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"EMPRESS OF BRITAIN" INJURED IN COLLISION WITH COLLIER LINER LIMPS BACK TO QUEBEC

In Dense Fog, Between Cape Magdalen and Fame Point, Big C. P. R. Steamer Cut Coal Boat Helvetia in Two, Badly Damaging Empress' Bows—Returning to Port With 730 Passengers—Collier's Crew Saved With Difficulty—Relief Boats Hurried to Scene.

QUEBEC, July 28.—(Can. Press).—The latest despatches from the Empress of Britain state that after transferring mails and a number of second and third-class passengers to the Pretorian, she started back from Father Point at 7.40 o'clock. The steamer is proceeding slowly under her own steam, and the Lord Strathcona and the C.P.R. tug Cruiser are accompanying her. The Empress of Britain cannot arrive until late to-morrow afternoon.

The accident has again brought before the public the necessity for the immediate construction of a dry dock at Quebec. If there was a dry dock capable of accommodating the Empress of Britain, all would be well, but there are no means of repairing the serious damages which the vessel has received.

QUEBEC, July 28.—During a dense fog, the Canadian Pacific Railway steamer Empress of Britain, which left Quebec at 7.15 on Friday evening, collided with the steamer Helvetia, a collier bound to Quebec and Montreal at 4.45 Saturday afternoon. The scene of the disaster was between Cape Magdalen and Fame Point. The first news of the accident came to Quebec about 6 o'clock Saturday evening via wireless, and this was followed by another despatch stating that the Empress of Britain was returning to Quebec with her bows badly stove in and her fore compartments filled with water.

As far as can be gathered, the Empress of Britain struck the Helvetia amidships, cutting her in two, the injured vessel sinking shortly afterwards. Those on board the Helvetia were all rescued and taken on board the Empress of Britain.

ASSISTANCE HASTILY SENT.

Captain Murray immediately gave orders to have his ship brought back to Quebec, and assistance was despatched to her, while the Canadian Pacific tug Cruiser, which was in Montreal, was also hastened to the scene, passing thru Quebec this morning on its way to help the Empress of Britain.

The latest news of the disaster shows that Captain Murray was proceeding thru the dense fog cautiously, when suddenly, and without warning, the Helvetia was seen, but too late to avert a collision, the Empress of Britain plunging into the Helvetia, and, it is said, cutting her in two. Successful efforts were at once made to rescue the captain and officers of the sinking vessel, a few moments after which she sank.

PANIC SOON QUIETED.

The occurrence naturally created consternation on the Empress of Britain, but this was soon quieted, and Captain Murray had an investigation as to the damage suffered by the Empress. He then wired details of the disaster to the C.P.R. authorities, and ordered his vessel to return to Quebec.

The Empress of Britain had 730 passengers, the greater part of whom were on deck when the collision occurred. The progress of the disabled steamer to port is very slow, its passage being impeded by the wreckage which hangs over its bows. At 1.15 this afternoon the ship reached Father Point, where she was still at 5 o'clock this afternoon. The Allan steamer Pretorian was standing by, to which some of the passengers and the mails were being transferred.

The Empress of Britain expected to again get under way shortly before 7 o'clock. She is traveling under her own steam, and, as she is making but eight miles an hour, she is not expected to reach Quebec before to-morrow morning at a late hour.

The steamer Helvetia, which sank after the collision, was bringing a cargo of 8000 tons of coal from Sydney. The skipper of the Helvetia was Capt. Connell.

The steamer was built at Sunderland about a year ago. The captain's wife and niece were on board. Capt. Connell and First Officer Wilson are well known here. It is understood the ship and cargo were insured. All on board, except the officers and the two women, were Chinamen.

Western Crops Look Well Sir Montagu Enthusiastic

After Month's Tour He Describes Country as in Magnificent Condition—Mixed Farming Making Good Headway in Alberta—Experts Discredit Damage Reports.

