

KENWORTHY PARK

Near the Terminus of the Danforth Car Line
Fronts on Danforth Avenue

LOW PRICES - EASY TERMS

Three years ago we sold land near St. Clair avenue and Dufferin street for \$18.00 to \$20.00 per foot. Today the same land cannot be bought under \$60.00 per foot. This is due largely to building activity and the operation of the St. Clair car line.

We are now offering you a better chance to make money near Danforth car line. The line is already in operation and the east end is growing much faster than the west.

The lots in Kenworthy Park are beautifully wooded and 136 feet deep. Nothing else can be found in the vicinity at the price. Three years to pay.

Start building your home now while the payments are small.

We are making a special feature of this subdivision this afternoon. Motor cars will be waiting at end of Danforth car line. Phone or write for appointment, or watch for our sign on motors.

MORINE & COMPANY

Tel. Main 2792.

502 KENT BUILDING

MONTREALERS IN WRECK OF LINER

Major Lyman and Other Prominent Business Men Passengers on Empress.

MONTREAL, May 29.—A number of the best-known business men in Montreal and Canada were on the ill-fated Empress.

Major Henry Herbert Lyman is well known throughout Canada as head of the old established wholesale drug firm of Lyman, Sons and Company. On the death of his father, he followed him in the presidency of the Toronto sister house, as well as in the senior partnership of the Montreal business.

Lionel Kent is manager of the Emergency Explosives Co., Ltd., with works at Widdfield, Ont., near North Bay. A. E. Barlow is a mining engineer and was for two years president of the Canadian Mining Association. He also was a lecturer at McGill University.

JAMES WALKER SAVED, FRIENDS SO NOTIFIED

Toronto Civic Employee Changed Mind and Sailed on Empress of Ireland.

"Saved" was the message received from James Walker, who was a passenger on the Empress, by George Wylie, 1228 West King street, at 5:45 yesterday afternoon. This was the first knowledge that Mr. Wylie had that his friend was on the ill-starred vessel.

For Walker had left town Monday night with the intention of sailing on the Teutonic. He was going home to visit his parents in Worthington, Eng., one hundred miles from Liverpool, after five years' sojourn in Toronto, and carried with him all his savings, totalling \$300, to make a present to the old folks.

Walker was about twenty-five and was a city teamster, who worked out of the read: "Changed ship, George, on Empress, sunk; saved." Mr. Wylie fears that Walker has lost all his belongings.

CITY SENDS OFFICIAL TO LOOK AFTER WRECK SUFFERERS.

To look after the interests of the Toronto people involved in the wreck of the Empress of Ireland, the board of control yesterday decided to send an official to Montreal and other eastern points, and William Fitzgerald was chosen to go.

THE SEAL OF PROSPERITY

is ultimately attached to every one who thinks of the future. Dollars grow from pennies. It is never too early in life to start saving.

4% ON SAVINGS

The Great West Permanent Loan Company

Ontario Office, 20 King Street West, Toronto. W. McLeish, Ontario Manager.

"S.O.S." RING AWA KENED OPERATOR STEAMERS RUSHEL TO GIVE AID

Wireless Operators on Empress Had No Time to Repeat Call for Assistance—Scene on Board Eureka With Its Load of Living and Dead Was Harrowing.

Canadian Press Despatch. QUEBEC, May 29.—The following story was sent to The Chronicle this afternoon by J. McWilliam of Father Point.

"FATHER POINT, Que. May 29.—Empress of Ireland passed and landed her pilot here at 1:30 this morning. There was a haze at the time. At 1:55 a.m. I was awakened by a 'S. O. S.' ring on my door bell, and, rushing down, was informed by a Marconi operator that the Empress of Ireland was sinking, having been struck in her port side by some vessel. In undress I started to help. No other signal could be got from the doomed vessel; she had no time to give another, as she sank ten minutes after being struck."

"Mr. Whitehead, manager of the Marconi station, rendered effective service by notifying the government S.S. Eureka at Father Point wharf. The Lady Evelyn at Rimouski wharf. Captain J. B. Belanger of the Eureka came immediately to the scene and Captain Puhot of the Lady Evelyn followed. After his ship being three miles farther away. Meanwhile daylight broke and, scanning the horizon with a telescope, I saw the two government steamers, nine lifeboats and a collier in the vicinity, going here and there. About 3 a.m. the Eureka arrived at Father Point wharf with 22 of the survivors and several drowned bodies, also several of the survivors who had been injured."

Scene Most Distressing.
"The scene on board the Eureka was most distressing, the survivors walking around their dead shipmates, stretched out in their last sleep. The Eureka was ordered to go to Rimouski wharf with all on board and the C. P. R. agent, Mr. Webber, who was here, having just got off the ill-fated vessel with the pilot, ordered all the cables he could find and telephoned for all medical assistance. Mr. McWilliam, the company's agent here, advised all the survivors that their cables and telegrams to their families would be paid for by the C. P. R. The Lady Evelyn passed in to Rimouski wharf about 4 a.m. with more survivors and dead bodies. Among the survivors was Capt. Kendall, commander of the ill-fated ship, who was picked up by lifeboat from the wreckage after the ship had gone down."

