

OFFICES FOR RENT

In stone and brick building opposite main entrance
King Edward Hotel, single or in suite, perfect con-
dition, steam heated, excellent location for Bank,
N. H. WILLIAMS & CO., 26 Victoria

27TH YEAR

The Toronto World

TWELVE PAGES—TUESDAY MORNING, AUGUST 6, 1907—TWELVE PAGES

OFFICE TO RENT

Wellington East, near Fort, ground
floor, good vault.

F. J. SMITH & CO.
61 Victoria Street.

ONE CENT.

CANOE FOUND EMPTY OWNER CLAIMS 2 LIVES

Only Daughter of Late Sir Wm.
Hingston and Son of Justice
Davidson Probably Drowned in
the St. Lawrence.

MONTREAL, Aug. 5.—(Special).—There was mourning in the city to-day when word at an early hour was received from Varrennes, a few miles down the river, to the effect that Shirley Davidson, a son of Justice Davidson of the supreme court, aged 32 years, and Miss Eileen Hingston, only daughter of the late Sir William Hingston, aged 24 years, had been drowned while sailing on the St. Lawrence near the Varrennes.

No one saw the accident, and strange to say, when the boat was discovered drifting about at 6 o'clock this morning, she was quite upright and no water of any consequence was in the bottom.

When last seen there appeared to be a dead calm and the supposition is that Miss Hingston, who was sitting aft, must have suddenly fallen overboard and her companion, who was an expert yachtsman and an excellent swimmer, no doubt jumped in to save the lady. As the current is probably six miles an hour, both were swept away to their tragic death.

The Montreal harbor commissioners have sent down dragging apparatus and dragging parties are working up and down the river, and the hope is still expressed that the bodies will be found before they drift down at great length.

It was only in the early spring that Sir William Hingston passed suddenly away. Varrennes was the country home of the Hingstons and the family usually spent the summer there. Sir William Hingston was a well known figure in the city and in the lifetime went there as often as he could. Dr. Davidson and Basil Hingston were at Varrennes at the time of the sad occurrence. Rev. W. A. Hingston, a member of the Jesuit order, and a younger son, Harold, are surviving children of the family.

Shirley Davidson was foremost in the athletic world in Montreal and had a prominent place as a yachtsman, being one of the keenest sailors on Lake St. Lawrence and in the early years of the defence of the Seawanhauk Cup he had formed one of the members of the Dugan's crew, which helped to maintain the cup here for such a length of time. Later, when Mr. Davidson went to Nova Scotia, he purchased the Glenora IV, a boat which, because it was designed upon a principle of the catamaran type, had been the cause of a protest on the part of the challengers. This boat was sailed by Mr. Davidson in Nova Scotia, where he was a member of the team which won the Victoria hockey trophy and helped to win the Stanley Cup in Winnipeg. He was a shining forward and with such players as Bob Macdonald, Ernie McLean and Graham Drinkwater made a reputation for brilliancy which obtains even to this day.

MISS ANNIE MURPHY DROWNED IN MUSKOKA

WINDERMERE, Ont., Aug. 5.—A sad drowning accident occurred here to-day, in which Miss Annie Murphy of Ossington-avenue, Toronto, lost her life.

While out in a canoe with Mr. Hugh Bain of Knox College, Toronto, and Neil Macdonald of Toronto, the canoe was accidentally upset and in their endeavors to save the young lady's life they nearly lost their own.

The party were only a short distance from shore and were seen from the wharf to upset, and every effort was made to rescue Miss Murphy, but to no avail.

The body was recovered in 30 feet of water in about an hour and a half, and goes to Toronto to-morrow for burial.

Miss Murphy was a stenographer and was 20 years of age.

A doctor who was present when the body was recovered said death was due to heart failure, and not to drowning.

PORT CARLING REGATTA.

The Successful Competitors at M.L.A. and Sports.

PORT CARLING, Aug. 5.—(Special).—The list of successful candidates in the regatta to-day of the Muskoka Lakes Association is as follows:

Men's single skiff—A. Croucher, W. A. Bryce.
Boys' tandem canoe—H. L. Jackson and Hugh Eastbourne.
Men's single canoe—A. McKenzie, A. Gonneau.
Boys' single skiff—Walter Winter, Frank Vokes.
Ladies' single canoe—Miss A. McKenzie, M. F. MacKenzie.
Boys' double skiff—T. H. Murtagh and H. B. Miller.
Ladies' tandem canoe—Misses T. A. MacKenzie, doubleblade single canoe—A. J. Hardy, W. J. Bryce.
Men's single skiff—Miss S. Winter, Miss A. Winter.
Gunwale race—A. MacKenzie, Walter Winter.
Swimming race—A. MacKenzie, E. D. Wilkes.
Tug-of-war—Gonneau and MacKenzie.
Crab race—A. MacKenzie, Walter Winter.
Men's tandem canoe—A. Gonneau and A. Croucher.
Men's double skiff—Misses R. and A. Winter.
Men's double skiff—A. Gonneau and A. Croucher.
Ladies' and gent's land canoe—Miss A. and Mr. A. MacKenzie.
Men's swimming race—D. MacBeth, H. L. Jackson.
Canoe fours—Gonneau, MacKenzie, Gonneau and Winter.
Motorboat race—Cigarette, Shannon, Yacht race—Mr. A. Hardy's Ideal, Mr. S. Winter's Free.
Open dinghy race—Stevenson, Fifield.
Fourteen-foot dinghies—Blackford, Fairhead.

