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The Toronto World

TWELVE PAGES—MONDAY MORNING JULY 25 1910—TWELVE PAGES

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30TH YEAR

Several Attempts Made To Derail G. T. Trains

YAWL UPSETS AND TWO DROWN Many Other Upsets and Narrow Escapes IN SUNDAY'S FIERCE STORM

Woman and Grandson Perish
in Lake when Yacht
Overturns and
Goes Down

FIVE OTHERS SAVED
BY PLUCKY RESCUERS

The sudden squall of yesterday afternoon that preceded the heavy thunderstorm was the most disastrous in the records of Toronto's waterfront.

From Scarborough Beach, on the east, to the Humber, on the west, reports were received of upsets of small craft, with numerous attendant narrow escapes.

The storm found two victims in the lake, south of Simcoe Park and just to the east of the eastern gap, when a yacht, in which were seven persons, was blown down by the hurricane and overturned. The dead:

Mrs. Tobias, aged 62, 255 Gladstone-avenue, formerly of Cleveland, Ohio; DONALD, her grandson, aged 5.

Five other members of the family were rescued by the bravery of the Island Constable Bateman and his wife, and several members of the R.C.Y.C.

The storm had been heralded for some time by gathering clouds and rumblings of thunder, but the gale that immediately preceded the storm was unexpected, and caught many of those sailors unlooked for to be out unprepared. On the island, several tents were laid low, and camp furniture was blown hither and thither.

The police boat, in charge of Patrol Sergeant Chapman and Policeman McRae, was kept on the run until late at night, answering calls to craft reported in distress.

At 10 the police boat overtook a dinghy near the eastern gap, in which were a man and a woman, sitting in a foot of water and shipping every sea. Their position was critical when help arrived. They were towed to the Argonaut Club.

A 20-foot yacht swamped off the exhibition grounds, while running before the wind. Five soldiers put out from the fort in their large skiff, and after rescuing the two men on board, towed the boat to safety. When the police boat arrived they declined aid.

Continued on Page 7, Col. 5.

RELIEF SUPPLIES NOT COMING IN FAST ENOUGH

Rations May Have to Be Curtailed
—Some Become Lazy and
Refuse to Work.

CAMPBELLTON, July 24.—(Special).—With more than 1500 people to feed every day, the provisions at the disposal of the Campbellton relief committee are rapidly running short, and unless the supply comes in in greater quantities, the daily allowances will have to be curtailed. In addition to the people fed by the committee, there are many trying to order their own provisions, or else boarding on vessels at the wharf.

Among the cash donations received Saturday was \$2000 from the Quebec Government, with a letter from Sir Lomer Gouin. Apart from the \$2000 donation from the New Brunswick Government, this was the largest contribution from any provincial legislature. The cash contributions totaled over \$27,000 on Saturday. In addition, several orders were received to draw on the banks, which, with the recent Quebec contribution, brings the total up to \$38,123. Just now it is difficult to estimate how much relief money will be needed.

The most important of all, apart from the daily food supply, is the building of homes to alleviate the suffering during the winter. Some of the workmen being fed every day are becoming lazy and refuse to do any work. Prompt action has been taken in regard to these, however. An official went to each tent yesterday, took the names of such men, and gave orders to cut off their rations. Discouraged talk followed but the committee was firm, announcing that there was plenty of work to do in building shacks. At an emergency council meeting held in a little shed on Saturday the mayor took up the question of the idle classes, announcing that the middle classes were suffering and that it was not fair to feed the poor if they would not work. Every precaution is being taken to see that the money which the public donates is spent fairly and on deserving people.

In every tent, however, there is real suffering. The officials who made a tour on Saturday morning after the heavy rain witnessed pitiable sights. Some of the women and children had been sleeping on boughs cut from the trees; others on hay, and many on the hard ground.

Is the Government Strike-Breaking?

Did the Ottawa Government conspire with the Grand Trunk to weaken or break the strike by withdrawing the federal regulation which prevents workmen who sign contracts in a foreign country, or men who have not \$25 cash in their pocket from entering Canada? Certainly these regulations were withdrawn last week. But the reason given was that it was for the purpose of allowing men to come in to work on railway construction in the west.

