LACK OF MATERIAL BUSINESSMEN PASS

Commission's Efforts to Get Ask City Council to Urge Stone Hauled Have Been Fruitless.

After one solid week of negotiating, relative to the lifting of the embargo on stone cars or the release of ballast cars by the G. T. R. to enable the Toronto-Hamilton Highway Commission to secure sufficient stone it was learned last night that no re-

Commission to secure sufficient stone it was learned last night that no relief was now to company who returned yes terday from Montreal, where he was in consultation with the railroad authorities.

Since the embargo on stone cars was placed oon August 6 by the Dominion Railway Commission, the Tomoto-Hamilton Highway has not received a single car of stone. Yesterday marked the first stoneless week and the prospects for this week are not much brighter, althout the highway engineer last night told a reporter for The World that he is negotiating for the use of 70 stone cars which have been in service on the Welland Canal construction and are now lying idle at Thorold. Ont. They belong to Baldrey, Wryberg and Hutchinson, canal contractors, and can be secured at a fair rental. Everyone of them is in good condition and accelerate their departure for the stone quarries. That the cole commission, the formation was read from the first stone was constituted in the concernment to regulate the price of coal during the contractors, and can be secured at a fair rental. Everyone of them is no good condition and accelerate their departure for the stone quarries. That the city council to be industrial.

Demand Reife.

Every day's delay means much to the complication of the cars will be hauling stone is problematical.

Demand Reife.

Every day's delay means much to the completion of the highway, and are demanding relief. They do not want the traffic tied up any more than is absolutely necessary, and therefore want something to be immediately done in the way of supply-

therefore want something to be immediately done in the way of supplying stone to the highway On Saturday the final supply of the mixers were idle for the first time many weeks. The workers occupied in paving and operating machin-ery have been retained and employ-ed in grading and draining opera-

WANT STEPS TO BEACH AT LAKESIDE AVENUE

Deputation From Birchcliffe Asks OPINION ON LAW Scarboro Township Council to Bear Part of Cost.

At the meeting of Scarboro Council yesterday, Reeve Cornell presiding, a deputation of the Birchcliffe Ratepayers' Association waited on the council regarding the placing of steps down to the lake front at Lakeside avenue. They asked permission to place these step as the present conditions at this point are extremely dangerous, and also asked the council to give them financial aid. No definite nise was made, but they were advised to get a figure on the probable cost so that the question might be considered at the next meeting of the council. The deputation included W. Kenny, the president of the asso-

GERMAN GOVERNMENT TO EXPLAIN TELEGRAM Board, when seen at the parliament

clation, J. Murray and R. Phillips

Kaiser's Message.

Copenhagen, Aug. 13. - The Co-Government will issue shortly an explanation of the telegram said have been sent by Emperor William to President Wilson in August. 1914, and mentioned in the memoirs of James W. Gerard, the former American ambassador at Berlin. zette publishes the text of the emperby Mr. Gerard.

ive Americans Drown When Steamer Athens Strikes Mine

stamer City of Athens struck a mine and went down near Capetown, South Africa, on Aug. 10, according to today's state department despatches. Ten other passengers and four of the crew also were lost, the despatches say. The uespatches say four of the Americans were missionaries, and named Mr. and Mrs. Naygard, Miss Robinson and Caroline Thompson. The latter is of the Methodist Mission Board. A Mr. Pointer of that mission was saved. Nineteen other mission was saved. Nineteen other missionaries of an organization with headquarters in Brooklyn, N.Y., were saved.

