, the four being intended to convey the Toronto excursionists from there to the boat landing at Queenston. All were open cars.

Rain began to fall, and there was a rush for Boyd's car. Conductor Caswell tried to prevent overloading and signalled Boyd to go ahead, while the people were still trying to get on board. There were about ninety in the car when it got under way. Boyd stopped once, at the switch where the cars turn off the main line to the boat landing spur.

Brakes Worked Poorly.
Approaching what is known as the lower curve Boyd applied the brakes. They appeared to work properly, he said, but did not check the speed of the car sufficiently to allow it to take the curve he sought. Directly in the path of the car as it left the rails, was a large maple tree with low-hanging branches. The car hit it all the uprights supporting the roof were smashed, and the upper and lower parts of the car were piled in a tangled mass of splinters and twisted iron at the foot of the fifteen-foot decline.

MOTORMAN'S STATEMENT.
[Canadian Press.]
Queenston, Ont., July 8.—Until the facts are brought out in the inquest Continued on Page Eleven.

ITALY LOSES ONE CRUISER BY SUBMARINE

Austrian Craft Sinks It During Reconnaissance in the Adriatic.

NEARLY ALL CREW SAVED

Men Shout "Long Live Italy" As the Warship Goes Down.

[Canadian Press.]
Rome, July 7.—Via Paris, July 8.—The Italian armored cruiser Amalfi was torpedoed and sunk at dawn this morning by an Austrian submarine while making part of a reconnaissance in the upper Adriatic. It was officially announced to-night by the ministry of marine. Most of the members of the crew were saved. The text of the statement follows: "A reconnaissance in force was accomplished last night (July 6) in the upper Adriatic. The Amalfi, which took part in the reconnaissance, was torpedoed at dawn by an Austrian submarine. This morning, and soon listed heavily to port. "Long Live Italy!"

"The commander, before giving orders to the crew to jump overboard, cried: 'Long live the King! Long live Italy!' The entire crew, drawn up alongside the stern, echoed the shout, giving a remarkable exhibition of courage and discipline."

"The commander, who was the last to leave, slipped overboard shortly before the Amalfi sank. Nearly all the officers and crew were saved."

The Amalfi, which was completed in 1903, had a displacement of 9,558 tons and was 426 feet long. Her complement in times of peace was 684.

NO SUGGESTION OF COMMISSION BEING GIVEN UP
Chief Justice Mathers Tells of His Knowledge of Proceedings.

JUDGE MACDONALD ALSO
Commissioners All Take Their Places On the Witness Stand.

[Canadian Press.]
Winnipeg, July 8.—Chief Justice Mathers of the court of King's bench was the first witness called this morning when the royal commission resumed the investigation of "the deal."

He said on May 8 Chief Justice Howell saw him and told him he had been advised by Phippen and Hudson that the Roblin Government was to resign. Norris was to be called on to form a Government, and that the new ministry would press a civil action against Kelly. "Chief Justice Howell," said witness, "asked me if I thought the action, in so far as Kelly was concerned, would not take the place of the investigation by the royal commission."

Did Not Think So.
"He thought it would, and my recollection is that he intimated that Hudson was of a similar opinion. I told him I did not think it would, that in a civil action there were too many opportunities for delay. I said the evidence given before us indicated grave wrongdoing, and I thought the probe ought to proceed. But I said if Hudson and those associated with him in the prosecution of the charges before us were in office, and had means of taking the investigation into their own hands, and they believed that some other means of investigation would be equally efficient, and less expensive than the royal commission, so far as I was concerned I had no objection personally to adopting that course. The responsibility would be theirs."