Survivors Almost Naked.
"Most of the survivors were almost naked in the cold morning, with the temperature at 35 and a white frost on the ground."
"At 6:10 a.m. the Norwegian collier Storstad, coal-laden from Sydney, N. S., for Montreal, came along slowly. When it was how was seen smashed in it became known that the vessel that had struck the Empress of Ireland was the Storstad. The Empress was not too much damaged to allow her to proceed on to Quebec under her own steam. She also had some survivors and dead bodies, which were taken from her by the steamer Eureka and Lady Evelyn and landed on the Rimouski wharf."

The Empress of Ireland foundered in the depth of seventeen fathoms of water about ten miles below Father Point. There was not sufficient time to launch all the lifeboats.

"The two Marconi operators were among those saved and their signaling was the means of very quickly bringing assistance to the victims. The survivors number about 337 and is a small portion of the passengers and crew. Many of the survivors are missing. Boats are still searching locally."

CATASTROPHE MOST SERIOUS IN ST. LAWRENCE ROUTE'S HISTORY

Sir Thos. Shaughnessy, in Official Statement, Says That Boats Carried Were More Than Adequate, But Steamer Sank Before Passengers Could Be Roused.

Canadian Press Despatch. MONTREAL, May 29.—Sir Thomas Shaughnessy, president of the C.P.R., has issued the following statement regarding the loss of the Empress of Ireland:

"The catastrophe, because of the great loss of life, is the most serious in the history of the St. Lawrence route."

"Owing to the distance of nearest telegraph or telephone stations from the scene of the wreck, there is an unavoidable delay in securing official details."

"From the facts as we have them, it is apparent that about 2 o'clock this morning the Empress of Ireland, when stopped in a dense fog, was rammed on the portside by the Norwegian collier Storstad, in such a manner as to tear the ship from the middle to the stern, thus making the watertight bulkheads with which she was provided useless."

"The vessel settled down in fourteen minutes. The accident occurred at a time when the passengers were in bed, and the interval before the steamer went down was not sufficient to enable the officers to rouse the passengers and get them into the boats of which there were sufficient to accommodate a very much larger number of people than those on board, including the passengers and the crew."

"That such an accident should be possible in the St. Lawrence and to a vessel of the class of the Empress of Ireland, with every possible precaution taken by the owners to ensure safety for passengers and the vessel, is deplorable. The saddest feature of the disaster is, of course, the great loss of life, and the heartfelt sympathy of every body connected with the company goes out to the relatives and friends of those who met death in the ill-fated steamship."

TORE GAPING HOLE IN HULL OF LINER

Empress Began to Settle Immediately After Impact With Collier.

Canadian Press Despatch. RIMOUSKI, May 29.—The Empress of Ireland was very badly injured amidships by the collision with the Storstad and began to sink immediately when the latter boat drew away from her. The water rushed into the gaping wound in her hull in such volumes as to cause her to list immediately and badly, so badly that difficulty was found in getting out the boats. The passengers were in bed at the time of the disaster, which happened at 1:45, and this, added to the trouble with the boats, added to the terrible confusion that ensued as the Empress began to get lower in the water.

Wireless Soon Failed.
The wireless, which was able to convey the news of the tragedy to Father Point and to ask for assistance, soon failed, tho it was responsible for the dispatch of the Lady Evelyn and Eureka, government ships, which fortunately were ready with steam up, as they had conveyed the mails to the Empress only a short time before. When the boats had got there the ship had gone down, but a dozen boats were in the vicinity of the wreckage left by the sinking vessel, and they promptly picked up the survivors and cruised around for those in the water.

Jumped With Wife Into River.
Some idea of the terrible excitement that existed on board the ship as she started to sink is found in the story related of an Ottawa passenger, J. W. Black, who did not wait for the boats but jumped with his wife into the river and kept afloat until picked up.

The value of the Empress was valued at \$2,000,000, and with her cargo of a value of \$250,000, was fully insured. At low tide this morning the top of the funnels of the Empress of Ireland could be seen. The ice lying right in the channel. It is thought here by navigators that it may be possible to raise her. At present the wreck is a menace to navigation.

THE HIGHLANDERS' TOKEN.
When the 48th Highlanders assembled for their regular parade last night, Major Duncan Brown, in a few words referred to the Empress of Ireland disaster. The pipe band played the Scottish lament, "The Flowers of the Forest," and the brass band "God Be With You Till We Meet Again," after which the regiment was dismissed. A special memorial service is to be held at St. Andrew's Church, King street west, on Sunday morning.

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The Ambition of a Lifetime Can be Realized

amid the beauty and quiet of STEWART MANOR. A comfortable, attractive home, with surroundings unsurpassed for natural beauty.

