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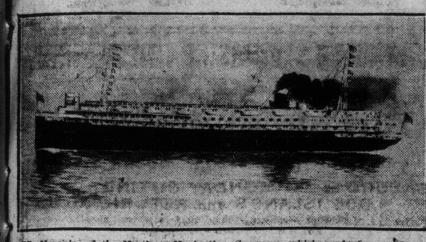
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LEVIATHAN OF THE LAKES



Epoch Marked in Canadian Navigation Circles by Installa tion of New Passenger St earnship of Northern Naviga tion Co.—Royal Time Civ en Passengers on Initial Trip.

A new epoch in the history of Canadian wife; H. H. Gildersleeve, manager, and on was marked when the S.S. | Wife. Voronic of the Northern Navigation Line made her maiden trip from Sarnia on further reinforcements were gathered

when the new leviathan of the lakes plowed her way out of the port not less than six hundred were on board.

Sarnia was en fete for the occasion. A hand played the incoming passengers from the G. T. R. special train on board the Noronic and sped her on the way with popular tunes. At least five thousand people had gathered on the wharf and waved greetings to the big steamer as she swang from her moorings.

The Noronic is the finest steamer that has ever plowed the waters of an inland lake. The greyhounds of the Atlantic surpass her in size but in the elegance and comfort of her passenger quarters, in the stoutness of her build, she is their peer. In her construction the best of safety devices have been employed. The hull is divided by eight watertight transverse bulkheads into hine compartments, and two collision bulkheads are fitted forward, making her practically unsinkable. Her length is 385 feet over all, and

Her length is 385 feet over all, and her six decks tower over the whole.

Welcomed in Detroit.
On her maiden trip every steamship and liver craft gave her a welcome with sirenceluses. At Detroit, her first place of call, the civic authorities were on hand with a convoy of automobiles and took the passengers on a sightseeing trip around the Michigan capital.

In the evening a dance took place in the exactous saloon at which all the passengers thorely enjoyed themselves. A work of preserves the first of the extent of the control of the contro callway and their officials for the ex-cellent way in which they looked after the comfort of those entrusted to their

nen present on board the new board were:
Representing Canada Steamship Lines,
Limited: James Carruthers, president;
J. P. Steedman, vice-president; J. W.
Norcross, managing director, and wife;
Hon, J. P. B. Casgrain, director, and
Miss Casgrain; W. F. Cloney, general
agent passenger department, Buffalo; B.
C. Tucker, division freight agent, Clevetand.

Representing Northern Navigation Co., Limited: H. B. Smith, president, and wife Owen Sound; F. Percy Smith, secretary, and Master Smith: Mr. B. V. Rebinson, general freight agent, and Mrs. Robinson; E. W. Holton, general passenger agent; R. I. Towers, attorney, and

wife; H. H. Gildersleeve, manager, and wife.

Representing G.T.R.

Representing Grand Trunk Railway System. J. E. Dalrymple, vice-president, in charge of traffic, and wife; D. E. Galloway, assistant to the president, Montreal and wife; Mr. A. B. Attwater, assistant to the president, Detroit, and wife; H. R. Safford, chief engineer, and wife; H. R. Safford, chief engineer, and wife; J. A. Bath. Hutchison; W. C. Chisholm, general solicitor, and wife; L. C. Stanley, attorney, Detroit, and wife; Geo. B. Filgiano, auditor of passenger accounts, and wife; J. E. Duval, general superintendent of car service; Wm. McNab, principal assistant engineer; U. E. Gillen, general superintendent western lines, and wife; A. F. Read, general foreign freight agent, and wife; F. Price, superintendent of car service, and wife; J. E. Ouvilly general bath.

rieght agent, and whie; F. Frice, super-intendent of car service, and wife; J. E. Quick, general baggage agent, and wife; W. S. Cookson, assistant general passen-ger agent, and wife; H. R. Charlton, general advertising agent, and wife; L. L. Grabill, assistant general baggage agent, and wife; J. D. Macdonald, assistant general passenger, agent Chicago and wife. and wife; J. D. Macdonald, assistant general passenger agent, Chicago, and wife; E. H. Boynton, New England passenger agent, and wife: F. P. Dwyer; general agent, passenger department, New York, and wife; James Edward, division freight agent, Ottawa, and wife; J. Quinlan, district passenger agent, Montreal, and wife; C. E. Horning, district passenger agent, Toronto: W. H. Spicer, division freight agent, Detroit, and wife; R. G. S. Weatherston, division freight agent, Strat-

agent, Detroit, and wife; R. G. S. Weatherston, division freight agent, Stratford; S. G. Wagstaff, commercial agent, Toledo, and wife.

