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SIXTEEN PAGES—SATURDAY MORNING AUGUST 14 1909—SIXTEEN PAGES

51 29TH YEAR

LORETTO ABBEY BUYS $55,000 PROPERTY

Twenty Acres for College Purposes on Eglinton Avenue Disposed of at Record Price for Farm Land.

Fifty thousand dollars, the highest price ever paid for North Toronto farm property was given yesterday by Solicitor Kelly, acting for Loretto Abbey, for the purchase from C. W. Chadwick of 20 acres on the north side of Eglinton-avenue, running northerly to within a short distance of Kensington-avenue.

The property is ideally situated for college purposes, sloping gently to the south, at an altitude above Lake Ontario of 400 feet and commands a magnificent view of the city and surrounding country.

The property has a frontage on Eglinton-avenue of 660 feet, and on the easterly boundary of 1330 feet, the latter of which when caried thru will be an extension of Avenue-road.

To Build College.

It is the intention of the college authorities immediately at the close of the necessary legal formalities to at once enter actively upon building operations, while the plan provides for both buildings and grounds, which will be an ornament, not alone to the district, but the country at large.

The gently undulating nature of the land, which lends itself readily to landscape gardening will, it is said, be utilized in a lavish degree, while the buildings themselves will combine all that is modern and beautiful in construction. The college authorities have acquired from Mr. Chadwick an option on five acres in addition to that already bought at the same price, $2750 a foot.

Rapid Advance.

The sale of this property at the price stated recalls the rapid advance in North Toronto land values, and reads like a fairy tale.

Less than four years a party of city capitalists bought 60 acres on Eglinton-avenue (of which the 20 just sold is one-third), paying therefor at the rate of $300 an acre. The company comprised five gentlemen of whom Mr. Chadwick was one, and was known to the Suburban Homes Limited. It was the intention of the company to found a model village, and advances along that line were made to he North Toronto council, but the project for the time being did not materialize, and the property was held for some time as farm land.

Within the last four weeks, Mr. Chadwick acquired a controlling interest in the whole 60 acres at a figure said to be below $1000 an acre, and at the time of the sale to Loretto Abbey held 70 per cent. of the stock. The other stockholders were well-known business men, but they lacked the confidence in north end values, which has amply justified Mr. Chadwick's optimism.

Yesterday's sale for $55,000 of one-third of a block of 60 acres which three years ago sold for $18,000, is a pretty substantial advance.

The remaining forty acres is held by Mr. Chadwick, associated with whom are William T. Rogers, who owns 25 per cent., and George A. Wickens, the remaining 5 per cent. of the capital stock. It is said the present members of the company have no intention of forcing the sale of the balance of the property.

NEW PHASE OF OIL WAR

Independents to Have a Fleet of Oil Carriers on Lakes.

DETROIT, Mich., Aug. 13.—(Special.)—Open warfare upon the Standard Oil Company and its allies has just been declared by the Independent Oil Companies.

For years the big company has exercised an absolute monopoly in the oil trade on the great lakes, but now it is proposed to make a fight thru the medium of a thoroly equipped fleet of oil steamers, which will ply directly in the path of the Standard Oil vessels. Already the nucleus of the fleet has been secured and within a short time the opposition will begin active operations.

The Petrol Traffic Company of Toledo, Ohio, which holds a Minnesota charter, will be the name of the new company and already they have purchased the tank steamer Foster W. Mitchell, which has an oil capacity of 230,000 gallons.

Not only is it the intention to invade the present field of the Standard Oil Company, but new territory, including Canada, will be exploited and several big tank stations along the chain of lakes will be erected.

The promoters confidently believe that the new organization will also force rate concessions from the railroads.

A RACE FOR A COPYRIGHT

Melodramatic Performance of Savage's New Comic Opera.

MONTREAL, Aug. 13.—(Special.)—A good deal of interest was manifest here to-day by the fact that Henry Savage, who recently bought the copyright of the play called "The Love Cure," put the piece on the boards here and played it, as it was learned that others had designs on the copyright.

It was stipulated that it must be played once in the Empire, so Savage sent a representative here, got a scratch company together and won a victory over all competitors.

Of course none of the actors had ever been together and few knew their lines, but the play was gone thru with all the same.