ALL THE ISSUES TO BE GONE OVER

Indications Are That the
Steel-Coal Enquiry
Will Be a Pro-
tracted One.

SYDNEY, N. S., Aug. 5.—(Special).—There was no evidence of a startling character in the Coal-Steel suit given at to-day's session of the court, which was occupied almost entirely with the testimony of chemical experts.

It was proved by this testimony that the tests which had been made from time to time and by different parties went to show that the coal being supplied to the steel company contained sulphur and ash in larger quantities than was suitable for the manufacture of steel.

The testimony of Mr. McCreath of the firm of A. S. McCreath & Co. of Harrisburg, P., consulting and analyzing chemists, was especially valuable, inasmuch as this firm do a large business along these lines and also act as referees in case of disputes between the buyers and sellers of coal which is to be used for steel purposes.

His opinion is looked upon as being the best that can be had and from their high standing and the splendid reputation they enjoy in this portion of the commercial world, it is felt all round that the steel company has considerably strengthened its case.

So far nothing has transpired to remove the original impression that the investigation will be a protracted one and that the issues between the two companies will be examined minutely by counsel for both plaintiffs and defendants.

This view of the matter is further borne out by the arrival in the city of a number of new witnesses and the service of subpoenas on local gentlemen connected with both companies, who may be in a position to give material evidence on the point at issue.

Three steel experts are on hand, F. W. Harbord of England, F. P. Poole of Chicago and ex-Supt. McMillan of the steel company, who has been living at Portland recently. The latter are all in the interest of the steel company.

Mr. Scott, chemist of the steel company, resumed the stand this morning for cross-examination. He held firm to his statement that in Cape Breton coal a high percentage of ash meant a high percentage of sulphur. He would not, however, use the sulphur as a gauge for ash, but he would use ash as a gauge for sulphur; that is, if a sample analyzed highly in ash, he would naturally conclude to-night when a mob led by Ald. Alexander Taschereau, M.L.A., hurled stones at the member for Labelle, and the other hustings.

About 500 participated in a charivari of the worst kind. Bourassa accused Taschereau of preventing the police from doing their duty, and Taschereau replied that he was "proud to defend those brave electors against the police." Fully 25,000 people had gathered to hear the member for Labelle but a good many to see the anticipated riot.

The reduction in the first-class return fare from Port Hope to Toronto to a three-cent-a-mile basis, secured by the former order of the railway commission, saves the people of Port Hope 30 cents a trip.

CHICAGO TO BECOME AN ADAMLESS EDEN

Strenuous Life is Killing Off the
Male Population at Great
Rate.

CHICAGO, Aug. 5.—The strenuous life is killing the men of Chicago at a tremendous rate, while the women of the city are increasing their longevity by the simple life.

In the weekly official health bulletin the physician to the strenuous life, Dr. Evans, declares that a few centuries will see Chicago an Adamless Eden. He draws his conclusion from the death rate in Chicago for 20 years, and especially the last five months, when five members of the stronger sex died for every two of the fairer.

Dr. Evans makes the startling statement that during the last seven months of 1907, in Chicago about 12,000 men succumbed, as compared to 8,000 women. He says that in the last year the ratio of difference in the death rate between men and women has been 20 per cent. less than 10 per cent. 20 years ago.

The cause for this is attributed by the physician to the strenuous life. Contributors are the quick lunch and carelessness. The men, he says, are living at a rate that is faster than that of the women.

"They work harder. They take less care of themselves than they should. They dissipate more. They exhibit a careless begotten of familiarity with danger."

The remedy, according to an eminent physician, lies in the return to the simple life of our fathers.

BAD ELEVATOR ACCIDENT.

John Flockton of Hamilton Fatally Hurt at Detroit.

DETROIT, Aug. 5.—Three men were badly injured, one fatally, by a freight elevator in the big Ferry seed house, falling from the fourth story to the basement, to-day. The man believed to be fatally hurt is John Flockton, 39 years of age, who came here from Hamilton, Ont., four months ago, and has been living with his son. He had been in the employ of the firm one month. His wife and three daughters still live in Hamilton.

The accident was caused by the breaking of the elevator cable. The latter was inspected only last Saturday and pronounced in good condition.

EXHIBITION BUILDINGS BURN.