Others There.

Most of the prominent newspapers in Canada and the United States sent special representatives on the trip, and among the large number of other prominent people present were: Prince Alfred Hohenlhoe Schillingsfurst of the Austrian consulate, Montreal; Hugh, Calderwood, naval architect, Barrie, Ont., and wife; J. B. Dagan, mayor of Sarnia, and wife; J. Milton Dyer, naval architect, Chicago, and Miss Dyer; J. Dodds, inspector of steamboats, Toronto; J. B. Giles, Montreal; And wife; W. J. Hanna and sister, Toronto; Sam. E. Kiser, Evanatown, Ill., and wife; Malcolim Mackenzie, board of health, Sarnia, and wife; T. P. Phelan, president Canada Railway News Co., and wife; W. A. Bitchiever, and wife of the control of the con

wife; W. H. Smith, manager, Canada Atlantic Transit Co., and wife; C. O. Stillman, Sarnia, and wife; John R. Shaw, Woodstock, Ont., and wife; Geerge W. Parker, D.U.R., Detroit, and wife.

Nineteen Knots an Hour,
The Noronic was launched from the yards of the Western Drydock and Snipbullding Company at Port Arthur on June 2, 1913. An army of men has been employed in fitting her out. Her gross tonnage is 6905 tons, and she has accommodation for 675 passengers. She carries 3500 tons of cargo and her speed is 19 knots per hour. This week she takes up her regular run between Sarnia, Sault Ste. Marie, Port Arthur, Fort William and Duluth, connecting at Port Arthur thur with the G.T.P. Railway for all points in Western Canada.

MEN, NOT NATURE CAUSE OF WRECK

London News Draws Such Interrupters, However, Were Conclusion From Statement of Kendall.

SEARCHING INOUIRY

No Stone Must Be Left Unturned in Placing Responsibility.

Canadian Associated Press Cable. LONDON, May 31 .- Several of this morning's papers express the conviction that no stone should be left unturned to ascertain immediately the real cause of the collision. Already it seems, says the Daily News, that men rather than nature are responsible. Captain Kendall's story disposes once for all of the theory that the accident was due to fog, but before beginning to allocate responsibilities the captain of the Storstad

must of course be heard. The Standard says: "It would be wrong to lay too much stress on the statement made by Kendall, when ne may not have recovered from the terrible ordeal. It is necessary, however, to probe most carefully all the ircumstances. Captain Kendall mentioned at the inquest and in particular what he said about the movements of the Storstad, after she first sighted her a couple of miles away. He saw her as the fog lifted, then she was obliterated from view, but the signals he made were heard and answered. Were they ignored? Then there is the question whether the worst consequences of the ellision might have been averted had lot the Storstad a moment after the impact reversed her engines. Capt. Kendall. asked her commander to keep full steam ahead. Was that request un-

I. W. W. ATTEMPTED TO SPOIL MEETING

Ejected From Labor Temple Building.

INTERPRETED SPEECH

Join Union After Stormy Session.

Notwithstanding the warning issued to the I. W. W. by the common laborers' pnion and declarations that disturbances would not be allowed in the Labor Temple yesterday, a small group ofs yndicalists mingled with the crowd that gathered in the assembly hall, and pandemonium reigned for a while, dur-ing the course of Defalco's speech.

Many of the audience were Italian and Defalco was interrupting F. Ban-croft's speech. The speaker had pro-ceeded for about a minute when R. Paulich rose excitedly to his feet and ordered him to withdraw his state-ment, urging that Defalco was not ment, urging that Detaico was not truly interpreting the meaning of the previous speaker. The voluble arguments of the interrupter were augmented by those of others equally ruffield, and the organizer retaliated by threatening to "punch their faces." He left the platform and walked down the left the platform and walked down th aisle towards his tormentors, and, aided by several members of the audience, finally ejected the intruders from

Alexx. Lyons and others who has been prominent street corner orators, attempted to continue the trouble, but were quickly silenced by Chairman Woodrow and Defalco. The meeting finally proceeded in comparative calm, and at the conclusion many of the 150 men present joined the union.