N. Z. Women Will Soon Outvote Men

Within 25 Years Suffragettes Will Rule—Less Domesticity Is Already Apparent.

LONDON, Aug. 13.—The Times' Wellington correspondent cables to-day statistics indicative that within twenty-five years the majority of the voters in New Zealand will be women. In 17 electorates the women already enrolled outnumber the men.

The attorney-general speaking on the subject to-day said there was a reduced degree of domesticity among the New Zealand women.

The women were less inclined to make home their only sphere, and their sympathies and activities were widening.

He is of the opinion that when the reform of the liquor trade, for which women have long been struggling, had been achieved, their zeal would be diverted toward securing other social and political reforms.

Generally, he thought, their influence would be for good.

"BADDECK NO. 1" TUMBLES IS SERIOUSLY DAMAGED

Engine Too Far Behind, Says McCurdy, Who Was in the 15 Foot Fall.

PETAWAWA CAMP, Ont., Aug. 13.—(Special.)—The Canadian aerodrome "Baddeck No. 1" was put temporarily out of commission in an attempted flight shortly after seven o'clock this evening.

She was rising gracefully in the air when she suddenly fell back, smashing the rudder and undergearing, and badly bulging the centre frame work.

Jack McCurdy was uninjured. The engine was again undamaged.

"Baddeck No. 1" was apparently in ship shape when overhauled this afternoon, altho McCurdy thought all along that the engine was placed too far to the rear.

The weather conditions were perfect when Jack McCurdy mounted the drome about 7.15. With a terrific buzz the machine sped swiftly along for 200 yards, when McCurdy made it rise. He shot up gracefully for 15 feet, and then to the mortification of the onlookers, the drome fell back to the ground.

Happily, McCurdy was not hurt; quickly scrambling from his fallen position.

"Too heavy behind," he muttered, and this was obviously the cause of the trouble.

Altho McCurdy afterwards stated that he only intended to make a greater hop than the previous day, his action in the drome seemed to indicate that he intended to make a good flight. Certainly everything was auspicious for such.

McCurdy said they would set to work at once repairing the damage with duplicate parts they have here. This means a set back for at least a week to the aviators, but their ardor and determination is by no means dampened. Major Maunsell, director general of engineers, witness the mishap. General Otter, Col. Fiset, Deputy Minister of Militia, Gen. MacDonald, quarter master gen., and Col. Rutherford, master of ordinance, left for Ottawa this afternoon.

YANKEES GETTING THE SALMON

Canadians Out With Protest—Ask For Free Killing.

VANCOUVER, Aug. 13.—(Special.)—Taking the view that American salmon canners are catching nine-tenths of available salmon in traps, while the Fraser River has comparatively scarce fishing, Vancouver canners are up in arms to-day with a proposal that Canada should cease all efforts at conservation and permit Canadians to take all the fish they can catch.

"Let us have no more closed seasons, open the river, killing industy entirely within the next two years, rather than allow American canners to reap the results of Canadian expenditures in building hatcheries and propagating fish," is the declaration of canners today.

They say the Puget Sound canners are breaking American regulations and securing 75 per cent. of the financial benefits of a salmon run which belonged to the Fraser River.

On the Fraser River last night the catch was better, the boats averaging from 135 to 200 sockeyes each.

WEST INDIES TRADE

Royal Commission Has Been Appointed to Make a Report.

LONDON, Aug. 13.—(C.A.P.)—The King has approved the appointment of Lord Balfour of Burleigh, Hon. Messrs. Fielding and Paterson of Canada, Sir Dickson Poynter and Sir Daniel Morris to be commissioners to investigate and report upon measures that may be taken for the promotion of closer trade relations and for the development of mutual trading facilities getween Canada and the British West Indies.

His Majesty approves of the appointment of H. R. Cowell of the colonial office to be secretary of the commission. H. H. McCarthy has been selected to accompany the commission as technical adviser.

THE MANITOBA CROP.

WINNIPEG, Aug. 13.—Frank Fowler, Secretary of the Grain Dealers' Association says that unless something unforeseen happens, ninety per cent. of the Manitoba crop will be cut by the end of next week.

More Troops in Readiness.

WINNIPEG, Aug. 13.—(Special.)—The 90th Regiment to-day received orders to be in readiness to proceed to Fort William should further rioting occur.