This is the ambition of many, and it can be realized to the greatest extent in STEWART MANOR. Beautiful sturdy oaks, the best and cleanest of trees, running streams, pretty lakes, rolling hills and green grass—all this but 25 minutes' direct ride from the very heart of Toronto—King and Yonge streets.

Besides this, its close proximity to the lake makes boating and bathing a very real pleasure, while Scarborough Beach Park, just opposite, affords music, amusement and general relaxation.

STEWART MANOR lots are high and dry, being naturally self-draining, sidewalks are laid and paid for, roadways are graded, and the other improvements now being installed.

In spite of the fact of its being right in the city—of its natural beauty, and that the land east and west is completely built up, STEWART MANOR is very reasonably priced from \$60 a foot up, and terms are good.

Now is the time to buy and build. The choicest situations are open and the land can be built on immediately.

For information or appointment, phone or call,

Cox & Cummings Limited
Canada Life Bldg. 44 King St. West. Phone Main 2524.
Property Office 2145 Queen St. East. Phone Beach 629.

KING DISPLAYED GREAT ANXIETY

Prince of Teck Also Made Insistent Inquiries Regarding Disaster.

Canadian Associated Press Cable. LONDON, May 29.—The press telegrams regarding the disaster to the Empress of Ireland were received at Buckingham Palace at the earliest possible moment, and the King before leaving for the "Oaks" day at Epsom, desired that the fullest and latest information should be gathered. Prince Alexander of Teck made eager enquiries also directly the news became known.

In Liverpool and scenes are taking place around the huge skyscraper where the C. P. R. offices are situated. A large number of the crew had their homes there and their families are beseeching the company's officials for news that their bread-winners have not been lost.

ARMY IN LONDON KNELT IN PRAYER

Intensely Dramatic Scene Followed Cable Announcing Disaster to Liner.

Canadian Associated Press Cable. LONDON, Eng., May 29.—A dramatic scene was witnessed at the Salvation Army headquarters here today. Directly news of the disaster was received every person in the huge building was ordered to kneel in prayer, over the catastrophe. The scene of a busy office in the heart of the noisiest part of London suddenly stopped in stillness was impressive to a degree.

At several Anglican midday services, which are a common feature in London's churches, impressive pauses were made in the Litany after the petition for those who travel by land or by water.

JUMPED INTO WATER, PICKED UP BY BOAT

Ottawa Passenger and Wife Rushed on Deck and Saw Ship Sinking.

Canadian Press Despatch. RIMOUSKI, May 29.—Among the saved brought here are W. J. Black

and Mrs. Black of Ottawa. Aroused from their beds by the noise of the collision Mr. and Mrs. Black rushed on deck. Seeing that the ship was sinking fast Mr. Black did not hesitate but jumped with his wife into the water, both being picked up later by a boat of the Lady Evelyn.

Another survivor is Mrs. Patton of Sherbrooke.

THE REMEDY THAT ENJOYS THE UNIVERSAL RECOMMENDATION OF CURED PATIENTS

DR. McLAUGHLIN'S ELECTRIC BELT

I can take one like you and pump new energy into your body while you sleep, and in a few weeks you will be transformed into a giant of strength. Energy is but electricity, and if you lack energy you need electricity.

Wake up, you drug fiend, and let your reason prevail. Your experience with drugs teaches you that you must cast them aside and look for a natural method. When your health failed it seemed inherent by nature for you to look for some magic cure—something that you could take into your stomach to do the work of your digestive organs, bowels, liver and kidneys.

The first dose brought you relief, but with each succeeding dose you found the effect lessened, until you are now down and out, a perfect invalid, for you have allowed drugs to do the work of your vital organs, and without them you are even in a worse condition than when you began.

If you feel tired and stupid, with no ambition to get out and hustle; if you have spells of despondency, and a desire to give up the fight, you need new energy. The race is to the strong. Show me a failure and I'll show you a weakness, lacking in courage, strength and ambition—three essentials to the make-up of a successful man.

Mr. J. Runnings, 83 Kain St., St. Thomas, Ont., says he was cured of rheumatism by my Belt.

Mr. H. L. Weakley, 35 Greenwich St. W., Brantford, Ont., says he was cured of Kidney, Bladder and Back Troubles.

Mr. Jas. McKenna, 515 Bathurst St., London, Ont., says he was cured of Poor Circulation, Rheumatism and Lame Back.

Mr. G. T. Lichings, Toronto, Ont., says he was cured of Constipation.

Mr. C. Cox, Cataract, Ont., says he was cured of Sciatica by my Belt. Many more could be quoted, and if you will write me I will give you unlimited proof of what my Belt will do.

FREE TO YOU
If you can't call, cut out this coupon and mail it to me to-day. I will send you my 84-page book, together with price list, prepaid, free. Advice and consultation free. Call if you can.
Office hours—9 a.m. to 5:30 p.m. Wed. and Sat. to 8:30 p.m.

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