For Indigestion Try Magnesia Neutrate

IT'S SAFER THAN DRUGS. Many people just now are complaint of indigestion, the most commonly symptoms being a burning sensation the pit of the stomach; the belching of gas or wind; acid saliva rising to the throat; flushed face and heartburn. Contrary to general belief these symptoms do not always indicate any constitutional fault in or weakness of the digestive apparatus. In fact, in nine cases out of ten it will be found that the trouble arises solely from an excessively acid condition of the stomach and consequent fermentation of the food contents. Medicines and artificial digestives are not only unsuitable in such cases, but they may do positive harm because they do not neutralize the acid, which is the root of the trouble. For this purpose the best thing to use is a simple, harm-large muttage such as the plain magnitude. the best thing to use is a simple, harmless neutrate, such as the plain magnesia neutrate now so easily obtainable
of any good druggist. Readers who are
troubled with any of the symptoms above
samed should get a supply of magnesia
neutrate and take a teaspoonful in a
little water after meals. It will instantly neutralize the harmful acid and
considering the control of the

HALTS ROAD WORK MANY RESOLUTIONS

Removal of Grand Trunk Depot.

were discussed and the following resolutions adopted at a meeting of the Earlstive committee, held at the Royal George Chambers, Dufferin street, Earlscourt, last evening, President John Walshe pre-siding.

council.

Regarding the new postal station for Earlscourt, it was pointed out that this was an absolute necessity, as the residents number 33,000, and the nearest postal station is at Bloor and Markham streets.

George R. Eilis spoke at some length

streets.

George R. Ellis spoke at some length on the necessity of removing the G. T. R. station from Davenport road to St. Clair avenue, claiming that the city has advanced the large sum of \$1,483,717.81 to the G. T. R., G. T. P. and branch lines, and that the people's convenience should be considered regarding the location of railway depots. "The Davenport site is out of the way and inconvenient," he said.

NOT UNANIMOUS

Federal Regulation May Stop Entry of Liquor Ads Into Province.

DOUBT ARISES

If Advertiser Lives Outside Province, Law May Not Affect Him.

Officials of the Ontario License buildings yesterday, refused to express Berlin Takes Time to Gloss Over any definite opinion as to the probable action of the Provincial Government and the license board in view of the recent legislation of the Dominion logne Gazette says that the German Government, making it illegal for newspapers publishing and carrying liquor advertisements to enter provinces where the publication of such advertisements was prohibited by law. Under section 53 of the Ontario Temperance Amendment Act, passed dur-ing the last session of the provincial elegram as given to the public ment seem to be outlined clearly. The

section reads as follows: "The Ontario License Board may pass regulations prohibiting, restricting and regulating within the powers Ontario of orders for liquor." As a result of the Ottawa bill the Washington, Aug. 13.—Five American passengers were lost when the American steamer City of Athens struck a mine and went down near Capetown, South

> published in other provinces which asked how the power would be exer-cised he said it could not be done by regulation of the board. There must be legislation and that legislaiion could not be adopted before next session of the legislature,

"I imagine," he said, "that the Do-minion Government is honestly trying to provide legislation that this province and other prohibition provinces can take advantage of to put an end

to the soliciting of sales of liquer thru newspaper advertising." The opinion has been expressed that the newspaper publishing the advertisement was not the solicitor for the sale of liquor, the acceptance of such advertising being merely a business proposition. The real solicitor was the and who probably lived outside the ering it as such, the Ontario License Board would be entirely within its prevent food fermentation and may probably also prove that the trouble which appeared so serious was nothing more than an accumulation of acid in the stomach after all. Try it and see.

WESTON TAX RATE THIRTY-THREE MILLS

Estimates for the Year Total Over Seventy-Two Thousand Dollars.

expenditures include \$25.568 to cover the high school, electric water, sidewalk and sewer debentures; \$14,246 for town purposes; \$13,017 for county, Industrial Home and Patriotic Fund expenditures; \$4576 for the pumping system; \$1200 for the public library; \$4600, high school; \$7175, public school; \$365, separate school, and \$1872 to meet the public school debentures.

Grant to Fair.

Grant to Fair.

To aid the Weston, York and Etobicoke Fair, the council voted a grant of \$100.

The clerk was instructed to call for tenders for the new heating system to be installed in each of Weston's public buildings. The council decided that a vapor heating system would be the best for the town.

LITTLE BOY INJURED WHILE RIDING ON FENDER

New Toronto Youngster Hurt Thru Trying to Steal Ride on Radial Car.

