RECOVER BODY OF

YOUNG SURVEYOR

Remains of G. H. Burnham

Will Be Shipped to Peter-

boro For Interment.

DROWNED AT DAUPHIN

Victim of Canoe Accident

Was Member of Domin-

ion Survey Party.

Word was received by Dr. G. H. Burnham of 55 Warren read Torento, last night that the body of his son, G. Herbert Burnham, C.E., who was drowned in the Valley River, at Dauphin, Man., on Tuesday, had been recovered. The remains are to be brought east and interment will take place at Peterboro in the family burial

brought east and interment will take place at Peterboro in the family burial

The young man had been a member of the Hydrographic Survey of the Dominion Government. With three other survey men Burnham had at-

other survey men Burnham had attempted to cross the river in a cance, when the craft capsized and he sank before reaching shore.

He matriculated from Upper Canada College, Toronto, into the Royal Military College, Kingston, in 1906. On the completion of his course in the R. M. C., 1909, he entered the faculty of applied science in Toronto University and graduated with the degree of B.A. Sc. in 1912. He is a naphew of J. H. Burnham, M.P., of Peterboro.

ARM CUT ON MACHINE

While operating a tape machine at the works of the Canadian General Electric Co. late yesterday afternoon, Ethel Hall, 13 years old, of 15 Rebecca street, cut her right arm below the elbow and before help rould reach her fainted thru shock and loss of blood. The girl was removed to the Western Hospital in the police ambulance, and after her arm was attended to, was taken to her home.

ANOTHER ARMY AVIATOR KILL-

YOUNG GIRL FAINTS

# RO BEACE

ACROBATS. HOWARD and TETTE ALLEL BAR ACT. PICTURES. OWN BAND

RA Mat. 25° by pure chilled air. In the Musical Comedy,
MINUTES FROM BROADWAY

; Sat. Mat., 25c, 50c Owing to the great this musical comedy this musical comedy

THEATRE Place in Town." es 25c, 50c, 75c, r., Sat. All seats 25c Seats Reserved.

LLE PLAYERS Cabbage Patch DOO

YARD ion that will lear or whereabouts or sons suffering from ty, Fits, Skin Dis-on, Genito Urinary

Chronic or Specia

cannot be cured Medical Institute. Street, Toronto. on Sales

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Glass and \$985.43 525.13 \$1620.55 Fixtures.

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ory may be inspected Hespeler, and Invenor Richard Tew, cor. eets, Toronto.

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D TEW,

, JULY 23rd

bearing interest and Delhi, and Inventory ard Tew, cor. Front oronto. 56 sty orders to turn a radical change

seing Caricatured

the waterworks

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a very ticklish test apers describe as is to come up es her cartoonis tulle, Mendes, wid-aywright, and the cid pencil. A day veyre published a -he strenuously caricaturesother honors me. Catulle Mennfessed that none at all kind, but liabolically clever. did not complain uty for quite was more sensi-

She merely with a big R. M. was exceedingly

## > SHIPS AND RAILS

#### NEW WEST CHANNEL **BIGUNION STATION** FOR NORTH BAY **KEEPS BAY CLEAR**

Frees Water of All

Debris.

feet in depth, and is apparently situated just right to catch the current.

WRECKED ON TRIP

TO CROCKERLAND

Way to Aid

Party.

ST. JOHN'S, Nfld., July 17.—The Newfoundland sealing steamer Diana, having on board the Donald McMillan expedition to Crockerland, in the

Four Hundred Miles to Rescue.

The Stella Maris will have to steam more than 400 miles from this port to

Barge Point, where the accident oc-curred, is on the extreme southerly portion of the Labrador coast and is

about 50 miles east of the boundary line separating Labrador from the Province of Quebec. There is no large

settlement in the vicinity.

The Diana sailed from Boston after

The expedition was sent out by the

History of New York. The explorers

reach the disabled vessel

C. N. R. Said to Be Anxious Causes Strong Current Which WILL NOW REORGANIZE to Join Issue With T. and N. O.

NO FINANCIAL OBSTACLE ENGINEER'S SUGGESTION

Chairman Englehart Says the Clearness of Water Generally Matter Rests Wholly With Sir James.