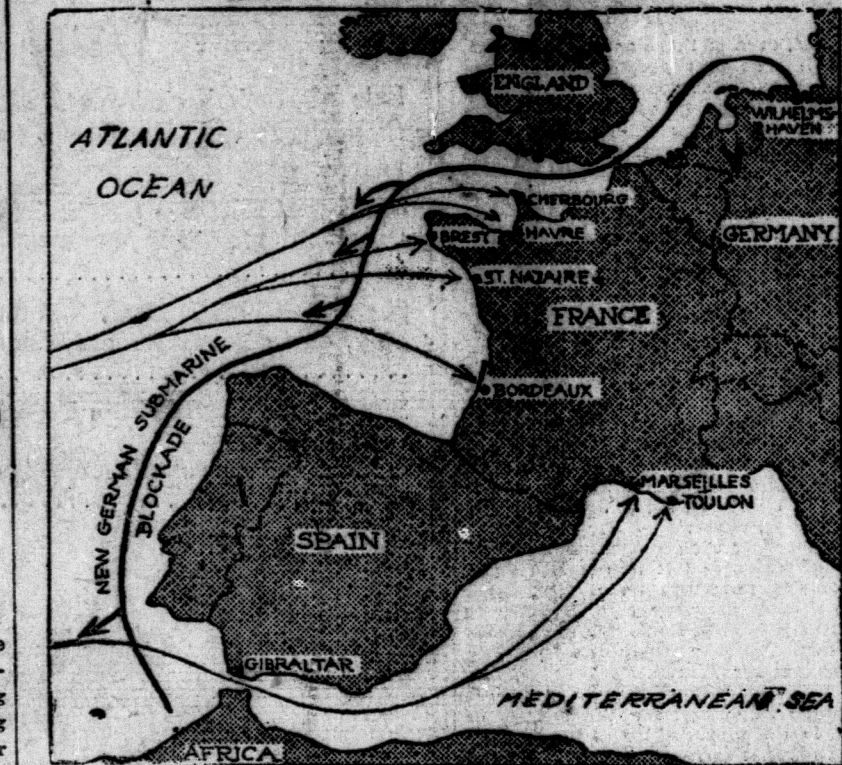
No Bargaining.
He told Howell he hoped there would be no bargaining, and was assured there would not be. He understood from Howell that an admission from Sir Rodmond Roblin that the charges were substantiated was to be made before the commission. The commission never gave its approval of the plan proposed, nor did he personally. There was no suggestion that the commission should "put up its shutters," but was to proceed to investigate all other matters, though he thought it would be sufficient to have the action, in so far as Kelly was concerned, mixed up with all the matters being investigated.

Chief Justice Howell told him the new Government was to have the commission free hand to take any proceedings it desired.

Neither Approached.
Judge MacDonald said he had never been approached by anyone in reference to the commission closing.

Sir Hugh MacDonald, third member of the commission, said he never heard of the suggestion that the commission should close.

Germany's New Submarine Blockade Against Munition Boats



Admiral's statement shows how Kaiser has stretched chain of submarines from North Sea to Mediterranean to sink ships carrying ammunition from United States to ports in France.

ABOUT 50 PEOPLE KILLED AND MILLIONS OF DOLLARS WORTH OF DAMAGE DONE BY STORM

Fearful Rain and Wind Cyclone Sweeps States of Middle West—Ohio, Indiana and Missouri Suffer Heavily—Lasted For Thirty Minutes.

[Canadian Press.]
Cincinnati, Ohio, July 8.—Available reports early today show that thirty-three persons are dead and fifteen or more missing, and are believed to be buried in the ruins of buildings wrecked during a heavy rain and wind storm which passed over Cincinnati and its suburbs at 9:30 o'clock last night. The known dead are: James T. Allen of the Ohio Humane Society; Mrs. E. C. Cohen, Mrs. Rosa Tenenbaum, Charles Kline, Brad Williams, captain of the towboat Fulton; William Hempelman, a manufacturer; Irene Glatthaus, Philip Rizzo, George Fagan; unidentified woman killed by falling tree; unidentified man killed by train wreck; Ohio River, eighteen deckhands and routabouts drowned by capsizing of towboat Convey.