All the Frame Structures at Ottawa Go—Loss \$60,000.

OTTAWA, Aug. 5.—(Special).—The grandstand and several of the exhibition buildings were totally destroyed by fire to-night. Athletic sports had been held in the afternoon, and it is presumed that someone left the lighted stub of a cigar on the stand.

FIRE DESTROYS FERRY DOCKS STR. SHAMROCK ALSO GOES

At 2 o'clock This Morning Wharf at Foot of Bay Street Suddenly Broke
Into Flame—Other Steamers Have a Close Call—Firemen
Do Splendid Work in Saving Freight Sheds.

The handsome ferry sheds at the foot of Bay-street were totally destroyed by fire at 2 o'clock this morning. The steamer Shamrock was also burned to the water's edge.

The ferry docks were built by the city and are leased by the ferry company.

What caused the blaze is not known, but at eight minutes to two an employee of the Turbina, in dock close by, noticed the flames, and the reflection a minute later caused P. C. McNair (64) to strike in an alarm from Yonge-street.

The fire started on the Shamrock, according to the story of the night watchman of the Turbina, who saw the first outbreak of the flames.

By the time the Bay-street sections arrived the whole place was wrapped in flames. Other sections were quick in arriving and in ten minutes half a dozen heavy streams were at work.

Nothing could be done to save any of the docks or the Shamrock, but the firemen did great work in preventing the fire from spreading to the freight sheds of the Turbina Co. adjoining.

Chief Thompson, also the fire was well in hand, wanted to be on the safe side and sent in telephone calls for outside stations, but the danger was all over before 2:30.

The loss will be between \$40,000 and \$50,000.

The ferry wharf was opened shortly after last Civic Holiday. It cost \$25,000.

The burned ferry has been in service for 20 years or more, but was still a staunch craft. The loss was estimated at \$20,000.

Damage to the Turbina freight sheds will be about \$2000. There was little loss to contents.

A tremendous crowd of belated nomads from holiday outings saw the blaze, which cast a tremendous reflection.

The last ferry reached the city about 1 o'clock and one theory is that a match or a cigar stub carelessly thrown caused the fire.

The fire comes at an especially inopportune time, when the ferry company were preparing to handle extra large crowds to the island, where the Duss Band is to play all this week.

At 2:30 it was reported there was a Manager of the Shamrock and the island man in the hold of the Shamrock and could not be reached for particulars as to insurance or plans for the future.

Four years ago this fall the ferry company lost a great deal of property when the small steamer Island Queen was moored just outside the Shamrock wharf.

Alongside the last pier of the slip and the Kathleen on the other side. When the Shamrock's ropes burned she drifted away a mass of flames and would undoubtedly have ignited the Kathleen but for the quick work of the police who drew the Kathleen out.

The Primrose was in her slip. Some of the planking of the dock within half a dozen feet of the Primrose was burning and the great heat scorched the ferry's end. She however, did not take fire.

Ten minutes after the fire was discovered the Turbina dropped out of her slip with two lines of her own hose playing on her decks. She was immediately followed by the Chicago.

The night was still and the sparks from the Shamrock and ferry building were harmless, so they fell on the adjoining freight sheds.

Commodore Williams of the ferry company said the man, whose name is Murray, had been in the habit of sleeping in a cabin next to the paddle-box. When the firemen got on board they explored the cabin and found no trace of the man.

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NOT AN ACCIDENT MARS HOLIDAY IN TORONTO

Queen City Enjoys Civic
Day to Full, Scores of
Thousands Seeking
Manifold Forms of
Enjoyment.

There are other holidays in the year, of course, but there is only one day on the calendar that is set aside for Toronto's special recreation by gracious act of the city council.

Civic holiday has come and gone, and, while it brought weather that was several shades from the ideal, the army of pleasureseekers sallied forth in its tens of thousands, and sought rebuilding of mind and body in manifold forms of outdoor enjoyment.

Fatal accidents, such as those which marred the local celebration of Victoria Day and Dominion Day, were absent, despite the immense crush of street car, and steamboat traffic, and the innumerable "gaw" boats sailing and other small craft that dotted the surface of lake and bay or penetrated the reaches of the Humber.

The recent chapter of mishaps in aquatic pastime may have bred caution, and rendered less in evidence the individual who "rocks the boat." Be that as it may, the day closed without incident of the darker kind.

Rain threatened.

The sun's rays were not as warm as might have been desired, and the sky was overcast most of the afternoon, with a smart short-lived shower of rain about 4:30 p.m. Out in the lake the breezes blew raw and chill, and many a summer clad excursionist to Niagara Falls, St. Catharines or Hamilton thought wistfully of warmer raiment snugly packed away in the campfire cupboard drawer.

There was something of a disposition to linger 'tween decks or the return trip at night. But for all that the steamboat men were in blithe some mood as they counted up the shekels at the day's close, and reported it was jocosely at the suggestion of stringency in the money market.