A joint passenger station of the Canadian Northern Railway and Timiskaming & Northern Ontario Railway at North Bay, Ont., together with the oint use of the trackage and big freight terminal facilities now possessed by the T. & N. O. at North Bay is id to be the desire of the Canadian Northern, and it is thought that the r. & N. O. does not look unfavorably

on the proposition.

A proposal of this nature was, it is understood made the T. & N. O. last fall, but at that time the government road was unable to do anything in the matter thru lack of funds. In order that it be brought about it was necessary that a proposed improvement in the grade of the main line into North Bay be undertaken. This was to bring Bay be undertaken. This was to bring the line to a point where it would connect with the right-of-way of the C.N.R. and where the latter desired that the station be located. keeps the bay clear. A current strong enough for this purpose was not to be had when the old western channel was used, which was too narrow and was only about ten feet deep in places. The new wide channel is more that 18

that the station be located.

With the \$2,000.000 grant obtained from the legislature this spring no financial obstacles now stand in the way, and it is said negotiations are once more under way. Speaking to The World on the Joint station proposition. Chairman Englehart of the T. & N. O. Rallway Commission declared that such would be in full accord with the policy of the government road which stood to work in harmony with all other roads, but he declined to express an opinion on the desirability of the proposition.

an opinion on the desirability of the proposition.

The T. & N. O. would not undertake any change in its line or enter into an arrangement with another road, however, until the premier of the province gave instructions that such was to be done. The matter rested wholly in the hands of Sir James Whitney, he said. If satisfactory arrangements can be made the Canadian Northern are said to be willing to go in with the T. & N. O. on either the union station or combined use of the freight terminals as separate propositions, but failing to arrive at an agreement on either project are prepared to erect passenger and freight buildings of their own.

Storeys in Height and I housand Feet Long.

The C. P. R. have been notified of the completion of their new freight building at the Fort William steamship drydock. The new building is a double-deck structure, nearly a thoudouble-deck structure, nearly a thousand feet long. The upper storey is for the reception of freight by rail and the lower for freight unloaded from vessels and to be loaded on cars. For the unloading of rail freight there is a trestle along the rear of the building of sufficient height to bring the cars to the proper level. Along this side are 19 doors, spaced for freight car openings.

**BIG RAILWAY YARDS** FOR MOOSE JAW

C. P. R. Spending Big Sum on Terminals in Western City.

ing made by the C. P. R., the City of Moose Jaw, Sask., will possess the third largest yards owned by the Canadian Pacific. Nearly 200 men are now engaged. On the completion of extensions benow engaged on the work of increasing the site of the terminal facilities on which more than \$100,000 is to be spent. In connection with the iminto Moose Jaw is also nearing com-

PACIFIC STEAMERS' MOVEMENTS Each municipality is to have a separate association. In the towns MONTREAL. July 17.—The Em-and cities, young men's clubs will be ress of Russia left Hongkong on July organized and the fifteen hundred

of these books by the greatest business writer of the century.

Remember the attached coupon and 77 cents secures it.

This coupon when presented or mailed to The World Office to-

gether with 77 cent is good for one copy of Seymour Eaton's

THIS COUPON

together with 77 cents, if presented at The World Office.

40 West Richmond Street, Toronto, or 15 East Main Street.

Hamilton, entitles the bearer to one copy of Seymour

Eaton's great book, "100 Lessons in Business."

dispensable to the business man or artisan.

book entitled "100 Lessons in Business."

### MELLEN TENDERS HIS RESIGNATION

President of New Haven Road to Step Out Soon.

Water Lines and Probably Trolley Roads to Be

Clearness of Water Generally
Commented On by Sailormen.

NEW YORK, July 17.—(Can. Press.)
—C. S. Mellen today tendered his resignation as president of the New York, New Haven and Hartford Railroad Co., and all its allied or subsidiary lines, including the various railways, trolley roads and water lines which had become part of the New Haven system under his management.
Announcement of Mr. Mellen's resignation, which is to take effect "at the pleasure" of the New Haven board, but "in no event later than Oct. 1 next." followed a long and earnest meeting of the directors, most of whom, including Wm. Rackefeller and J. P. Morgan, were present.