FLYER DERAILED OUTSIDE CITY LIMITS

Engine on Main Track, While Tender and Cars Take Siding—Second Wreck at Don Diamond.

An unlocked switch caused the derailment of the Grand Trunk flyer from Sarnia tunnel a few hundred yards north of St. Clair-avenue crossing at 7.20 last evening. Fortunately no one was hurt.

The accident happened just before dusk. The train, which consisted of engine 1005, tender, two baggage cars, five passenger coaches and one Pullman, was running about twenty miles an hour, and when the locomotive passed over the switch, the lever sprung, sending the engine down the main line and the tender and cars on to the siding. Both engine and tender were wrenched from the track, but the coaches remained on the siding uninjured. Engineer Dan. Liddell immediately applied the emergency brakes and stopped the train in a short distance, but not before two hundred feet of roadbed had been cut to pieces. Ties were smashed to splinters, and the heavy eighty-five pound rails were twisted like so much wire.

As far as could be learned last night, the switch had not been locked by the crew of an outgoing freight. The lever was merely depressed, and was released as soon as the weight of a passing train came upon the mechanism. It is fortunate indeed that the accident did not happen fifty yards further north, where there is a steep embankment, or that the train had not been traveling at a greater speed. As it was the trucks of the engine and tender were buried in sand.

Almost at the same time that Grand Trunk express No. 2 from the west ran into an open switch at West Toronto about 8 o'clock last night, five cars attached to the Grand Trunk transfer engine jumped the rails at the Don diamond and piled up across the tracks blocking the G.T., C.P. and C.N.R. lines. The engine was shunting the cars ahead of it down the belt line towards the city when the leading truck failed to take the point of a cross-track with the result that two loaded brick cars, and an empty coal car were shoved along the roadbed for about 100 feet and entirely wrenched from their trucks. The uppre parts of the cars were badly damaged. Another car loaded with lumber and a fifth loaded with bricks were bpt slightly damaged.

After fixing maters up at West Toronto, the wrecking crew went out to the Don and it is expected that the damaged cars will be out of the way sometime this morning.

The smashuup at the Don completely blocked traffic in all lines from the east. The C. P. R. No. 6 to Montreal leaving the Union Station at 10 o'clock was sent around thru eWst Toronto and switched over the North Toronto line to Leaside Junction, and the C. N. R. train arriving about 8 o'clock was obliged to discharge her passengers at Queen-street.

Owing to the run-off at West Toronto, Grand Trunk trains from the west had to be switched to the C.P.R. lines entering the city and G. T. R. express No. 9 outgoing used the C. P. line as far as Weston, where she switched to the G. T. tracks again.

T. N. O. PROFITS DOUBLE IN JUNE

Net Earnings $77,475, and, for Six Months, $377,529—"Most Gratifying," Says Treasurer.

Temiskaming and Northern Ontario Railway earnings continue to mount upward. The report for June shows a remarkably good state of affairs.

The gross revenue from operation for the month was $131,850. The expenses were $73,648, leaving a net revenue from operation of $58,202.

The amount received from ore royalties was $19,273, making the total net receipts $77,475, as compared with $30,573 for June, 1908.

For the six months ended June 30, the net revenue from operation was $309,174, and from ore royalties $68,355, making a total of $377,529, compared with $55,103 for the same period last year.

"This return," said Hon. A. J. Matheson, provincial secretary, yesterday, "is most gratifying both to the government and to the commission. I am in hopes that we will have enough surplus revenue to pay the amount required for interest and sinking fund on the whole cost of the road."

SIR SANDFORD FLEMING CEMENT MERGER HEAD

Will Probably Be President of the Twenty-Million Dollar Merger Company.

MONTREAL, Aug. 13.—(Special.)—Another step in advance was made today in the proposed Canadian cement merger, which was somewhat retarded over the alleged unwillingness of several companies to form a part of the combine.

It is stated, however, officially tonight that twelve companies, or practically the whole number in this country, have consented to throw in their lot with the company.

All the details have not been arrived at, amongst others the amount of the capital, but it is said that $20,000,000 will be quite near the mark.

Altho the executive has only been talked of, it is understood that Sir Sandford Fleming is to be the president of the merger and Senator Edwards the vice-president, with Senator Melvin Jones as a good third on the board.