WINNIPEG, July 28.—(Special).—The country is in a magnificent condition. The crops look wonderfully well, and we are going to do our share in the development of the west," said Sir Montagu Allan, president of the Merchants' Bank, who arrived in Winnipeg Saturday morning after a month's tour thru the west.

He was particularly pleased to see the progress mixed farming was making in Alberta, and thought it would be a good thing for the country and the farmers.

"As far as we were able to make out these samples were apparently uninjured by frost," writes Deputy Minister of Agriculture Bedford. According to the C. P. R. crop report for the present week, Prof. Bedford and Prof. Lee of the Agricultural College have examined samples of grain from nearly all points along the line of the C. P. R.

where frost was reported. These samples were examined most thoroughly and microscopically. Pollen received the closest scrutiny and no damage at all could be discovered. In the opinion of these gentlemen little cause for uneasiness exists in connection with the frosts that have so far occurred.

General Reports Good.

Manitoba points report that crops are developing well. Seventy-five per cent. of the grain first sown is out in head.

Saskatchewan is generally good with the exception of the Outlook district to the east of the Swift Current subdivision and the west half of the Moose Jaw subdivisions. There will probably be fifteen to twenty bushels to the acre, below the average.

Alberta reports show wheat as four feet high and seventy-five per cent. headed out. Light frosts were fairly general with no damage reported.

Toronto People on the Empress

Among the local people on board the disabled Empress of Britain, are W. J. McWhinney of McWhinney, Woods, Lennox & Brown; Norman C. and Frank Y. McEachren, Mrs. Joseph Price and her son Earl Price, of 126 Lee-avenue.

Probably the first news of the accident reaching Toronto was the wireless received by his father from N. C. McEachren, at 7.40 p.m. Saturday.

TAKES FATAL LEAP FROM CAR

Young Greek Jumps From a Moving Trolley and Lands Against Curb—Dies Later in Hospital.

Taking the risk of jumping from a moving street car on Saturday afternoon resulted in an accident from the effects of which the victim died yesterday morning. He was George Demont, a young Greek, who resided at 144 Argyle-street.

Shortly after two o'clock on Saturday afternoon, Demont, who was a passenger on a Queen-street car, stood on the car step just before it reached the corner of Queen and Brookfield-streets and, evidently thinking he could get off all right while the car was in motion, took a chance and jumped. In getting off, however, his foot slipped and he was thrown with great force on the back of his head to the pavement.

The young man was picked up unconscious and rushed in the ambulance to the Western Hospital, where he died from a fracture of the skull at nine o'clock yesterday morning without having regained consciousness. Demont, who was seventeen years of age, is survived by two brothers, one of whom, James Demont, resided with him at the Argyle-street address. The three brothers were proprietors of two shoe whine establishments, one of which is located at 1074 West Queen-street, near to where the accident occurred, and the other at 774 College-street.

The body was removed to the morgue, where Coroner George W. Graham will open an inquest on the case at noon to-day.

HAWLEY LEFT BUT \$5,000,000

Big Railway Man's Fortune Had Been Estimated at \$60,000,000—Debts Reached \$4,000,000.

NEW YORK, July 28.—It was estimated at the time of his death on February 1, 1912, that the estate of Edwin Hawley, one of the leading railroad men of the country, would total \$60,000,000. According to the report of the appraisal of his property filed yesterday in the transfer office of the surrogate court by Deputy State Controller Wallace S. Fraser, Mr. Hawley's gross estate amounted to only \$9,329,917.83, and from this was deducted \$4,000,000 for debts, administration expenses, taxes in other states and commissions. This brought his net estate to \$5,329,917.83, or about one-twelfth of the value placed upon it by his acquaintances. Of this amount only \$453,100 was ready.

Deputy Controller Fraser computed the amount due to the state as inheritance tax at \$175,647.94.

SUMMER STRETCHING OUT.