The good result obtained is the practical clearance from the bay of debris. Some time ago the suggestion was made by a prominent engineer that the bay water could be kept clear by the construction of a channel at a point about half way between Centre Island and Hanlan's Point, but owing to the big expense involved nothing was done in the matter.

The result now obtained has been P. Morgan, who regarded Mr. Mellen as the man best fitted to reorganize the more or less chaotic transporation traffic manager of the Sante Fe lines, as the man best fitted to reorganize the more or less chaotic transporation lines of the New England states. Stockholders of late became dissatis-The result now obtained has been caused by a strong current which flows from the eastern channel west and out thru the western channel and

The clearness of the bay this season as compared to its murky appearance of former years, is being remarked on by all vesselmen coming into the perts are now at work on the com-pany's books, but the result of its labors may not be known for several

Mr. Mellen is now under indictment in the federal courts for alleged viola-tion of the anti-trust laws and an indictment for manslaughter, resulting from the Westport, Conn., wreck of last year, is also hanging over him.

It was expected that the New
Haven directors would today take up
the findings and recommendations of the inter-state commerce commission Revenue Cruiser Is Now on which recently scored the management, not only for its methods of operations, but for its financial methods as well. According to Mr. Mellen's representatives, however, all consideration of these matters was

To Sell Water Lines.

It is known that an influential factor in the board favors the sale of the company's water lines, and many

The news of the stranding of the of \$394,000,000, an excess of assets Diana was received this morning, having reached here by telegraph from

Bay of Islands, on the west coast of Newfoundland, after being relayed to the way to much conjecture regarding Newfoundland, after being relayed to that point by a chain of wireless stations along the Labrador and Newfoundland shores. The message gave his successor. The name most irreduced in this connection, is that of Howard Elliott, head of the Northern Pacific road.

Continued From Page 1.

taking on a quantity of food and medical supplies on July 5 and after a stop at Sydney, N. S., sailed north on July 12. been depending, and unless that gap is filled by sacrifice of the British taxpayer, the general defence of the Empire, apart altogether from the defence of the United Kingdom, would be three ships short of the admiralty American Geographical Society and the American Museum of Natural be three snips short of the admiratly requirements from the end of 1915 on-ward. As soon, therefore, as news was received of the rejection of the bill, the government determined that im-TORIES ORGANIZING N. WATER-

mediate action was necessary.

'There were two courses open to us:
We could have laid down three extra
ships in place of the three Canadian BERLIN. July 17. — (Special.)—
W. G. Weichel, M.P., and Chas. H. is at present clear that this step, which would mean the addition of which would mean the addition of provements, the trackage is being increased approximately 15 miles. The double-track line from Swift Current this season and will tour the riding and effect an organization that will naval estimates, is necessary, and and effect an organization that will naval estimates, is necessary, and be the most thoro of any in the pronaval estimates, is necessary, and

less it is necessary. "Altho the Naval Aid Bill was rejected, the question of Canada participating in her own defence and in that of the empire is by no means 16; the Empress of India arrived at Young men available to vote in Ber-lin alone will not be overlooked.

Yokohama on Wednesday, July 16.

In alone will not be overlooked.

In alone will not be overlooked. are differences of principle and me-thod, and altho the matter is one of HE WORLD has received so many applications from party disputation, there is an over-whelming concensus of opinion that those who neglected to secure a copy of Seymour Eaton's 100 Lessons in Business, that we have obtained from the publishers a small shipment of these books, and they will be distributed to those who first apply.

"The position is not yet clear, and I am very much inclined to think that harm rather than good may result from our attempt to debate it much in public, Canada absolute mistress of her own desting Althe Lesson. Eaton's 100 Lessons in Business, that we have ob-Only one coupon will be necessary together with 77 cents of her own destiny. Altho I cannot attempt to forecast the course to be which merely covers the cost of duty, freight and packing. Clip finally decided by Canada, I think that these speeches taken by themselves finally decided by Canada, I think that the coupon and mail it today if you would be a possessor of one from all other public and private information, plainly show that the question of Canada taking effec-Seymour Eaton is a wizard in mathematical condensation and tive part in the general naval defence his original short cut in figures, which was published twentythe empire is by no means closed and we have no right to assume at present that we are to be left to face five years ago, has never been improved on. The book should be the emergencies of the future un-aided and left to bear the whole burin the hands of every school boy and girl and is practically in-

Accelerating Construction.