WHERE UNCLE TOM WAS SOLD

Historic Courthouse in Kentucky Struck by Lightning.

LEXINGTON, Ky., Aug. 13. — The court house at Washington, Mason County, in which Uncle Tom of "Unclee Tom's Cabin" fame, was sold, was struck by lightning, and destroyed to-day. The building was erected in 1794.

It was the sale of the aged negro at this place that gave Harriet Beecher Stowe the basis of her story.

PROBE INTO FIRE LIKELY TO BE THORO

Coroner Orr Proposes To Ascertain If City Has Done Its Duty in Providing Protection for Island Patrons.

Somebody, apparently, has got to be censured for the Hanlan's Point fire, if the remarks of Coroner R. B. Orr to the jurors, at the inquest into the death of Miss Clara Andrews, bear any significance.

After eight witnesses had been examined, and Dr. Orr had announced that an adjournment would be necessary, Foreman John H. Nuttall rose, and protested: "Mr. Coroner, I don't see the need of dragging this enquiry out. We have heard enough to form an opinion as to the cause of this girl's death, and I don't see why the jurymen should be made to spend more time on this case."

"But," said the coroner, "you will understand that you are to enquire into the cause of the fire in addition to the cause of death. It will be necessary to find out if the city has done its duty in providing protection for the thousands of people who were wont to go over to the Point every day, or whether the Ferry Company has done its duty. We have had no evidence as yet as to the city's supply of water and we must get this before our enquiry is complete. We will adjourn until Tuesday, Aug. 17th, at 8 o'clock."

Lawrence Soiman will be asked to submit plans of the burnt area at the next sitting of the inquest.

Might Have Been Confined.

The evidence last night elicited the opinions from the only fireman on Hanlan's Point, and the Island constable, Sam Stevenson, that if the same water pressure as is afforded on the city side, were provided on the Island, the fire could have been confined to the Gem Theatre, and a portion of the 'Figure 8."

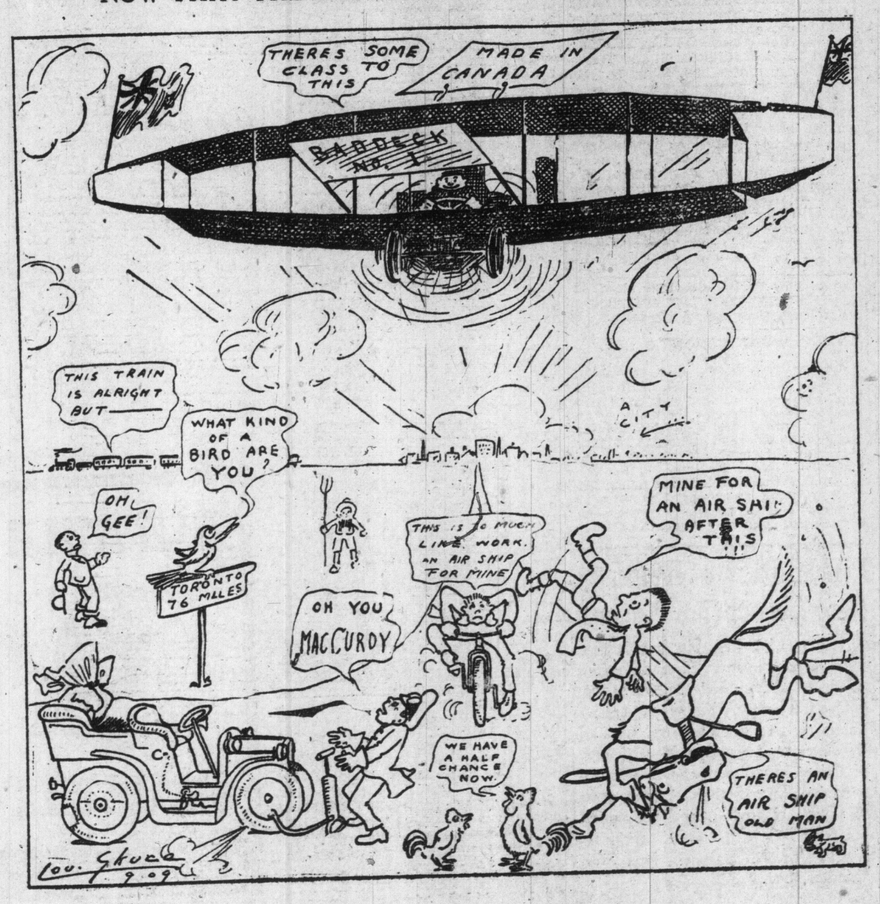
Tom MacGregor, the Island fireman, said he was right at the scene when the fire broke out, and immediately coupled a 2-inch hose which he handed over to two fellows, while he ran to a second hydrant to assist two city firemen, who happened to be at the Point, in coupling up a second line of hose. The pressure, he said, started out good; but within five minutes diminished to a mere dribble. He learned afterwards that this was because the residents all along the lagoon, and the Lakeside Hospital had started to drench their buildings. The main on the property leased by the Toronto Ferry Co. was only a 4-inch, whilst the other portions of the Island had a 6-inch main. There were nine of the 2-inch hydrants on the burnt area, but they would have been useless if all had been brought to play.

