

SEARCH FOR BODIES —WAS WITHOUT SUCCESS

H. Clarke, One of the Rescued,
Tells Story of Accident—Capt.
Bongard's Statement.

Despite the fact that the extreme depth of the water and the uncertainty as to the exact location of the point where the Blain and Hazel Hicks were drowned in the lake Victoria Day, Matt Aykroyd spent several hours yesterday dragging for the bodies of the young women but without success.

H. A. E. Clarke, the man in charge of the boat, who was too ill Wednesday night to give an account of the accident, told his story yesterday. He said that it was the fact that the girls did not move across the boat when he attempted to come about that upset the little craft. He said that he helped them to the boat and for a time they hung to him and it. He was tangled in the sheet and after extricating himself, he was so exhausted that he could barely hold on himself. The boat, which had gone down for the third time.

"Undoubtedly the passengers thought it was a long time. They had nothing to do but look on, and in a case of that kind, it is only natural to think that the work could be done very much quicker. Every movement appears clumsy and each second seems like several minutes."

To witness such an accident is a great strain and especially under circumstances in which the onlooker is powerless. There was absolutely nothing to do yesterday but stand in and wait the outcome of the disaster. Four people struggled for life, and close at hand were men in whose hands the only possible rescue power lay. The loss of a few moments in such a case means death, and yet there always appears to be so much time wasted. Then to watch the two men slowly reach the boat and the waters swallow up the young ladies, made every heart beat with anxiety and lessened what little speed there was.

"We have drill every Sunday morning," went on the captain. "Our men are well up in handling life boats and life preservers. As for handling the lake steamers, that is quite a different matter. The average sailor could handle a big heavy boat better than they did, few lives would be lost."

The World reporter then called on the Hamilton Steamboat captains, the captain of the steamer Toronto, and they all stated very definitely that despite the fact that every Sunday morning under the direction of the captain, first and second officers.

In the case of yesterday's accident, the first officer, W. F. Pickard, had full charge.

Just last week Inspector William T. Evans supervised a drill on each of the lake steamers and was quite satisfied that all the men running out of this city were able to handle the boats and fire hose scientifically.

NURSES' EXAMINATIONS

Results of the recent examinations, written and oral, for nurses at the different hospitals for the Insane in Ontario, were announced from the provincial secretary's department yesterday. The plan established two years ago, of having a uniform system of training, extending over three years, for the nurses, has proved satisfactory. Examinations are conducted during May each year by a board of examiners appointed by the provincial secretary.

The following is the list of nurses who have been successful in passing the examinations this year:

Junior Examinations.
Toronto—Jennie Adly, Hazel Beatty, Catharine Black, Molly McCormick, Mimco—Georgina Anderson, Gertrude Connors, Little Harris, Edna Johnston, Bertha Mason, Kate Smith, Bertha Whittle.

Hamilton—Elizabeth Case, Margaret D. Docherty, Florence Dunlop, Nora C. Jarvis, Mae Mooney, Olive A. Plank, Florence Powncely, Ada Preece, Ethel Richardson, Georgina Richardson, Jessie Smith, Helen Turpin, Mary M. Weir.

London—Jennie Bailey, Ethel Chapman, Viola Clipperton, Nellie Gee, Tillie Huff, Louise Hystead, Katharine LeClair, Eva Marsh, Rose McCarry, Hester McGrath, Ella McGuire, Lila Nicholson, Lizzie Redmond, Lizzie Rutler, Hannah M. Ryan, Frances Strong.

Intermediate Examinations.
Toronto—Irene Heaslip, Elizabeth McCutcheon, Margaret McDowell, Hamilton—Margaret Cameron, Nora M. Carr, Agnes M. McGregor, Lily McNeil, Sayde Planque, Mae Sharpe, Sayde Sharpe, Cassie L. Shaw.

London—Mary Atkinson, Florence Paton, Laura Schultz, Mabel Slade, Maude Stafford.

Kingston—Dollie Black, Kate Finlan, Sarah Harrison, Minnie Hunter, Lottie LeClair, Eva Marsh, Rose McCarry, Hester McGrath, Ella McGuire, Lila Nicholson, Lizzie Redmond, Lizzie Rutler, Hannah M. Ryan, Frances Strong.

Final Examinations.
Toronto—Mary Cardwell, Sarah Rea, Mary Sizer.

Hamilton—Ella M. Carr, Maria Flynn, Edna Scott.