At the commencement of the meeting Mr. Woodrow asked all present to

stand in silence for one minute as a token of respect and condolence for the victims and bereaved relatives of those drowned on the ill-fated liner. Addresses were delivered by T. A. Steven son, secretary Toronto Trades and La bor Council; F. Bancroft and others, T. Izzard, general organizer of the Bricklayers and Masons Union, was



RIFLEMEN HAVE

Lack of Targets at Long Branch Ranges Discouraged Marksmen.

MUCH TIME WASTED

Transportation Not Up Proper Standard—Result of Shooting.

Grave dissatisfaction was evinced by the large number of riflemen who went out to the ranges on Saturday, over the inadequacy of the target accommodation. The bright day brought out the largest contingent, so far of he season, and at one time there were as many as four squads waiting their turns at some of the targets. Many left without having completed their scores. The expert shots to a man are indignant, and it is averred that the younger shots are discouraged, and that there is danger of their falling away. It is evident, also, that the city regiments are crowding out the rural corps, and something must be done if the enthusiasm of the marksmen is not to be damped.

Work on the new long distant work on the new long distance ranges is proceeding, but it cannot be hoped that these ranges will be ready before the date of the Ontario meeting. The general body of riffemen, however, can see no obstacle in the way of putting the 20 targets of the old 200 yards range again into commission. The matter will be brought before the commending officers of the different

commanding officers of the different regiments, who will be asked to approach the riffe committee.

Transportation Poor.

Some dissatisfaction exists, also, regarding the inadequacy of the available transportation facilities. Only one train—the 1.25 p.m.—leaving the Union Shallow the state of the state one—at 6 p.m.—returning, so that the men must fall back upon the Badial Railway Company, and complaint is made that while there are a number of cars to Long Branch Park, those to the ranges are too few and far be-tween, and, owing to there being but a single line, the journey is rendered long and tedious by almost interminable waits at switch points.

Those who made their scoring early

on Saturday were unfortunate in that the strong fish-tail wind which blew from the rear put the ablest marks-men at fault. But some heavy scoring was recorded after about 3 o'clock, when the wind began to blow steadily from the north-northwest, and shoot-ing was kept up till the shadows lengthened and the sun began to set. The Scoring.

The scores are as follows:
Twelfth York Rangers—Lt. Fletcher
101, Sgt. Pringle 99, Major Elliott 99,
Lt. Sprinks 98, Capt. Fowler 97, Lt.
Holdsworth 94, Capt, Dunham 94, Capt. Curran 92, S. Sgt. Foord 91, Sgt. Slat ter 90; Major Hunter 90.

Forth-eighth Highlanders—S. Sgt. Hawkins, G.M. (of the Bisley team), 100; Corp. Crosbie 99, Pte. Hall 99, Pte. Riddell (of the Bisley team), 99; Pte. Lennox. 98, Pte. Campbell 97, Pte Brown 97, Pte. MoKenzie 97, L. Corp. Antell 96, Sgt. Collins 96, Sgt. Barker 96, Pte. Aitken 95, Pte. A. H. Young 95, L. Corp. T. Young 95, Pte. Robertson 94, Corp. Foote 93, Pte. Leslie 92, Pte. Hooper 92, Pte. Cowie 91, Pte. Bayles 91, Corp. Brown 91.

Irish Rifte Club — Huchinson, 96; Monkman, 95; McDonagh, 94; Philer 90. Major Hunter 90. One Hundred and Fifty Men bett, 90; Hillis, 90; Emo, 90. 10th Royal Grenadiers-Pte. Hollow

96; Pte, Scott, 95.
Riffe League Cup.
Saturday marked the first day of the shooting for the Canadian Rifle League Challenge Cup, for which ten-men from each corps, selected on their records at the 200, 500 and 600 yards ranges, will compete. Next Saturday's shooting will again count in this

Next Saturday also will take place the first monthly competition of F. Company of the Highlanders. A very enjoyable picnic was held by the sergeants of the 48th Regiment, with their wives and children, mixed baseball forming a grand climax to the festivities.