Other Damage.
More than a score of other persons were injured, many seriously. During the height of the storm the wind blew 10 miles an hour, according to the local weather bureau. Twenty or more houses were blown down, many buildings were unroofed, windows crashed in, lives of thousands of pedestrians imperiled by falling signs, and several church steeples were wrecked.

Telephone and telephone service was prostrated for several hours; railroad and interurban traffic seriously delayed by washouts and debris on the tracks.

Lasted Half-Hour.
The storm continued for about thirty minutes, during which rain came down in blinding sheets. The storm had not entirely ceased when the fire department, police and ambulances were called out by alarms from all parts of the city. They found that the greatest havoc was wrought at Sixth and Main streets, where a large building in one block had been demolished. River craft also suffered severely. The towboat Convey, which left Cincinnati for down-river points shortly before the storm broke, struck a pier of the

PTE. WATT TRANSFERRED
Moved From German Hospital to Prisoners' Internment Camp.

Pte. "Bob" Watt of this city, who was wounded and taken prisoner by the Germans, has been moved from the military hospital at Cologne to another prisoners' internment camp in Germany.

In a letter received by his mother last week, Pte. Watt announced that his wound was healing so well that he expected to be transferred from the hospital. Yesterday his father, P. J. Watt, received a message from the militia department at Ottawa, announcing that the change had been made.

BUYING MORE POWER

Manufacture of Shells Helps To Swell City's "Peak Load."

The half-yearly financial report of the power department will be one of the chief items of business to be considered by the public utilities board at its meeting this afternoon. Tenders for a new lake at the workshop on Ridout street will also be considered, and the contract for supplying it awarded.

General Manager Buchanan will report that the city is now purchasing 5,000 horsepower from the hydro commission, or just twice the amount used last year. The increase is partly necessitated on account of the activity in manufacturing, especially in the manufacture of shells and other munitions of war in a number of local factories.

ROUTINE BUSINESS.—Only routine business was transacted at the meeting of the trades and labor council last night.

EXPLOSION CAUSES FIRE ON BOARD STEAMER MINNEHAHA CARRYING MUNITIONS CARGO

Queenston Disaster Killed More British Than Battle

(Special To The Advertiser.)
Toronto, July 8.—The British loss in the famous battle of Queenston Heights was only 11 killed and 60 wounded. The loss in last night's trolley accident at the Heights was larger. The American loss at the battle of Queenston Heights was 90 killed and 100 wounded.

May Be Due To Bomb Placed By Holt As He Intimated.

HURRYING TO HALIFAX

Blaze in Holds At Distance From Those in Which Is Explosive.

[Canadian Press.]
New York, July 8.—As if in answer to Frank Holt's last warning that a ship at sea "should sink, God willing, on the 7th," there came last night a wireless message, made public today, from Capt. Claret of the Atlantic Transport Line steamer Minnehaha, telling that his ship was on fire at sea, 509 miles south-east of Halifax.

The ship had sufficient ammunition aboard, by the line's admission, to sink her should the flames reach it, but whether the blaze in her hold was started by a bomb which Holt had placed there was a matter of pure conjecture. It was possible that he had done so, an official said, but one man guesses on that point was as good as another's, he added. Capt. Claret's message said that the fire was in No. 2 hold, and was not serious. The ammunition aboard the vessel was stored aft, at an appreciable distance from this hold. In No. 3 hold, it was asserted, the cargo was of a general nature.

No passengers were aboard the Minnehaha. Her crew numbered approximately 100. She was at her pier here about a week, taking on cargo, before she sailed for London last Sunday, July 4.

Caused By Explosion.
The fire aboard the Minnehaha was caused by an explosion, according to a wireless message received at 12:40 p.m. today, from Capt. Claret. At that time the fire was said to have been mastered. Capt. Claret's message read as follows: "Fire caused by explosion. Now under control by sufficient amount of water. Much smoke in holds. Deemed it expedient to call for Halifax. Due off Chubucto Head 9 a.m. Friday. Advise agents."