Brockville—Florence Catto, Emma Cheate, Edith Forsythe, Annie LaLum, Jean McDermott, Edith Race, Edith Sheridan, Nellie Whalen.

Kingston—Margaret Armstrong, Keane Carpenter, Edna Frizzell, Mary Kearns, Elizabeth Mills, Nellie Redmond, Pearl Ellis, Addie Snyder, Margaret Sullivan.

TOWN OF NORTH TORONTO



TAKE NOTICE

that the Municipal Council of the Town of North Toronto intends to construct local improvement works within the limits hereinafter described, that is to say:

(a) A concrete sidewalk (4 feet in width), with necessary grading and crossings, upon and along the west side of Exeter Crescent, from the end of the present sidewalk on Exeter Crescent, opposite lot 112, plan 148; thence along Exeter Crescent to the proposed sidewalk on Lawrence Avenue, opposite lot 153, a distance of 180 feet more or less.

(b) A concrete sidewalk (4 feet in width), with necessary grading and crossings, upon and along the north side of Cheltenham Avenue, from the proposed sidewalk on the west side of Exeter Crescent, thence easterly to the east limit of the town, a distance of 110 feet more or less.

(c) A concrete sidewalk (4 feet in width), with necessary grading and crossings, upon and along the east side of Algoma Crescent, from the existing sidewalk on the south side of Bailiol Street, thence southeasterly to the existing sidewalk on the north side of Metrol Street, a distance of 425 feet more or less.

(d) A concrete sidewalk (4 feet in width), with necessary grading and crossings, upon and along the north side of St. Lawrence Avenue, from the existing sidewalk on the north side of Metrol Street, thence southeasterly to the existing sidewalk on the north side of Metrol Street, a distance of 425 feet more or less.

And intends to assess the final cost thereof or a portion of the final cost upon the property to be immediately benefited thereby, fronting or abutting upon or adjacent to the aforesaid streets within the limits prescribed, and that a statement showing the lands liable or proposed to be specially assessed for the said improvements and the names of the owners thereof, so far as they can be ascertained from the last revised assessment roll, and otherwise, is now filed in the office of the Clerk of the Municipality, and is open for inspection during office hours.

The estimated cost of the said improvements is as follows:

(a)..... \$150.00
(b)..... 300.00
(c)..... 400.00
(d)..... 400.00

Of which the cost for flagging and street intersections is to be paid for out of the general funds of the Municipality.

A Court of Revision will be held on the 5th day of June, 1911, at the Council Chamber of the Town Hall, Callington at 7:30 o'clock p.m., for the purpose of hearing complaints against the proposed assessment or the accuracy of the frontage measurements or any other complaint which persons interested may desire to make and which is by law cognizable by the Court.

WILLIAM C. NORMAN,
Town Clerk.

Dated May 26, 1911.

FORMER TORONTO LADY IN WRECK OF MERIDA

Mrs. Fiske of Mexico City, Describes Rescue of Passengers After Collision.

There are more thrilling experiences by far than those of residents in the capital of a country in the throes of a revolution, even that that capital is Mexico City. This is the testimony of a former Toronto lady and her daughters who are among the 310 passengers on the steamer Merida, which sank on May 11 off the coast of Virginia.

Elliott at the time of the wreck, Mrs. Fiske, a guest with her daughters Beatrice and Madeline, at the Elliott House.

Enveloped in Fog.

"We left Vera Cruz for New York on May 4," said Mrs. Fiske, "and all went well until the night of the 10th. It was a beautiful moonlight night when we retired, but a fog arose and at midnight everyone was startled by the noise of a terrible crash. The lights were suddenly turned on, and word was given to gather on deck as quickly as possible to take to the life boats."

The order and quiet demeanor were something remarkable, although many children were on board. Everyone followed with almost breathless silence the instructions of the officers. One lady fainted, but there was no hysterics.

The lights only lasted for 8 or 9 minutes, and the wireless operator had but time to flash S.O.S. "Save Our Ship," when the water rushing into the vessel stopped the dynamo.

Several People Hurt.

"A lady who was bound for Paris, was struck on the side of her cabin being burst open by the collision. When the life boats were being lowered, three men fell out of one of them, but the water rushing into the vessel stopped the dynamo."

The "worst experience was being packed in an overloaded boat in the dense night fog, with the fog from the vessel which had run our steamer down as the only guide. It was the Admiral Farragut, a fruit steamer, which was also disabled and was floating in around. The crew of the Farragut had to throw the cargo overboard to lighten the ship, and the passengers of the Merida had to stay at the stern in the water, as it was in danger of filling through the hole in the bow."