Those who make the charge say that when the strike seemed unavoidable, the Globe had a special item with a border about it and in the leading place on its first page, dealing with this scarcity of men for railway construction, and Collingwood Schreiber, chief government engineer in connection with the Grand Trunk Pacific and the National Transcontinental, was given as the authority. On July 18 another equally prominent item was published, dated Winnipeg, July 17, saying that W. W. Casey, deputy minister of the Interior, was on his way to join Sir Wilfrid Laurier and Hon. Mr. Graham, minister of railways, and to confer with them on this question. The department of the Interior had charge of the enforcement of the law against this kind of labor coming in. The conference took place in the west.

On July 20 another special item from Ottawa, dated 19th July, said an order-in-council had just been passed suspending the regulations, and that all kinds of labor for railways could come in and that by this action there would be a rush of construction men, as American railroad building was going slack. Contractors would be free to make engagements with men outside of Canada for the time being. Friday's Globe returned to this scarcity of railroad builders. Friday's Globe returned to this scarcity of railroad builders. The order-in-council had been received there by the immigration officials and that they were allowing men to come in to work on the railways, and that the Grand Trunk strikers believed this action of the government had been inspired by the Grand Trunk to beat the strike.

HAYS REFUSES Says the Time Is Now Past TO ARBITRATE

Now That the Strikers Are
Willing Company Refuses
—Says No Protection
Is Needed Now.

MONTREAL, July 24.—(Special).—An official announcement that all of the G. T. R. shops from Chicago to Portland will be opened to-morrow morning, giving work to thousands of hands, and the distinct refusal of the Grand Trunk to arbitrate under any condition, and the acceptance of the strikers to arbitrate with a committee of arbitrators, the starting of all thru freight trains are chief features of tonight's situation.

Mr. Fitzgibbon stated this afternoon that he was never more confident of complete victory, and all they required was protection.

Mr. Hays has closed correspondence with Hon. Mackenzie King as follows: "Your telegram of 23rd received. As you know from the many conferences urging your action before the committee, we were desirous of arbitration to avoid existing troubles. The time for such action has now passed and it is only necessary that we should have protection to which we are entitled to the fullest extent of the law. (Signed) Chas. M. Hays."

Not Due to Strikers. In an official statement handed out this evening, says that it is untrue that the riots have been caused by the strikers, although he did not explain any of the arrests and it is said the men in custody can prove an alibi.

Mr. Murdoch claims that the men from one end of the line to the other would remain true to the principles for which they quit work, and added that the company would bluff a few more of the men back to work. The men also claim that it will be an absolute impossibility for the company to run their freight trains as promised. They admit, however, that the suburban are running generally in charge of inexperienced hands.

Your correspondent learns this evening that before Mr. Hays took his stand in the strike situation, he cabled to London seeking their views, the answer being that Mr. Hays being on the spot to do as he saw fit.

Murdoch is Willing. OTTAWA, July 24.—(Special).—The effort to bring to an end the strike on the Grand Trunk Railway and settle the differences by arbitration has been so far productive of good results and the strikers through Vice-President James Murdoch have agreed to submit the situation to a "board of arbitrators mutually acceptable."

Hon. Mackenzie King has received a reply from Mr. Murdoch in answer to his telegram of Saturday, requesting a special statement if he would agree to refer the dispute to such a board. Mr. Murdoch says: "If there appears to be reasonable doubt in the minds of any parties interested in this controversy, suggestive of the fact that the same plan of arbitration that successfully settled the same questions on a number of other lines, would be unfair and inconsiderate of the rights of either party to the dispute in this case, that is a matter that should be given consideration, and arrangements should

Murdoch Willing To Consider Arbitration

THRU SWITCHES TO DERAIL TRANS

At South Durham and Brockville — General Manager Brownlee's Statement of G. T. R. Traffic Conditions.

Two attempts Saturday night to wreck passenger trains and one to cripple a freight train between stations were officially declared by W. G. Brownlee, general manager of transportation for the G. T. R., last evening. Luckily, in no case was the result serious.

The passenger trains were derailed by the throwing of switches, and the freight was forced to back a few miles into a station to allow a passenger to pass on ahead of it.