PRESIDENT OF FRANCE CONVEYED SYMPATHY

Cabled to King George Sincere Regrets of French People. Canadian Press Despatch, LONDON, May 38.—The King re

ceived this morning the following telegram from Raymond Poincare, Presi dent of the French Republic: "It is with profound emotion that learn of the terrible catastrophe in connection with the Empress of Ire-land, which will plunge so many fami-lies into mourning. From my heart I tender to your Majesty the sincere regrets and keen sympathy of the

The Irish National convention at a meeting today in London under the presidency of T. P. O'Connor passed a resolution of sympathy with the relatives and friends of these who died when the Empress of Ireland sank, and it was transmitted to Sir Thomas Shaughnessy.

stairs.

Abbott said: "Can I help you?" and Irving said: "Look after yourself first, old man, but God bless you all the same!"

Abbott left the two, man and wife struggling. Abbott got on deck; and dived overboard. He caught hold of The Irish National convention

VOICES OF CRITICS SHOULD BE SILEN

Rev. C. A. Williams, Mont real, Appealed for Kindly Charity.

tempt to Question Conduct of Officers.

(By Hubert Evans.)

MONTREAL, May 31.—Today memorial services were held for the Birdpress' dead at St. James' Methodis
Church, In St. Patrick's Catholic Church services were also attended by throngs. It is proposed to hold a great inter-denominational gathering this mid-week, and a relief fund is talked of. Besides the two churches named, others are; the hot in so for-mal a manner, mourning for the dead mal a manner, mourning for the dead. St. James' Church tonight was draped in black, and the pastor, Rev. C. A. Williams; A. C. Kerr, secretary of the Sailors' Institute, Adjurant and Mrs. Knight of the Salvation Army and officers and men from vessels in port were official representatives of the several bodies.

In his sermon, the pastor urged complete investigation, but said: "Until this anguing is made I submit that

this enquiry is made I submit that what we need in this hour of dark disaster is not denunciation, but kindly charity to all. As long as the stricken ship remained above the waves its cap-tain, officers and men upheld the best traditions of the sea and the flag under which they sailed."

He spoke of the feeling of security and the faith that a long Christian life inspired in this trial. The gray-headed, frail figure of Commander Rees as he gave up his life belt and awaited his end with his family was a demonstration of this to the world.

These sentiments expressed in the pulpit are a good representation of the feeling current in Montreal tonight. Any attempt to question the conduct Capt. Kendal and his officers meets with universal disapproval.

LAURENCE IRVING

Comforted Wife When He Knew That End Was Inevitable.

Canadian Press Despatch.

QUEBEC, May 30.—Laurence Irving, the actor, son of the late Sir Henry Irving, died trying to save his wife.

F. E. Abbott, of Toronto, was the last man to see Irving alive. "I met him first in the passage way," he said, "and he said calmiy

"Is the boat going down?"
"I said it looked like it!"
"'Dearle,' Irving then said to hi
wife, 'hurry; there is no time to lose.' Mrs. Irving began to cry, and, as the actor reached for a life belt the boat suddenly lurched forward, and he was thrown against the door of his cabin. His face was bloody, and Mrs. Irving became frantic.

became frantic.

Keep cool he warned her, but she persisted in holding her arms around him. He forced the lifebelt over her and pushed her out of the door.

He then practically carried her up-

Acre Lots, Yonge St., \$5 Down.

DOWN and \$5 a month buys whole acre of choice level garden land at Stop 48, Yonge street. Some lots front right on Yonge street. Others just off Yonge street. Electric cars pass the property. Immediate possession. No building restrictions. Our average price per acre lot is \$350, and we give you five years to pay if you want it. Where can you equal this? Hubert Page & Co., owners, 118 Victoria street.

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Half-Acre Lots, Kingston Road.
25 DOWN and \$7.50 a month buys least tiful level half-acre lot, between Kingston road and the lake, at Stop 43; with in two minutes walk of cars; best of garden land; ideal spot for stimme home. Hubert Page & Co., 118 Victor affects

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Marriage Licenses. Rings. Geo. E. Holt, 402 Yonge stree Wanless Building. 136

OST—Brown Leatner Purse, containing four \$10 bills, cor. King and Yonge, it o'clock Sunday night; finder suitably rewarded. \$75 Concord avenue. Detective Agencies. EXPERT Detective Service, reasonable rates. Over twenty years' experience Consultation free. Holland Detective Bureau, Kent Building, Toronto, Phone Adelaide 351. Parkdale 5472. ed tf

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work, youth and young man. Must be ent and good penmen. State Apply Box 4, World

JAMES J. WALSH.