Tried to Save Girl.

P.C. Lundy, who attempted to save the girl's life, was the first witness. He said he passed the Gem Theatre, and a minute afterward, heard the alarm of fire. Darting back he found

Continued on Page 7.

NOW THAT THE AERODROME IS COMING INTO VOGUE



Troops of Colonies Are to Be Trained As Home Regulars

HON. MR. HALDANE
Great Britain's Secret'y for War

Scheme Arranged for Military Defence of the Empire—Training Colleges in All the Dominions.

GEN. FRENCH WILL WORK OUT PLANS IN CANADA

LONDON, Aug. 13.—One great homogeneous imperial British army, uniformally trained and equipped, is to be the outcome of the imperial conference on the naval and military defences of the empire held at the foreign office the latter part of July.

In general terms, the plan provides that all troops of self-governing colonies shall undergo precisely the same training as the home regulars in order to be ready to take their places beside the latter whenever and wherever necessity may arise.

Military training colleges along the lines of the staff college at Camberly are to be established in the oversea dominions, and there is to be a continuous interchange of officers from all parts of the empire so as to insure absolute uniformity of organization and training.

The Canadian Associated Press understands that the resulks of the military defence discussions of the imperial defence conference are regarded with the highest satisfaction by the imperial government, and the army council. There are certain questions of detail, which it is expedient to withhold from the general knowledge, but the main result of the military side of the conference is a complete acquescence by the oversea delegates in the governments's proposals, the plans of which provide for the complete interchangeability of forces.

In a recent speech outlining the probable strength of this army of the empire, War Secretary Haldane estimated that the United Kingdom, Canada, Australia, New Zealand and South Africa could furnish a total of six divisions. This is equivalent to twenty-three army corps, which is the strength of the German army.

Gen. French for Canada Kitchener for Australia

BRADFORD, Eng., Aug. 13.—In a speech here to-night Secretary for War Haldane expressed the greatest satisfaction that the imperial conference on the naval and military defences of the empire had arrived at an agreement.

He announced that while Lord Kitchener, the newly-appointed inspector-general of the Mediterranean forces, was in Australia, Lieut.-Gen. Sir John French, commander of the first army corps, was going to Canada to work out the details of the plan there.

Lieut.-Gen. Sir John Denton French was one of the few brilliant commanders in the South African war, and his name, thru his exploints in that campaign, is well known to Canadians. He will not be 57 years of age until Sept. 28 next, but his distinctions are many—K.C.M.G., created 1902; K.C.B., created 1900; G. C. V. O., created in 1905; D.C.L., Hon. Oxon.; LL.D., Cantab; general officer, commander-in-chief of the first class; lieutenant-colonel 19th Hussars since 1902; commanding the 1st army corps since 1901.

The son of a captain in the royal navy, he himself served as a naval cadet and midshipman for four years. In 1874, however, he entered the Eighth Hussars, was transferred to the 19th Hussars and served in that regiment in the Soudan campaign of 1884-5, fighting at Abu Klea, Gubut and Metemmeh. From 1889 to 1893 he commanded the regiment; 1893-4 was employed as assistant adjutant-general of cavalry on the staff; in 1895 was appointed to the same rank at headquarters of the army and served there for two years, when he became brigadier of the 2nd Cavalry Brigade, being transferred in 1899 as temporary major-general to the 1st Cavalry Brigade at Aldershot, and in the same year, at the commencement of the war, appointed as major-general to command the cavalry brigade in Natal.