"In connection with the derailment of the passenger trains," said Mr. Brownlee, "we have every reason to believe they were strikers, as they must have switched over a 'struck' train. These derailments indicate that the strikers, realizing the hopelessness of their efforts to stop the running of trains, are resorting to this method of blocking lines, having no regard for the lives of the passengers on the trains."

It was at 4 o'clock yesterday morning, at South Durham, Quebec, that the derailment occurred, a freight train running from Portland, Me., to Montreal.

"Someone threw the switch and derailed three coaches, causing a delay of three hours," said Mr. Brownlee. "We believe it was done by some strikers from Richmond, as the switch was set at a short, some prior to the accident."

"The switch was in a rock cutting, and the man who opened the switch stood in the shadow of the rock until the engine passed over and then threw the switch under the train. It was pulling out of South Durham."

A similar derailment happened to a passenger train entering the Brockville yards at 9 o'clock Saturday night. The indications are that it was done in the same way," said Mr. Brownlee. "The person who threw the switch hid behind a rock on an adjacent track until the engine was close to the switch. He kept out of the light of the headlights, as the reflection would show the engineer that the switch was open."

The trouble with the freight train happened on Saturday night at South Bend, Indiana. The train, which left Brockville at 10 o'clock Saturday night, was to stop at a hot box, and, while waiting, somebody cut the hose and stole the knuckles. This prevented the train from going forward, and it had to back into the station before a passenger train could proceed."

Company's Operations. This is the company's statement of traffic conditions, as given by Mr. Brownlee:

"Main line trains were strictly on time to-day. The Midland train, which has been canceled since the strike, will be running to-morrow. It will leave Midland at 5:30 a.m. for Toronto and return to Midland at 7:30 p.m."

"Beginning to-night, we resume our North Bay service and the regular Cobalt train will leave at 8:30 to-night, and the Buffalo special for Cobalt will leave Toronto at 2:05 Monday morning. Both these will run regularly in future. We will have a regular out of North Bay at 6:30 to-morrow morning."

"We have got sufficient crews to resume all passenger and mixed train service on branch lines except to start way-freight trains from here at 7 o'clock Monday morning. One for London, which will leave from the Cobalt Depot, and one for Stratford, leaving the Union Depot; another freight will leave Niagara Falls at 6:30 a.m. Monday for Toronto, and one from London, and one from Sarnia for Toronto. These will leave at 6 a.m.; another freight will leave Stratford for Goderich at 6 a.m., and returning will leave Goderich at noon to-morrow."

Planning Thru Freight. "We expect to get three or four thru freight trains going east and west between Toronto and Sarnia Monday."

"On the eastern division we have sufficient passenger crews and are recruiting for freight service. We had freight crews for all passenger way-freight and Brockville yesterday to clean up old freight. East of Montreal conditions are normal, there being sufficient crews for all passenger way-freight and Brockville yesterday to clean up old freight."

"On the Ottawa division, sufficient crews have been secured to handle the passenger way-freight and thru freight trains. Two thru freight trains were run each way between Ottawa and St. Albans."

"On the western division, the passenger service is being devoted most of our Sunday excursion train as usual to-day. Three westbound freight trains were run out of Port Huron to-day, two westbound out of Battle Creek, and three eastbound out of Chicago. One eastbound was sent out of Chicago yesterday."

"We have two yard crews at Port Huron."

LAURIER SILENT ON POLICY OF H. B. RY.

Grain Growers Tell Sir Wilfrid It Is Essential That the Road Be Constructed and Operated by Government—Laurier Doesn't Promise.

LANSIGAN, Sask., July 24.—The apparent calm with which Sir Wilfrid Laurier's assurances with respect to the grain growers' demands have been received during the past week does not seem to have satisfied a large constituency of farmers, and something more than his academic utterances was sought at Melville on Friday, and again Saturday at Lansigan when straight questions were asked as to the government's intention as to the Hudson Bay Railway and terminal elevators and tariff.

The prime minister's train only stopped here two hours, but during that time much business was done. A crowd had gathered in the town hall, and after the introductory remarks were over, David Ross, president of the Strathcona Grain Growers' Association, made a pointed reference to the building of the Hudson Bay Railway and its subsequent operation by the government. He claimed that this railway ranked first in the estimation of the farmers and business men of western Canada, not for selfish purposes, but for the interest of the country as a whole.