26 Adelaide St. W. Estate Notices.

N THE MATTER OF THE ESTATE OF Alexander Doig, Late of the Township of York, in the County of York, Esquire, Deceased. NOTICE is hereby given, pursuant Section 56 of the "Trustees Act." Chapt 121 of the Revised Statutes of Ontar 121 of the Revised Statutes of Ontario; that all persons having claims against the estate of the said Alexander Doig, who died on or about the twenty-sixth day of March, one thousand nine hundred and fourteen, at the said Township of York, are required to send by post prepaid or deliver to the Toronto General Frusts Corporation, corner Bay and Mailinda streets, Toronto, executors of the estate of the said deceased, their names and addresses and full particulars of their claims and of the securities, if any, neld by them on or before the tenth day of June, 1914.

And take notice that after the said

June, 1914.

And take notice that after the said tenth day of June, 1914, the said executors will proceed to distribute the assets of the said deceased among the persons entitled thereto, having regard only to the claims of which they shall then have had notice, and that the said executors will not be liable for the said assets or any part thereof to any person of whose claim they shall not then have received notice.

DOUGLAS & GIBSON,
140 Yonge Street, Toronto.
Solicitors for the said executors.
Dated this ninth day of May, A.D. 1914
1111

Matter of the Estate of Zilpah Baker, Deceased.

Notice is hereby given pursuant to Revised Statutes of Ontario, Chapter 12t, Section 56, that all creditors and others having claims against the estate of Zilpah Baker, late of the City of Toronto, in the County of York, deceased, who died on or about the eighth day of March, 1914, are required on or before the first day of July, 1914, to send by post, prepaid, or deliver to the undensigned solicitors herein, or to Lily Baker, executrix, their Christian and surnames, addresses and descriptions, and full particulars of their claims and statements of their accounts and nature of the securities (if any) held by them, duly verified by affigiavit. And further take notice that after the said first day of July, 1914, the said executrix will proceed to distribute the assets of the said deceased among the parties entitle thereto, having regard only to the claim. Dated this 80th day of May, A.D. 1914

MASTEN, STARR & SPENCE, licitors for the said Executrix, 58 Can-ada Life Building, Toronto, Ont. 111

a piece of timber, and holding on tight, he looked round. Irving by this time was on the deck. He was kiss-ing his wife. And as the ship went down they were both clasped in each other's arms.

Farms For Sale.

ALL KINOS OF FARMS for sale—Niag ara district fruit farms and St. U th arines troperty a specialty. R. W Locke, St. Catharines.

AUST SELL—Absolutely biggest snap in Alberta. The Old Cow Ranch, on Cow Creek, 2560 acres; will feed ten thousand sheep or one thousand cattle. Sell all, quarter, half, or take partner. Liberal terms. Melvin Teccell, Lund-treck, Alberta, Canada. fruit farms and St. Catharines city pro-perty. Melvin Gayman, Limited, St. Catharines.

TEN THOUSAND DOLLARS buys one hundred acres, with new bank barn, good house and fences. This is a first-class stock farm, good clay loam, pos-

MARKET GARDENS aure. Cars pass every so minutes. bes market garden soil, has yielded to bushels potatoes to an acro. Cloar dee given. Richey, frinciple, Limited, own ers, 167 Yonge street, Main 6117. ed

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JUNE 1 1914

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Articles For Sale. A TYPEWRITER—Underwood, guaran teed perfect condition. Bargain. Bo: 38, World. BABY'S LONG CLOTHES, 68 articles, 87, worth \$30; magnificent robes, etc.; approval fee, 50 cents. Write, Mrs., Scott, 295 Charles street, Belleville, Ont.

OR SALE—To be removed at one oak and glass partition, large dot brick vaus, with steel doors, la quantity matched pine and other retrial. Apply to R. J. Dodds, Kin Care, 14 king Street East, at 2 o'cle Monday.

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surveyor, and Lumster Stilling. Is entering into a partnership with Mr. Russei R. Grant, O.L.S., under the firm name of Grant and McMull'en with central office at 411 Manuing Chambers, near the City Hall, and east end office at 961 East Gerrard street. May 1, 1914. Main 6263. J. W. L. FORSTER. Portrait Painting Rooms, 24 West King street, Toronto.

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