He commanded the troops at the battle of Elandslaagte, and commanded the cavalry in Sir George White's forces in the battles of Reitfontein and Lombard's Kop; was lieutenant-general commanding the cavalry division in South Africa, 1900-2 (despatches promoted to major-general); commanded the troops in several important engagements around Colesberg and commanded the cavalry force in the operations culminating in the relief of Kimberley, and the cavalry division under Lord Roberts ending in the capture of Bloemfontein and Pretoria. Commanding the left wing of Lord Roberts' forces east of Pretoria, in the engagements of June 10 and 12, 1900, he was eight times mentioned in despatches, and commanded the forces that captured Barberton, and the force in Eastern Transvaal in the spring of 1901, and directed the operations against the rebels in Cape Colony up to the end of the war.

The Big Hat Day.

Saturday is always the big hat day with Dineen, but this particular one should be larger than any other yet thought of, for there has just arrived a superb assortment of beautiful men's hats direct from New York. They were purchased at a great reduction—are all new—Panamas, Sailor Hats and Soft Felts. Store open Saturday night.

Purchase to-day. Every hat exclusive in style and finish.

BERESFORD DIDN'T PROVE ADMIRALTY NEGLIGENT

But Investigation Committee Censures the Admiral and the Board for Inharmonious Relations.

LONDON, Aug. 13.—The imperial defense committee's sub-committee which was appointed to investigate the recent criticisms made by Admiral Lord Charles Beresford of the state of the navy, has issued its report, which is signed by Premier Asquith, the Earl of Crewe, the secretary of the colonies; Viscount Morley, secretary for India; Sir Edward Grey, secretary for foreign affairs, and Richard Burdon Haldane, secretary for war.

The report practically exonerates the admiralty from Admiral Beresford's charges of having endangered the country by the unwise organization and distribution of the fleet, and having too few cruisers and small craft and inefficient war plans, but it finds that both the admiralty and Admiral Beresford are blamable for inharmonious co-operation.

KILLED IN GRAVEL PIT

Two Huntsville Laborers Meet With Sudden Death.

HUNTSVILLE, Aug. 13.—(Special.)—Caught under a mass of falling gravel in the pit in which they were working, James Hughes and John Beswick met death sometime this afternoon.

When they had not returned to town by seven o'clock to-night, a search party, fearing an accident, organized and hurried to the pit, two miles distant.

Beswick was found under nine inches of gravel and Hughes under about fifteen inches. The mass had fallen several feet and the men would not know what struck them.

Hughes leaves a widow and three children.

SAVES SISTER'S LIFE

Eleven-Year-Old Girl Pluckily Plunges Into River.

MORRISBURG, Aug. 13.—While some little girls were bathing in the St. Lawrence River, near Point Iroquois, Beryl Pelton, daughter of the editor of The St. Lawrence News, stepped into a deep hole, with a treacherous undercurrent.

She was swept off her feet in a moment and was being carried out into the main current when her young sister, Norma, 11 years of age, standing on the bank, without a moment's hesitation rushed into the river with her clothes and shoes on, and, wading out nearly to her neck, succeeded in reaching her older sister and with difficulty pulled her into shallow water, thus saving her life.

SCHOONER ST. JOSEPH SUNK

Gets Worst of It in Collision With Ore Carrier.

AMHERSTBURG, Aug. 13.—The ore-carrying steamer Rochefeller, upbound, light, collided with the schooner St. Joseph, down bound, light, this afternoon, near Ballard's Reef, at the limekiln crossing.

The Rockefeller proceeded on its way up, and the schooner was towed near the American shore, above the dam where she sank badly damaged.

TOBACCO GROWING IN ALBERTA.

CALGARY, Aug. 13.—Tobacco growing has been successfully carried on in Alberta for the past thre eyears by Louis Roy of Parkland, and those competent to judge state that leaf, which averages 18 inches in length taken a first quality smoking tobacco. The variety is known as kenel, and failure of crop has yet to be recorded. Plants are set out in July and harvested in September.