Another New Toronto boy to be the victim of one of those "hooking-a-ride" stunts was a little ten-year-old foreigner called Nick, who yesterday, about two o'clock, fell off the fender of radial car No. 185 at Stop 19, sustaining a fractured skull and a cut foot.

Together with two other boys, Nick jumped on the fender at Stop 21, but, as he was barefooted, could not hang on as firmly as his companions, and so was thrown to the ground.

When questioned last night, the radial officials stated that they had heard nothing of the accident.

DEATH OF WEXFORD RESIDENT. Late Mark Barker Takes

The funeral of the late Mark Bark r, one of the oldest residents of York er, one of the oldest residents of York Township, takes place today from the homestead in York Town Line to St. Jude's Cemetery. Wexford, Mr. Bark-er, who was born in the same year as the late Sir William Mortimer Clark, died on Saturday in his \$2nd year. He was unmarried, and is survived by a sister who kept house for him. Altho living a retired life and taking no part in public affairs, the late Mr. Barker was well known

STOUFFVILLE APPOINTMENT. J. H. Doherty Appointed Tax Col. C. Barrett, W. H. Bell, H. Bolls, F. H. Butcher, G. W. Carter, L. J. Clark, J. E. Cosgrove, W. F. Darroch, J. Clark, J. E. Cosgrove, W. F. Darroch, J. Darroch, J. Clark, J. E. Cosgrove, W. F. Darroch, J. Clark, J. C. Cosgrove, W. F. Darroch, J. C. Cosgrove, W. C. Cosg

At a special meeting of the Stouffville Council last evening, presided over by Reeve J. H. Ratchiffe, the important matter under consideration was the appointing of the collector of taxes. After considerable discussion J. H. Doherty was finally appointed, at a remuneration of \$50 for the passing of some accounts nothing else of importance was done.

Honls, F. H. Buttener, G. W. Carlet, H. C. Carlet, G. Casprove, W., F., Darroch, J. D. Douglas, William McL. Eadle, F. V. Elliott, M. L. Entwisie, E. Forsyth, C. D. Gillan, A. Gilmour, H. J. Haviland, T. Hobbs, G. M. James, G. E. Kennedy, H. C. Kinnee, J. H. Lawr, R. G. Lawlor, R. C. Lemon, F. R. Lishman, H. G. Lockett, N. M. Macdonald, O. M. MacKillop, J. E. Marr, A. F. McKillop, W. A. Oakes, B. P. Overholt, G. A. Pearson, J. H. Philo, T. E. Reid, Gordon C. Rutherford, H. F. Schmietendorf, J. P. Scholes, D. E. Smith, W. R. Urlin, R. D. Webb, F. P. White, D. T. Wright.

**Outside passing of some accounts of the first the passing of the pass

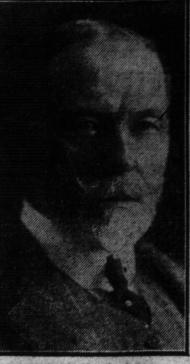
erine M. Jackson, Maybelle G. Kerr, Dorothy H. Luke, Annie K. MacGregor, M. Irene McCormack, Evelyn McDonald, Mary I. McKellar, Christene Mchol, Mary I. McKellar, Christene Mchaller, Mary I. McKellar, Carleine B. Train, Helen C. Walker.

Supervisors and Specialists in Physical Culture.

Ada M. Adams, Florence M. Adamson, Margaret C. Anderson, Grace C. Austin, Jean Burns, Margery K. Cole, Lucy I. Dickson, Dorothy R. Fowler, Grace M. Fritz, Mary M. Garbutt, Midred E. Hallett, Hilda M. Hindson, Gladys M. Hutchinson, Catherine Ryde, Helen A. Johnson, Catherine Ryde, Helen Dr. Cassell's Tablets are the supreme remedy for Dyspepsia, Kidney Troubles, Sleeplessness, Anaemia, Nervous Ail-ments and Nerve Paralysis, and for weakments and Nerve Faralysis, and for weak-ness in children. Specially valuable for nursing mothers and during the critical periods of life. Price 50 cents per tube, six tubes for the price of five, from Druggists and Storekeepers throughout Canada. Don't waste your money on imitations; get the genuine Dr. Cassell's Tablets.