It may be that the summer was late in putting in an appearance and that the stock was too heavy to begin with, but true it is that the Dineen Company finds itself overloaded with summer hats for men and that the weatherman predicts a long summer. A big sale is now on in order to bring Dineen's stock to the normal size. Straw bonnets as low as \$2.49 are being offered at \$1, regular \$2 and \$2.50 value, and Panama hats as low as \$2.49. Originally made to sell at from \$3 to \$5, other real South American Panamas reduced in price.

ICEBERG STORY LANDS JEW IN CELL

Abraham Crownstein, Who Declared He Was to Get \$10,000 for Saving Titanic Survivors and Raised Money on Strength of Tale, Arrested for Fraud.

Abraham Crownstein, the Russian Jew who, claiming a miraculous escape from the ill-fated Titanic, attracted much attention by his story, which he related at a hotel on York-street about a week after the wreck, is now in the hands of the Toronto police on a charge of obtaining money by fraud. He had been wanted since May, when he disappeared from the city, and was now located by the story he spread in Berlin, Ont., a few days ago, to the effect that he was to receive the sum of ten thousand dollars from the fund collected for the White Star Line survivors.

When Crownstein arrived in Toronto he told a story of marvelous escape that rivaled that of the greatest fiction writers of shipwreck experiences. According to his story, he, together with eight of his countrymen, fought their way up from the hold of the sinking Titanic, and brushing aside the officers who would detain their progress, leaped into the sea. After a long swim the pine men at last reached an iceberg with a flat surface, upon which they climbed. Before being rescued from the iceberg one of their number succumbed to exposure and fell into the sea.

Story Got the Goods.

This story did not obtain the verification of the officers of the rescue ship Carpathia, but was believed by some of his own nationality in Toronto. Upon the strength of the story of his experiences and claiming that he was to receive a sum of money from the White Star Steamship Co., he obtained eighty-four dollars in money and goods from M. G. Greenberg, proprietor of a gent's furnishings store at 160 Yonge-street. A week or so after this Crownstein disappeared and Greenberg laid information with the Toronto police charging the Russian Jew with fraud. The whereabouts of Crownstein, however, baffled the police at the time and they were unable to locate him.

The next heard of Crownstein was in the Berlin Ont., papers which was telegraphed to and republished in the Toronto newspapers. This appeared a few days later by it he stated that he had been notified by the committee in charge of the fund collected for the Titanic survivors that he was to be presented with the sum of ten thousand dollars. This was to be a reward for the rescue of his seven fellow-countrymen who he stated escaped from the sinking ship with him. He announced that he would at once leave Berlin for Montreal, where he would be given the ten thousand dollars.

Police Hear Boasting.

The Toronto detective department, hearing of this, which was their first clue to the man's whereabouts since his disappearance from Toronto, immediately forwarded a warrant to the Berlin police to arrest Crownstein before he could leave there for Montreal. Following the request of the Toronto police, Crownstein was placed under arrest and Detective Twigg of the Toronto police department went up to Berlin to bring him back to Toronto. Detective Twigg arrived back with his prisoner yesterday, Crownstein being taken to No. 10 police station. Crownstein will be brought up before Magistrate Denison in the police court this morning, where he will be charged with obtaining goods by fraud.

DROPPED DEAD IN STORE.

George Eddows, of 450 East Gerrard-street, was stricken with an attack of heart failure while in the butcher shop of Chas. Meech, 481 Parliament-street, about 9 o'clock on Saturday night and died almost instantly. Dr. L. Flecker was called, but the man had expired before his arrival. Mr. Eddows, who was a widower and 61 years of age, was a tinmith employed with the Sheet Metal Products Co.

Hydro Power for Port Dalhousie

ST. CATHARINES, July 28.—(Special).—Port Dalhousie has decided to benefit by Hon. Adam Beck's work in supplying hydro-electric power, and will make application to the hydro commission to have hydro power supplied for lighting the streets of the village.