"That being so, the admiralty recommended and the cabinet approved the adoption of a temporary expedient. We are proceeding, not by increasing the program of capital ships but by accelerating the construction of those which have been already sanctioned, in such a way as to secure the strength we require at the periods involved. We therefore accelerated three ships of this year's program which would not otherwise have been begun until the end of the year. We invited tenders for them last month and action has been already taken and tenders have been received and those vessels will be ready, if all goes well, by the third quarter of 1915; and they will fully maintain, in the absence of new Austrian or Italian construction,

#### FRANCE TO PROBE ATROCITIES

PARIS, July 17.—(Canadian Press.)—At the request of Greece, the French Government, which has assumed protection of Greek interests in the war region, has instructed the secretary of the French legation at Athens and an officer of the French military mission, to proceed immediately to the seat of war to investigate the alleged Bulgarian atrocities.

### **FUNERAL TODAY** OF GORDON AIRD

Remains Were Brought From Chicago and Will Be Interred Today.

signation, which is to take effect "at the pleasure" of the New Haven board, but "in no event later than Oct. 1 next," followed a long and earnest meeting of the directors, most of whom, including Wm. Rackefeller and J. P. Morgan, were present.

He became president of the system in October, 1903, resigning from the presidency of the Northern Pacific Railway, at the request of the late J. P. Morgan, who regarded Mr. Mellen His remains were accompanied from traffic manager of the Sante Fe lines, and a number of other officials of that Stockholders of late became dissatisfied, however.

Mismanagement Alleged.

Alleged mismanagement of the New Haven road and several serious wrecks costing many lives, resulted in definite action and a committee of New England stockholders, led by George Von L. Meyer, former secretary of the navy was organized to make a searching investigation of the road's affairs. That committee's experts are now at work on the company of the Sante Fe lines, and a number of other officials of that road, who, with Mr. James Gorman, vice-president of the Rock Island lines, will act as pallbearers. Mr. Aird was born in Toronto, but had resided in Chicago for some years. His brothers are Messrs. William Aird, Barrie, Ont.; Hugh Aird, Saskatoon, and John Aird, assistant general manager of the Canadian Bank of Commerce; the Canadian Bank of Commerce; Mrs. Higham of Toronto is a sister. Mr. Aird was born in Toronto, but had resided in Chicago for some years. His brothers are Messrs. William Aird, Barrie, Ont.; Hugh Aird, Saskatoon, and John Aird, assistant general manager of the Sante Fe lines, and a number of other officials of that road, who, with Mr. James Gorman, vice-president of the Rock Island lines, will act as pallbearers. Mr. Aird was born in Toronto, but had resided in Chicago for some years. His brothers are Messrs. William Aird, Barrie, Ont.; Hugh Aird, Saskatoon, and John Aird, assistant general manager of the Sante Fe lines, and a number of other officials of that road, who, with Mr. James Gorman, vice-president of the Rock Island lines, will act as pallbearers. Mr. Aird was born in Toronto, but had resided in Chicago for some years. His brothers are Messrs. William Aird, Barrie, Ont.; Hugh Aird, Saskatoon, and John Aird, assistant general manager of the Canadian Bank of Commerce; Mrs. Higham of Toronto is a sister.

### **PAINTERS FIGHT** LIABILITY ACT

Committee Is Appointed at Convention-Want Oil Barrels Scaled.

ST. CATHERINES, July 17. -(Special.)—The Canadian Association of Master Painters, in session here today, appointed a committee to fight the new Employers' Liability Act.

Mr. Wegenast, solicitor for the Canadian Manufacturers' Association, who spoke strongly on the subject, sug-FREIGHT SHEDS READY

AT FORT WILLIAM

Are tive region, stranded last night on Barge Point, 40 miles west of Battle Harbor, in the Straits of Belle Isle.