Proprietom: Dr. Cassell's Co., Ltd.,

Important G.T.P. Changes



MORLEY DONALDSON no resigned as vice-president and general manager of the G. T. P. Railway and Grand Trunk Pacific

In a circular recently issued by the president of the Grand Trunk Pacific Railway, the announcement was made that W. P. Hinson hitherto traffic manager of the Grand Trunk Pacific Railway, had been appointed vice-president and general manager of the Grand Trunk Pacific Railway and the Grand Trunk Pacific Coast Steamship Company, succeeding Morley Donaldson, who had retired on account of ill-health. His apeffective August 1.

Morley Donaldson.

Morley Donaldson was born in Ed-Scotland, in 1851, and was burgh, privately in France Canada. He was for some time in the engine works of B. Gilbert & Co., Montreal, served under Walter Frank Shanly during construction of Hoosac Tunnel, Mass., one

The department of education announces the results of the summer course for teachers of physical culture. The follow-ing teachers have successfully completed

TO TEACH PHYSICAL CULTURE



intendent Ottawa division of Grand Trunk Railway System, 1905-1912; vice-president and general manager.

William P. Hinton.
William P. Hinton.
William Pittman Hinton was born in 1871, at Ottawa, Ont., and was educated at Ottawa Collegiate Institute. He began railway work in 1887, in the auditor's department of the Canada Atlantic. He rose rapidly, and in October 1905 when the Grandy. and in October, 1905, when the Grand Trunk absorbed the Canada Atlantic he became general agent in the pas-senger department of the Grand Trunk at Ottawa. After being successively general passenger agent of the Grand Trunk and Grand Trunk Pacific, he became on January 1, 1914, assistant passenger traffic manager of the same road at Winnipeg. On October 1, 1914, he was promoted to be assistant passenger traffic man-ager of the Grand Trunk and Grand Trunk Pacific lines with headquarters largest in the world; entered service, Canada Atlantic Railway, as chief draughtsman 1881; becoming successively mechanical superintendent superintendent of traffic and mechanical departments; general superintendent until road merged with Grand Trunk Railway System. 1905; superintending Charge of both freight and passenger traffic and was appointed at the same time to represent also the Canadian Government Railways with the title of western traffic manager.

Pacey. Bertha M. Ranson, Annie E. Rowntree, Lenore A. Sanderson, Mary G. Scanlon Frieda R. Stothers.

The following male teachers will be granted certificates as superfisors or specialists in physical culture on submitting their certificates as cadet corps instructors to the department of education: Wm. H. Adamson, C. H. Arnold, C. S. Buck, E. U. Dickenson, Wm. H. Downey, C. G. Duplop, E. W. Durnin,

Sword Will Not Be Sheathed

Till Ham-Lax and Ham-Ray Win Lasting Vic-

What Greater Victory can there be than Victory over Disease? Supposing all our Men were sick and ailing, what possible chance would they have in this great war, when strength is so essential?

Industrial tried your remedies, goodness only knows what would have become of me. For six years I have suffered with Stomach, Kidney and Liver Trouble-I had tried all manner of remedies, but without any success. In fact I had given up hope of even ever getting

but without any success. In fact I had given up hope of even ever getting relief. Happening to notice your advertisement in the evening paper, I deprevented from doing so, on account of

being Physically unfit? First win Vic- might, and was more than delighted

tory over disease, and then give your with the results, for after the first services to your Country. Britain to-

day needs men of Courage, Strength, ment. I was able to keep anything 1

W. P. HINTON

BRITISH BRING DOWN TWO RAIDING PLANES

Briton Single-Handed Destroys Gotha Machine Off Belgian Coast and Seaplane is Accounted For Off Coast of Flanders.