"There was no time to save anything, and all the passengers' valuables, other than what they were wearing, were lost."

Lost All Valuables.

The wireless operator from the Merida and the Farragut operator repaired the apparatus on the Farragut, and the signal was caught by the Hamilton, a passenger steamer, and the Mon-of-war Java.

"The next morning was still very foggy, but the Hamilton found us, and at 10 o'clock we were transferred to that vessel and taken to Norfolk."

Lives in Mexico City.

Mrs. Fiske was formerly a resident of Prince Arthur, but went to Mexico City five years ago, her husband having accepted a position as electrical engineer with the Canadian railway company there. Her visit north was purely a pleasure trip, and was not caused by the revolution, which was scarcely known at that time, about the 29th of April, when she was in the City of Mexico, as the press was muzzled regarding revolution news.

AMUSEMENTS

SCARBORO BEACH

FREE VAUDEVILLE

Afternoon and Evening
All This Week.

The Hulloists in their Sensational
Diving Act.
The Pantzer Troupe of Comedy
Acrobats.
Nelson & Nelson in their Amazing
Stunts on Stilts.
VETALE THE BOY CONDUCTOR
AND HIS
VENETIAN BAND

NEXT WEEK—The Nolios, sensational
high wire performers; The Messingins,
whirlwind dancers; Brooks & Kingman,
Comedy Acrobats; and the Millard Bros,
trick bicyclists.

PRINCESS MATINEE SATURDAY

MADAME SHERRY

"Every Little Movement Has a Meaning"
All Its Own.

ROYAL
ALEXANDRA
MATS. ALL SEATS. CHILDREN 15¢ ADULTS 25¢
LYMAN
HOWE'S
TRAVEL FESTIVAL
Balloons Ride
All Over London.
Launching the "Olympic"
And 20 Others.

ONTARIO JOCKEY CLUB

TORONTO SPRING MEETING

1911
MAY 20th-27th

Racing Commences at 2 o'clock
Each Day

General Admission \$1.50

Joe E. Seagram, W. P. Fraser,
President, ed Sec. Treas.

HUMAN ELECTRICITY HEALTH

MR. ANDREW MCCONNELL
GIVES
FREE LECTURES
Saturday, May 27, at 8 p.m. and
Sunday, May 28, at 3 p.m.

CANADIAN FORESTERS' HALL

22 COLLEGE ST.
COURSE LECTURES
In the same place from
Monday, May 29, to Friday, June 2,
at 8 p.m. and 8 p.m. daily.

Information, literature, etc., free at
the office, Room 504, Canadian Foresters' Hall, 22 College St.

TIDY UP

Send your
soiled, greasy,
and
other
articles to
the
Cleaner,
and start
over
with a
clean
shirt.

The cost is trifling
and the satisfaction
of being well-dressed
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in
the
latest
fashion
is
invaluable.

"MY VALET"
Limited
30 Adelaide W.

TAROLEMA

CURES ECZEMA
Psoriasis and Barber's
Itch and All Germ
Skin Diseases.

There is more cure in a
small jar of TAROLEMA than
there is in a pound of most
other preparations now on
the market.

The cures effected by TAROLEMA
for Eczema and Psoriasis have
been most pronounced, the recurring
periods having passed without
any sign of the return of the
disease. Many cases of from
nine to sixteen years' standing
have been completely cured
by TAROLEMA. And we know of two cases of the
disease where the sufferer
was afflicted for 25 years with
Dry Eczema that TAROLEMA
cured outright.

Also cures
ITCHING PILLS.
For Sale at Druggists, 50
cents per pot, or direct upon
receipt of price from the
Manufacturers, The Carbon
Oil Works, Limited, 118 Sher-
bourne Street.

SUMMER COTTAGE

FOR LEASE, FURNISHED, Lakeview
Park, Bowmanville; 9 rooms; tele-
phone; 10 minutes to G.T.R. station.
rental \$140.00 season. F. H. Gooch, 26
Wellington-street E.

Must Pay Commission.

Before Judge Denton in the civil
court, Ramsay and Co., real
estate brokers, Toronto, claimed \$150
from George Birdsell, builder, 22 Hew-
itt-ave., Toronto.

The plaintiffs claim the sum of \$150,
being the usual commission on the
sale price of \$6000, the result of the
purchase of a house on Indian Road,
which Chas. Long, introduced to the

defendant by plaintiffs, had purchased
from George Birdsell. His honor gave
judgment for the plaintiff with costs.