Competition Wanted. "We want competition on transportation," he said, "and we have not got it. The situation has become intolerable. The reason why we are so intense with you is that you are not interested in the Hudson Bay Railway. It is that we want a competitive trade route to regulate the excessive freight rates through the west."

"If a private corporation should get control of the last trade route we have in the west, where we have to get our supplies, it is a disaster. There is no other way that we can get competition, unless the Hudson Bay Railway is owned, controlled and operated by the Dominion Government. They should not ask for government ownership of railways, but believed it was essential that the Hudson Bay Railway should be controlled and operated by the government as a check on excessive freight rates. He declared that no analogy could be drawn from the Intercolonial, not for selfish purposes, but for the interest of the country as a whole."

Oppression of Grain Manipulators. "The same line of argument was taken by Richard Fletcher, president of the Grain Manipulators' Association."

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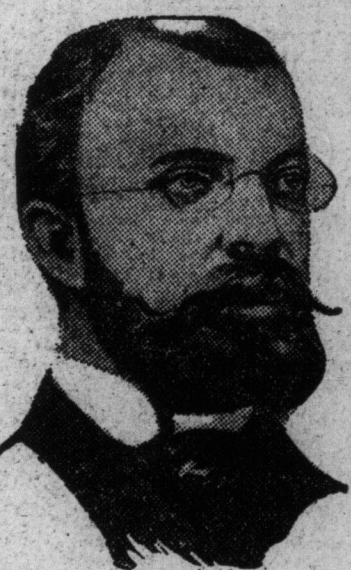
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Much-Wanted by Police



DR. CRIPPEN.

Fugitive from London, where he is charged with the murder of his wife, whose remains were found buried in the basement of his home.

G.N.R. TRAINMEN CRUSHED BY ENGINE

Riding on Tender of Locomotive, Which, Beyond Control, Crashed Into Passenger Coach, Terribly Mangling Unfortunate Men.

THE DEAD.
JOHN McDEVITT, formerly hotelman of West Toronto.
JOHN HUNTER, 217 Don Mills Road.

Two Toronto men were killed at Beaverton at 9 o'clock Saturday night and Coroner Grant of that place is holding the bodies for an inquest.

They were employees of the C. N. R. and were riding on the tender of an engine that was backing up from the gravel pits about nine miles south, to couple on to an excursion train at Beaverton, which it was to haul to Toronto.

Dr. Grant told a World reporter that according to the information furnished him, the engine was running at full speed, Engineer Wm. Morrison apparently lost control and was unable to make the brakes effective, crashing into the foremost coach of the excursion train and crushing the two victims almost to pulp. Both men had been engaged by the C. N. R. in the gravel pit, getting out ballast for the company. They had both suddenly made up their minds to pay a visit to their friends in Toronto, when they learned that the engine was to haul the excursion train.

Mr. MacDevitt was about 35 years of age, and for some time conducted the Occidental Hotel, on Dundas-street, West Toronto, until the introduction of local option, following which he gave up the hotel with the intention of starting a cigar store on Dundas-street. Later he gave up this idea and entered upon railroad work. Prior to taking over the Occidental, he was engaged as wine clerk in that hostelry. He leaves a widow and one child, and two years ago lost a little girl, who was well known and highly respected around town, and lived on Pacific-avenue.

John Hunter was about 60 years of age, and leaves a wife and grown up family. He had one son, a switchman on the railway.

Supt. A. J. Hills of the C. N. R. went to the scene at 8:45 yesterday morning. To facilitate matters for the relatives of deceased, Coroner Grant empaneled a jury a few minutes past 12 last night to view the remains. Adjournment was then made until Wednesday.

Undertaker Brington of the West Toronto Buryal Co., left yesterday for Beaverton to take charge of the body of Mr. MacDevitt.

SWITCH WAS TO BLAME
Striking Yardman Accounts for the Dundas Street Bridge Wreck.

The derailment of the G.T.R. Muskoka express near the Dundas-street bridges early Thursday morning by the statement of a striking yardman yesterday that he had been on a train on that track a month ago when two cars were derailed by the switch at just that place after the first part of the train had passed safely over it.

At the time of the wreck the company officials declared that the switch had been tampered with.