London, Aug. 13.—Two of the German airplane raid Sun-man machines which yesterday even-ing raided the English southeast ccast watering places were destroyed by British naval airplanes. The offi-cial statement issued by the govern-ment today says that one of the maby British naval airplanes. The offi-cial statement issued by the govern-ment today says that one of the machines was a Gotha airplane and the

other a seapine.

The official statement says:

'One hostile airplane of the Gotha type was destroyed during the return of the raiders to the Belgian coast, ed off the coast of Flanders at ap-proximately the same time. A large number of naval machines engaged the other raiders over the sea with-"The pilot who destroyed the Gotha

and who was flying in a land macomes reports that he first pursued an enemy airplane flying at 12,000 feet from the North Foreland to about fifteen miles off Zeebrugge, where he lest the hostile aircraft.

Thrilling Exploit.

"Returning to the mouth of the Thames, he observed anti-aircraft fire burzting in the vicinity of Southend. ing. He then observed eight Gotha airplanes followed by four British machines steering northeast. The enemy machines were about 20.000 feet above him when he got beneath them. He pursued, climbing to 15.000 feet, and attacked without result when about thirty miles out to sea ward.

"At this moment he saw Lostile machine 4000 feet below the enemy formation, but flying with it. He attacked from the front and drove one of the occupants hanging onto the tail. He thereupon threw him his lifebelt and did two or three circles around him before returning to Eng-land. While returning he endeavor-

CANADIAN

angles, with the result that before the Germans arrived fleets of British machines were in waiting.

The activity of the airplanes and the excellent fire from anti-aircraft guns appears to have nullified the attempted operations of the invading ers Airtually everywhere except at Southend. There are many stories of avoid risking engagements with defenders. The weather was and fine with a strong wind, which, perhaps, was less for oible at the great height the raider

of these were on the way to the way station to take a train for don when the bombing began, there were many casualties at them. One bomb alone killed

persons and wounded many other
Hundreds Thrown to Ground.
Elsewhere the people who rems
ed in the street instead of tak cover were the chief sufferers. He drds were thrown to the ground the concussions, but all escaped ous injury. Reports from I Ramsgate, and other coast towns that the main result of the air results were to draw crowds to warning was to draw crowds to sea fronts to watch the invaders. Thanks to the promptness of British airplanes in attacking raiders, all these places escaped ed to communicate the position of these fights seems to have been protonged or, as far as is known, to have resulted seriously for the invaders, whose plan seemed to be to avoid fights in order to insure a safe return to their base.

CASUALTIES

INFANTRY.

Killed in action-M. Dzhebewski, Rus-

sia: Sgt. John Morrison, Scotland.

Died-Robert Lackenby, Lethbridge.

Alta.; L. Ayles, Arcola, Sask.; C. H.

Presumed to have died—S. J. Ware, J. H. Bayley, Robt. Salter, England. Missing—A. E. Wood, Bert Strong, England.

E. F Rigby, England

ARTILLERY.

Gas poisoning—J. H. Lawford, England.
Wounded—Robt, Gibson, Scotland; Sapper M. W. Noish, Coldwater, Ont.

MOUNTED RIFLES.

Presumed to have died—Géorge Thomas, England: Lance-Corp. A. W. Nevill, England.

Wounded—Reginald Burton, Regina, Sask; Alian Giles, England; Chas. Hope, England. III—Nursing Sister Etta Sparks, Bri-tannia-on-the-Bay, Ont.

THRILLING RESCUE

Lieut. Caldwell and Dr. Williams Pull Col. Mulloy From River.

matritips there constitutes as cases instructors to the department of education: Wind A. A. M. Schemen, Willing to Work C. G. Dunlop, E. W. Durnin, H. G. Feashy, A. W. Ferguson, W. B. Forbes, T. S. H. Graham, W. E. Hanna, John H. Hardy, David Harper, G. P. Kryse, C. McKinnon, S. A. Morrison, J. H. Mowat, N. S. O'Nelli, W. J. Overand, G. E. Ramage, W. S. Steels, J. E. Stephen, Ayrest L. S. W. Harvey, England; K. C. Hamilton, Black Lands, N. B.; Ralph Mills, Sgt. E. Morson, Montreal; Geo. Ward.