Wants \$30 From Golf Club.

Before Judge Denton in the civil
court yesterday afternoon R. A. Don-
ald sued the High Park Golf Club
for \$30 for services rendered as sec-

PASSENGER TRAFFIC.

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Two night trains with
through sleepers for

NEW YORK

Lv. at 5.20 p.m. daily Ar. New York 7.50 a.m.
Lv. at 7.10 p.m. (ex. Sun.) Ar. New York 9.25 a.m.

A convenient DAY TRAIN leaves at 9.30 a.m.
(except Sunday) connecting with the EMPIRE
STATE EXPRESS, arriving at New York 10.10 p.m.

Through the Mohawk Valley and along the Hudson River.

Water Level Route—You Can Sleep

For Railroad tickets or additional information apply to Ticket
Offices, Canadian Pacific Railway, 16 King Street, East, or Union
Station; or Ticket Office, New York Central Lines, 80 Yonge Street.
FRANK C. FOY, C. P. A., Toronto. Telephone, Main 4361

NEW YORK
CENTRAL
LINES

INLAND NAVIGATION.

CANADIAN PACIFIC

Muskoka Lakes
POINT AU BARIL
(GEORGIAN BAY)

Fast train leaves Toronto 9.45 a.m.,
making direct connection at Bala
and Point au Baril for all points
on lakes.

Fast train from Toronto 12.10 noon
for Muskoka Lakes, commencing
June 24th.

From North Toronto to
Montreal and Ottawa

Lv. NORTH PARKDALE 9.15 p.m.
Lv. WEST TORONTO 9.30 p.m.
Lv. NORTH TORONTO 9.40 p.m.
Lv. NORTH TORONTO 10.00 p.m.
Lv. PETERBORO 12.10 a.m.

Daily, except Sunday. Will stop at
Westmount.

Ar. MONTREAL 7.00 a.m.
Ar. OTTAWA 6.50 a.m.
Passengers may remain in sleep-
ing cars until 8.00 a.m.

From UNION STATION to
MONTREAL and OTTAWA

9.02 a.m. and 10.30 p.m. Daily

ELECTRIC LIGHTED
SLEEPING CARS

Double individual berth-lighted
sleepers for both North Toronto and
Union Station.

All night trains carry Canadian
Pacific Standard Sleeping Cars for
both cities.

King's Birthday
Saturday, June 3

SINGLE FARE
GOOD GOING JUNE 2 & 3.
Minimum Charge of 25 Cents
RETURN LIMIT, JUNE 6

City Office, 16 King Street East.
Phone Main 6580.

INTERCOLONIAL RAILWAY

DECIDE NOW
THAT YOUR
1911
SUMMER
HOLIDAY

WILL BE SPENT IN THE
PROVINCES-BY-THE-SEA

QUEBEC
NEW BRUNSWICK
NOVA SCOTIA
PRINCE EDWARD ISLAND

Write the General Passenger
Department, Intercolonial Rail-
way of Canada, for descriptive
pamphlets, tourist fares, hotel
rates, time-tables, etc.

Toronto Ticket Office
51 KING STREET EAST.

HOLLAND-AMERICA LINE

New Twin-Screw Steamers of 12,000
tons.

NEW YORK—PLYMOUTH, BOULOGNE
AND ROTTERDAM

Sailings Tuesday, as per sailing list:
MAY 23 ROTTERDAM
MAY 30 ROTTERDAM
JUNE 6 ROTTERDAM
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DEC. 5 ROTTERDAM
DEC. 12 ROTTERDAM
DEC. 19 ROTTERDAM
DEC. 26 ROTTERDAM
JAN. 2 ROTTERDAM
JAN. 9 ROTTERDAM
JAN. 16 ROTTERDAM
JAN. 23 ROTTERDAM
JAN. 30 ROTTERDAM
FEB. 6 ROTTERDAM
FEB. 13 ROTTERDAM
FEB. 20 ROTTERDAM
FEB. 27 ROTTERDAM
MAR. 6 ROTTERDAM
MAR. 13 ROTTERDAM
MAR. 20 ROTTERDAM
MAR. 27 ROTTERDAM
APR. 3 ROTTERDAM
APR. 10 ROTTERDAM
APR. 17 ROTTERDAM
APR. 24 ROTTERDAM
MAY 1 ROTTERDAM
MAY 8 ROTTER