THE LIGHTS THAT FAIL.
Every time there's a thunderstorm the incandescent lights go out—it may be for one minute or it may be for ten, and perhaps longer. And, generally, too, the cars stop.

CHASE FOR CRIPPEN HEADS TOWARD CANADA

Thought to Be on the "Sardinian"—Steward Discovers Passenger's Supposed Son Is a Girl, and Sends Police a Wireless.

(Canadian Associated Press Cable.) LONDON, July 24.—While the chase was proceeding hot-foot in the neighborhood of the Pyrenees particulars obtained by wireless from the Allan liner Sardinian lead the Scotland Yard officials firmly to believe that Dr. Crippen, wanted in connection with the callous Camdenton murder, the details whereof horrified the world, and his companion, Miss Leneve, were on board, en route to Montreal. Inspector Dow, who had charge of the case since suspicion was aroused against the United States quack, sailed on the Baltic the first boat available, on Saturday night.

The Sardinian left Havre on Monday last. It is stated that the couple joined here two hours before she sailed without attracting attention under the names of Reverend Robinson and son, till the alleged discovery, subsequently told by wireless to the French police.

It seems that the steward who attended the couple in their second-class cabin noticed that the clergyman wore false eyebrows. When his attention was attracted to the pair he observed other peculiarities, especially about the boy. Watching, by permission, the latter perform his toilet, he concluded that certainly the alleged boy was a girl, and, moreover, that her height and features corresponded with those of the missing typist. Minute descriptions of the reverend gentleman and his son were sent by wireless to the French police, and subsequently Scotland Yard was also informed via Brownhead.

The latter, as stated, attached the fullest importance to the dispatches, Inspector Dow immediately, while the Canadian police were called full instructions.

The Sardinian having only a short range wireless installation, further information will be unobtainable until she gets within range of Canada. The couple will probably know of the suspicions concerning them when the Canadian police board the liner at Montreal, the greatest care having been taken on the captain's part to instruct his crew not to alarm them.

According to the description given the French police, the supposed mother was wearing a full clerical suit, now he has heavy brown eyebrows, now known to be false, a short sprouting brown beard, running up the sides of his cheeks, evidently a recent growth, and a clean-shaven upper lip. He also walks with a slouching gait, with head a little bowed back. It seems "boy" is of rather stout build and very pale, with a particularly broad nose and wearing a smartly cut suit of dark tweed.

LONDON, July 24.—Later messages show that it was the Canadian Pacific steamer Montrose, sailing from Antwerp, where Dr. Crippen and his typist are believed to be flying to Canada, Inspector Dow, following in the Laurentic, the latter overhauled the Montrose at sea.

Conflicting reports are current as to the alleged discovery of Crippen and his typist en route to Canada, but it seems agreed that they sailed on the Montrose. The story of the discovery already called, was based on a circumstantial dispatch from Havre.

It is not altogether correct that the couple that sailed as Rev. Robinson and son, were subsequently suspected, Scotland Yard was informed by wireless, and Inspector Dow was immediately ordered to catch the fastest boat to Canada.

Scotland Yard has issued a guard-announcement, stating that as they have been ordered not to handicap Dow, no details of his journey will be divulged.

A RETROSPECT.
July 23, 1844: Battle of Lumby's Lane, the most stubborn battle for numbers engaged ever fought in America. Both sides claimed a victory. The British numbered 250 men to the Americans 400 men.

First locomotive was used.
July 23, 1848: Rt. Hon. Arthur J. Balfour was born.

July 23, 1866: The Hon. A. S. Hardy succeeded Sir Oliver Mowat as Premier of Ontario.

July 23, 1890: First aeroplane crossed English Channel from France to England.

Straw Sailors Two Dollars.
Because of the very large alterations being made in the new building at the corner of Yonge and Temperance streets, the management has decided to sell out the stock of men's summer hats to give show room for the builders. There is a special line of high-class English and American sailors, usually sold at four and three-quarters, for two dollars, and some twenty-five dozen imported Panamas with prices starting at five dollars. Store open every evening.

DINEEN'S

Every time there's a thunderstorm the incandescent lights go out—it may be for one minute or it may be for ten, and perhaps longer. And, generally, too, the cars stop.

Continued on Page 7, Col. 1.