TELEGRAPHERS AWAIT

SELECTION OF ARBITRATOR

Willing to Work Until Fifteenth, But Will Walk Out Then

Failing Settlement.

There are no developments in, the dispute between the telegraphers and the G. N. W., and it appears as if the chances of the G. N. W. company appointing a representative to sit on the board of conciliation are now very slim. The conciliation beard over yellim. The concili Special to The Toronto World. Iroquois, Aug. 13.-Col. L. W. Mulloy, while in bathing this afternoon with a number of other campers at Iroquois, nearly lost his life. Col. Mulloy lost his eyesight in the South African war, but was in the habit of color swimming with homeone to call African war, but was in the habit of going swimming, with someone to call instructions. This time, thru some misunderstanding, he lost his bearings and drifted out into the current. The only other man in the water at the time was Lieut. Robert Caldwell, who was at least one hundred yards from him up the river. Caldwell's sister called for him and he immediately started to swim toward the colonel, but found the current was carrying the found the current was carrying the colonel so swiftly he went to shore and

to shore.

Before they had reached Mulloy he had been under water several times, but had the presence of mind to keep the water out of his lungs, and when rescued had one hand above water.

Lieutenant a Cripple.

Lieut. Caldwell, who has been to been suffering severely from a wound in the thigh, which has left him with a paralyzed foot, but this did not baffle the young hero in the brave attempt to rescue the colonel. Dr. Wil-liams, handicapped as he was by his clothing, put up a great fight; and clothing, put up a great fight; and there is no doubt if he had not reached Mulloy when he did the lieutenant would have had to have gone much farther down stream before he could have landed, owing to his physical condition being exhausted at the time. Both the colonel and lieutenant have Both the colonel and lieutenant have fully recovered.

Presumed to have died—Spr. H. A. Logan, North Sydney, N. S.; Spr. J. M. Strathy, Port Arthur, Ont.

MEDICAL SERVICES.

OF BLIND COLONEL

colonel so swiftly he went to shore and ran along until he got opposite Mulloy, then plunged into the water and swam to him.

Dr. Williams Plunges.

Mrs. Mulloy's screams had been heard by some of the other cottagers, and Dr. C. F. Williams, from Cardinal, not waiting to take off his clothing, jumped into the water and swam to the colonel and Caldwell. The men struggled with Mulloy for some time, struggled with Mulloy for some time, and finally succeeded in getting him

If you want a business opportunity keep your eye on the classified advertisement

TORONTO

THE TRAIN Cour of Insp

Leaside a Heigh llen of the Im

the Royal Flying that negligent and discovered, could workman responsive way all airplane and that the productmantial.

The output of the treet has steadily lane parts equant to a present the treet has steadily lane parts equant to a present A sharp motor brought the inspe Leaside aviation about 11 o'clock. Royal Flying Cor-pot leadquarters training grounds. quarters is in a

quarters is in a with sentries on gu It contains a gr buildings and ab tents, in which t sleep. A striking way is a very corps flag displa The flag is sky bi bars, one of br centre and one top and bottom.

centre and one top and bottom.

The main train are, very extensive but are guarded ernment police, laid out as a fly aindromes grouped airdromes are but end. Each house Comfortal Col. F. K. Wank ant of the Leasid Heights Aviation visitors a hearty companied the mon the tour of apacious buildingsters, built on the in the northeast grounds, are pleasine shade trees, clude a large m ficers and cadets buildings for bott flight cadets.

The airplane is the place with brought following made absolutely care shown in the ship is indicated.

care shown in the ship is indicated plane wing parts an accident are fabric covering tain that there age. After exam he repair work An immense b the stores of air tains everything up of a military to a machine

called to two air which had just an companied by an bullets. Medical Ser Medical Ser Every provision sible medical care meet with acciden lights are in p the Army Medica at each airdrome: aviators while the if an accident

billance is always to the scene of

a machine g