The Newfoundland revenue cruiser Stella Maris was today ordered to the assistance of the Diana, the extent of whose damage, if any, is not storeys in Height and Thou
The Crockerland, in the company's water lines, and many if not all of its trolley roads. So far as it can be reasonably accomplished also, it is believed that the New Haven will relinquish control of the Boston and Maine road.

According to an exhaustive examination made by the New Haven of the Canadian inspection and the company's water lines, and many if not all of its trolley roads. So far as it can be reasonably accomplished as it can be reasonably accomplis system, its assets are estimated at close to \$500,000,000 against liabilities of more than \$100,000,-000 by the manufacturers to ensure the obtaining of a standard quality of old by the master painters.

those margins of Mediterranean and whole-world strength which I explained last March were necessary.

Only Temporary Relief.

"Of course, the relief given us by the mere acceleration of ships is only temporary, but the effect of this new construction is to raise the margin at our

struction is to raise the margin at our disposal for seven or eight months from the end of 1915, and at the befrom the end of 1915, and at the be-ginning of 1916, to the same level as would have been exacted had the Can-adia naval aid bill passed. But after that period is passed the advantage of acceleration will be absorbed and the difficulty of the shortage with which difficulty of the shortage with which we are confronted will occur. By next year, however, it is probable that the Canadian situation will have defined itself and we shall be in a better position to judge whether further acceleration of next year's ships or, alternatively, direct addition to our program will be forced upon us. That is the policy which we recommended to the committee and which we regard as a committee and which we regard as a wise, sober and adequate provision.

He dealt at the outset with the ques tion of the use of oil as fuel in the navy. He said that there were now built and building more than 100 de-stroyers, solely dependent upon oil for

One of his earliest enquiries to the of oil supply, and it has been found that no difficulty was experienced in buying oil. The great advantage which liquid fuel possessed in solving the problem of our naval designs was that it made it possessed to be the control of the problem. that it made it possible to obtain ves-sels of a very high speed as compared wit their dimensions. All these advantages were enjoyed equally by other nations using liquid fuel, but there would be one special advantage possessed by the strongest fleet, namely, that it would not be obliged to leave the high sea to replenish its fue

supply.

Mr. Churchill, continuing, emphasized the importance of liquid fuel. In regard to the latest battleships and fast light cruisers, the admiralty had used oil over the whole field of new constructions in the program of 1912-13. These conditions were repeated this year, but five of the battleships of this program were to be coal-burn-ing, with oil as an auxiliary. Oil was only required when exceptional speed was neede. Coal was thus possible for a line of battleship and this was convenient in view of the high price of oil.

#### SALVATION ARMY **KEEPS UP GOOD WORK**

The good work that was accomplished by the Salvation Army last summer when they were the means of sending hundreds of the children of the poor of Toronto on a holiday at the Fresh Air Camp at the S. A. farm at Clarkson, on Lake Ontario, is again being undertaken this season. Major Hugh Findlay states that about 70 chiliren who otherwise would not have had an opportunity of getting away from the hot city streets are spending a fort-night at the camp, which is now in full swing.

Similar parties will be going each fortnight for the next two mouths.

### PEARL NECKLACE TAKEN FROM MAIL

Sixty Magnificent Gems, Worth Six Hundred Thousand, Disappear.

WERE SENT TO LONDON

Fifty Detectives Try to Solve Mystery of Big Rob-

Special Cable to The World. Copyrighted by The Toronto World and N. Y. World.

LONDON, July 17.—The theft of a necklace consisting of 61 magnificent pearls, valued at more than \$500,000, which vanished while in transit by mail from Paris to London, is engaging the attention of 50 of the best detectives of Scotland Yard. The theft was reported to the police today by the owner of the jewels, Max Mayer, a Hatton Garden diamond merchant.

The necklace is generally described as being worth \$500,000, but it is insured at Lloyds for \$675,000. A diamond dealer who has been thirty years in the business, says it is the finest necklace he ever saw and is worth more than the sum for which is was insured.

insured. Reward for the Jewels. Lloyds offered a reward of \$50,000 tonight for information leading to the arrest and conviction of the persons responsible for the loss of the jewels.