Until recently the plant of the Maple Leaf Rubber Factory supplied power for lighting, but the electric power, and the plant and equipment from the factory and hand it over to the Ontario Power or Great Lakes Co. It has now definitely decided to have hydro lights instead.

Capt. Beaumont Drowned With Nephew from Toronto Who Had Fallen from Boat

Jack, 10 Year Old Son of George Beaumont, Deer Park Crescent, Was Hurlled Overboard by Sudden Lurch of Steamer Near Beaumaris, Muskoka—Captain's Heroic Effort at Rescue.

BRACEBRIDGE, July 28.—A double drowning accident occurred Saturday afternoon about five o'clock near Beaumaris when Capt. Frank Beaumont, of the steamer "Albion" and his little nephew, Jack, 10 years of age, eldest son of George Beaumont of Toronto, were both drowned.

The little fellow fell overboard at the gangway and the captain, when the alarm was given, jumped overboard after him. The boat was running at full speed and he had to swim some distance before reaching the boy. He was however successful in this, got the little fellow and started back, but after swimming a short distance with the boy, he sank, leaving the little fellow on the surface.

The boy struggled along for a few seconds, but also sank before assistance could reach him.

Capt. Beaumont was the fourth son of J. J. Beaumont of Alport Farm, Muskoka River, and was well and favorably known at all points of the Muskoka Lakes, having sailed the lakes for many years.

FRANCE EAGER TO HONOR CANADIANS

Canada, by Strengthening British Fleet, Will Protect France, Says Press—Borden Highly Honored.

PARIS, July 28.—(C. A. P.).—President Poincaré specially returns to Paris Monday from Nancy, where he is spending a vacation, to receive Hon. R. L. Borden and ministers at the Elysée.

Notwithstanding the sudden death of M. Ramondou, secretary of the president, and the confusion arising therefrom, a banquet will be tendered Tuesday night by the committee of Franco-American. It will be notable on account of the presence of Premier Poincaré and the regent of the Bank of France. Addresses will be delivered by Poincaré, Borden and the Canadian ministers.

The Canadians are accorded a warm welcome by the press. Le Siecle says, "England cannot but have the sympathy of French-Canadians in this undertaking (referring to the imperial defense). The greater love French-Canadians have for France the more freely will they contribute to the supremacy of the British navy when the day of battle comes, and British warships given by Canada are engaged in the North Sea. French-Canadians will be protesting not only their honor and the interests of England, but the glory and security of France."

Le Temps, the most important paper in Paris, says, in discussing the probable action of Canada in regard to naval contribution, "Canada, by this step, tightens the bonds which have been established between Great Britain and France."

Sunday at Versailles. On arrival of the Borden party at Calais, they were received by Mr. Paton, British consul, and a special car furnished for the railway journey to the French capital, where the party was received on arrival by a large deputation of English, Canadian and Frenchmen.

Headed by Commissioner Roy, the Sunday was quietly spent by the ministers at Versailles viewing works of art in the galleries and gardens, where they were lunched by Commissioner Roy and escorted by the British charge d'affaires, Hon. L. D. Carnegie, in the absence of the British ambassador.

WILL ENLARGE GRAIN ELEVATOR

MONTREAL, July 28.—(Special).—The Canadian Government, having proved the usefulness of the Port Colborne elevator and having made it clear that the cost of transporting grain from the Lake Superior ports to Montreal via Port Colborne, has been reduced by half a cent a bushel, the present elevator capacity of 800,000 will be increased to 2,000,000 bushels.

J. A. Jamieson of Montreal, who designed the original elevator, will build the enlarged structure during the coming winter.

HYDRO WILL RUN ONTARIO'S FARMS

Commission Preparing to Give Power at Low Rate That Will Do Nearly All Work, and Add Greatly to Attractiveness of Farms—To Hold Demonstrations.