The message came by way of Cape Race. **THOUGHT OF HOLT.**
[Special To The Advertiser.]
New York, July 8.—The dramatic report that flashed through shipping offices here immediately revived the declaration of Frank Holt, Morgan's assailant and terrorist, but it had placed the hands of explosives aboard a big steamer clearing for England on Saturday. Another theory was that the Minnehaha might have been placed on the hands of the German spies known to be keeping close watch on the departure of ammunition-laden steamers from this port.

"Number 3 hold, where the blaze is reported, contained only a general cargo and no war munitions," said a statement given out by the line at 10:25 o'clock. All ammunition aboard the steamer was carried in holds aft. The Minnehaha was one of the most modern freighters in the world. She carried a crew of about a hundred, and was especially fitted for fighting fires. For that reason, we do not believe the fire can be serious.

ASSISTANCE READY.
Halifax, N. S., July 8.—The marine department of the Dominion was prepared this afternoon to receive a Government vessel to the assistance of the burning Minnehaha should it be asked for. Preparations were made to rush old reformatories and industrial schools to the assistance of the burning Minnehaha should it be asked for. Preparations were made to rush old reformatories and industrial schools to the assistance of the burning Minnehaha should it be asked for.

CARRANZA FORCES NEAR MEXICO CITY
Washington, July 8.—The Carranza forces have pushed their attack on the forces defending Mexico City up to within ten miles of the capital. Their military trains are operating that close to the city. State department dispatches from Vera Cruz today gave this report.

"BAD BOYS" GIVE SPLENDID SERVICE

Twenty Thousand Serving With Honor in Army and Navy.

THREE VICTORIA CROSSES

Inmates of Reformatories and Industrial Schools Also Get Commissions.

[Special Cable to The Advertiser.]
London, England, July 8.—Britain's "Bad Boys," nearly 20,000 of them, have become heroes in the trenches in Northern France. Figures given out here today showed that 19,648 former inmates of reformatories and industrial schools have served with honor in the army and navy since the war began, and that three have been awarded Victoria Crosses by King George for gallant conduct.

Twenty-five of once-wicked youths have received distinguished conduct medals, and twenty have been mentioned in dispatches. Eight hold commissions and three have been decorated by the French Government.

The roll of honor includes the names of 530 who have been killed in action, 62 who have died of their wounds, sickness, and 1,540 who have been wounded.

FRANCE READY TO FIGHT ALL VICTORY WON

Minister of Munitions Denies Rumor of People Getting Tired.

UNDERSTANDING PERFECT

The Allies Can Make Enough Ammunition and Ultimate Triumph Is Sure.

[Canadian Press.]
Montreal, July 8.—A London dispatch to the Gazette says: "The Daily Chronicle publishes an interview with Albert Thomas, the French minister of munitions, now in London, who had a long conference with Lloyd George yesterday. He discussed the question of the huge demand which the war is making on the munitions factories in this country and in France."

"It is our duty," said Mr. Thomas, "to organize for victory." To this he was bending all our energies. The war may be long; difficulties may reach us of which we may have no provision at the start, but we shall keep on until the end."

Will Fight Till Victorious.
"Then we may disregard any hints about the French nation being tired of the war?" asked the interviewer. "Certainly you may," was the emphatic answer.

\$1,000,000 INCREASE

Bank Clearings for Current Week Show Tremendous Jump.

Bank clearings for the current week show an increase of more than \$1,000,000 over the returns for the same period of last year. For 1915 the figures are \$1,258,894, and for 1914 but \$1,254,930, making an increase of \$1,025,964.

WOUNDED LONDONER WHO HAS RETURNED FROM FIRING LINE

Admiral's statement shows how Kaiser has stretched chain of submarines from North Sea to Mediterranean to sink ships carrying ammunition from United States to ports in France.

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