The necklace is described as con-

the right gradation.

Mayer has an office in Paris and the necklace was sent from there last night. A postman delivered a registered package at Mayer's home at 8.30 this morning. The package bore the Paris postmark and French stamps and on the back Mayer's initials were and on the back Mayer's initials were stamped. The housekeeper took the package in Mayer's absence and placed it in the safe. When Mayer arrived at his home at 10.30 he opened it and found only pieces of sugar of the same weight as the necklace. The seals showed no signs of having been tampered with.

The diamond dealer placed the mat-ter in the hands of the Scotland Yard authorities. The police refuse to dis-cuss the case and Mayer is reticent

regarding it. He declines to give any description of the necklace.

The sugar is of French manufacture and this leads to the supposition that the theft was accomplished on the other side of the channel.

MAILED IN PARIS.

PARIS, July 17 .- Mr. Salamon, the

PARIS, July 17.—Mr. Salamon, the Paris representative of Max Mayer, hurried to London this evening after the Paris police had been informed by Scotland Yard of the discappearance of the \$675,000 pearl necklace consigned to Mr. Mayer.

Mme. Salamon said she saw her husband pack the necklace, which has made several trips in the registered mail between Paris and London. The postoffice where it was mailed is a few steps from Salamon's office.

"My husband came back in a few minutes," said Mme, Salamon, "so that any tampering with the package must have been done in the postoffice, where my husband is well known. He frequently registers valuable consignments of jewelry. It cost seven france and a few centimes to send the necklace, so I imagine he must have delace, so I imagine he must have de-clared its value.

FEW TO COMPARE WITH IT.

The reported value of the lost neck-lace is astonishing. If the figures given are correct it may be set down as one of the most valuable, if not the most valuable, necklace in existence. most valuable, necklace in existence. Several years ago the value of a necklace imported for Mrs. William B. Leeds by Bernard Citroen, a Paris jeweler, was given as \$350,000. Two years ago both Judge Elbert H. Gary of the United States Steel Corporation, and Frank Jay Gould were reported to have presented their wives with necklaces of pearls valued at half a million dollars each. The late John Jacob Astor presented his young bride with a string of pearls said to have cost \$200,000. Necklaces of these values excited the wender of all who read about them, but they apparently isting of 61 graduated pearls weighing 1259 grains. The centre pearl weighs 47 1-16 grains, and the two terminal pearls 11 1-16 and 10 7-8 grains. One round pearl weighs 27

At a sale in Parls in January of this grains.

stains.

Scotland Yard detectives say the necklace is the finest in existence, the pearls being of magnificent gradation and pink hue. Their value lies not only in their size, but in the manner in which they are matched. The necklace was made up to Mayer's order. He took infinite pains to find gems of the right gradation

HAMILTON HOTELS.

O TEL ROYAL Largest, best-appointed and most cen-trally located. \$3 and up per day. American Plan. ed?ti

**Burlington Beach** 

Room to let, cheap. Furnished, except for bedding.

Phone 1946 for particulars.

SALISBURY, Eng., July 17.—(Can. Press.)—Major A. W. Hewetson of the Royal Artillery Corps of the British army, a member of the military flying corps, was killed at the army aero-drome here today by the falling from a height of 100 feet, of his monoplane. The accident was caused by the machine taking a turn too sharply and over balancing. On striking the and over balancing. On striking the ground the motor exploded and burn-







# FOR ONE COUPON

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You can choose from a multitude of colors, including imperial purple, royal blue, brown, We shall not be drawn from it by any black, yellow, crimson and scarlet, in a variety of shades.

# THREE PENNANTS

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**Toronto** 

# Hamilton

Each with crest and monogram, and equipped with straps, with which to attach them to that motor car, boat, tent pole or flagstaff. Made of the best college felt, the colors will not fade

Clip the Coupon today, and present it together with 22 cents for each Pennant (by mail 2 cents extra) at The World Office, 40 Richmond Street West, Toronto, or 15 Main Street East.

NOTE.—Many people are buying Pennants as souvenirs and sending them to their friends abroad. Present your visitors with one, they will favorably remember Toronto and Canada.







he lady's feelings to his art simply