Hon. Adam Beck, chairman of the Ontario Power Commission; P. W. Ellis, of the City Hydro-electric Commission; Engineer Gaby and a party of newspapermen went on a tour of inspection on Saturday to Guelph, following the transmission line to Hespeler, Preston Springs, Galt, and Dundas, where the switching and transformer station was visited, and then on to Hamilton and Niagara.

The excellent condition of the transmission line, with its independent telephone lines, was the subject of comment. The insulation is as nearly perfect as human ingenuity can render it, and the lightning arresters were seen to be quite perfect. With such a vast provision in this respect against accident, it was quite evident that nothing had been left to luck or chance in preparing for the risk of thunderstorms.

At Dundas this is particularly observable. The huge cylindrical arresters stand in an imposing double row outside the switching station, and experience has shown that the bolts of Jove cannot pass these barriers.

Increase in Horsepower.

The switching station receives two lines from Niagara, carrying 55,000 volts. These are switched to Woodstock, Guelph and a double line to Toronto. After being stepped down the power is also sent on to Dundas, Hamilton, Watford, Caledonia, Hagersville, and Cayuga. A year ago only 10,000 horsepower was passing thru the station. At the present time over 24,000 horsepower is being distributed, and the 80,000 contracted for by the company will be absorbed before the end of the year.

At Guelph the Ontario Agricultural Farm was visited with the object of noting the various applications of electric power in farming processes and getting suggestions for other methods of using the power economically.

An Exhibition Outfit.

Hon. Mr. Beck has in preparation an exhibition outfit with which he proposes having the farms in the power belt visited, and demonstrations of the use of electric power in farm work made. The Township of Toronto is being wired for the purpose of proving in concrete fashion the economy and desirability of the electric processes. According to the chairman's estimates it will be possible to supply two horsepower to farmers on the lines at \$24 a year. This power will do all the work on the farm except plowing, threshing, and filling the silo. The farmer with two horsepower will be able to light his farm, to chop feed, cut wood, pump all night, drive a churn, milk, operate a cream separator.

Continued on Page 2, Column 3.

MORE MONEY NEEDED FOR GOOD ROADS PLAN

Seventy Miles Out of 110 Finished or Under Construction From Original Grants of \$300,000—Excellent Progress Made—Commission Meets on Tuesday.

The meeting on Tuesday of the good roads commission will be the first since their 100-mile inspection on July 16. When the commission was first formed it was thought that \$300,000 in equal contributions from the government, city and county, would provide 50 miles, at \$5000 to \$6000 a mile. "As a matter of fact," says Chairman J. J. Ward, "we have completed or have under way, 70 miles within that estimate. This, in spite of the fact that Lake Shore-road will cost \$12,500 per mile for concrete, and part of Dundas will cost \$10,000 per mile, also for concrete. In addition the roads are being oiled and the commission has acquired considerable machinery.

"The original plan as agreed upon by the provincial government, the city and the county, provided for 110 miles of roads, so that in order to finish the work, there will have to be further grants from the three sources. "During the tour of inspection the condition of Unionville-road and Yonge-street was greatly admired. Those roads, which had been treated with tar, oil, like Yonge-street and Eaton-road, were dustless, while Weston, just completed, was clouded. The fine new Dolorway pavement, 15 feet wide, and having a depth of seven inches of concrete, with a bitumen surface, along the lake shore, is, from the point of durability, the cheapest in the end. Dundas, where a macadam road has been laid, has cost \$10,000 per mile, and the other roads of water-bound macadam, have cost from \$2000 to \$5000 per mile. Lake Shore an Esplanade. "It will be a relief to lake shore residents to know that on either side of the Dolorway pavement, a heavy macadam road will be constructed, so that the whole width will form an ideal esplanade. "The city voted in June last an additional \$30,000 towards the cost of making the roads near the city for a distance of two miles along the lake shore. "Continued on Page 2, Column 2.