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New Beach Lot For Sale
On west side of street, above Queen,
100-ft. frontage, only \$16.80 per foot
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The Toronto Worker

TWELVE PAGES—FRIDAY MORNING JULY 7 1911—TWELVE PAGES

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ment; hardwood floors; gas stove; re-
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frigerator in building. Immediate possession.
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VOL. XXXI—No. 11,276

FIFTY PEOPLE THROWN INTO WATER BY COLLAPSE OF PIER

Only One Fatality—Excursionists Were Waiting For Steamer—Heroic Efforts of Two Young Men Saved Many Lives, While Others Stood Helpless.

OTTAWA, July 6.—Through the collapsing of a section of the pier leading to the dock at Queen's Park, Aymer, shortly after 5 o'clock this afternoon, 50 people, all residents of Fitzroy Harbor and Toronto, were precipitated into the water. A scene of indescribable confusion followed. One fatality occurred, Mrs. Justin Davis of Woodlawn, near Toronto, losing her life by drowning. Miss Pearl Graham, Toronto, had a narrow escape, only being brought around with difficulty.

COWARDLY INCIDENTS DURING THE STRUGGLE

The lives of the whole 50 persons were endangered, and had it not been for the heroic efforts of two young men, Mr. Foley, Ottawa, and Mr. Mullin, Hull, two young members of the Victoria Yacht Club, it is more than probable that a score or more would have met their death by drowning. To these young men and to Mr. Armitage, Toronto, who assisted them in pulling the rescued out of the water into a boat, many owe their lives.

At the time the accident occurred the pier was crowded with about 200 members of the Anglican Churches at Fitzroy Harbor and Toronto, who were awaiting the arrival of the steamer G. B. Greene, which was to carry them back to their homes. The occasion of their visit to the park and to Ottawa was their annual excursion, held under the management of Rev. Mr. Iverson, rector of the two churches. The steamer was about to put into the dock at the Victoria Boat Club to take on the excursionists awaiting its arrival. Many of those waiting were engaged in watching young Foley and Mullin swimming and diving. At the sound of the steamer's whistle a half rush was made toward the pier and the dock, when suddenly there was a sound of rending timbers, and in a moment those who were standing over the spot where the great crowd had hurried into the water with great force.

Thrown into Deep Water.
Fifty people, it is estimated, including men, women and children, were struggling in the water. One end of the pier held up intact, and as a result a great mass at the water's edge, and a mass at the bottom of the incline, many being pushed or shoved to one side into the lake where the water was deep. At the point at which the accident occurred the water is over seven feet deep.

The balance of the excursionists stood helplessly. Not so with Foley and Mullin. In a trice the two young men were engaged in their work of rescue. Hastily seizing up the situation and seeing that only one in the crowd had any thoughts of helping those in peril, they plunged into the lake and commenced to bring the women to the shore. After another was pulled, hauled or carried to the pier, raised up the side of the pier, and that willing hands could bring them to safety, they did not offer a hand. Indeed, it seemed to be "leave him who may."

Cowardly Incident

In the water several incidents occurred that throw no heroic light on the men who were thrown in along with the women and children. One of the cowardly incidents was particularly cowardly nature. Young Mullin had just pulled a woman out who was going down for the last time. Seeing another in like predicament, he asked one of the male passengers, who was clinging to the dock, to take charge of the first woman while he went to the help of the second. The man did not reply and Mullin took his silence for consent, telling the woman to hold to the man's shoulder and swim. She had no sooner turned than he heard the sound of a cry, looking around he saw the man strike the woman full in the face, sending her back into the water. Happily, however, Mullin was able to rescue both women, but in the hurry he lost track of the man who did the cowardly act.

NEW Y. M. C. A. BUILDING.

Invitations have been issued for the cornerstone laying of the West End Building of the Young Men's Christian Association, to-morrow at 3:30 p.m. Addresses will be given by S. W. Moore, E. R. Wood, Thomas Findley and other representative Y. M. C. A. men, as well as by several ministers. The public are invited to attend the ceremony, which should be of great interest.

The west enders are looking forward to the completion of the new building with great expectations because of the very meagre accommodation provided at present in the old building, corner Queen and Dovercourt. The new location will be within easy access of all the business and commercial associations, and will be much nearer to a very large section of the city which is largely populated by young men who live in boarding houses and by families of moderate means.

To Harvest Western Crop

WINNIPEG, July 6.—At this belated date the Canadian Pacific Railway is rousing to a sense of its responsibilities in harvesting what at the present time promises to be the two-hundred-million-and-over bushel crop of the Canadian prairie west. It was stated this morning at the company's office that a number of enquiries had been telegraphed to large employers all over eastern Canada, asking whether they could spare men. Answers received to date show that the labor situation is not encouraging. Instead of being able to spare men, employers say they have not enough to meet their normal requirements. It is possible, tho, that an altogether novel experiment will be made, of bringing from seven to ten thousand men from British Columbia points, mainly from Vancouver. It has been pointed out to Sir William White that, owing to the exceptional labor conditions prevailing at Vancouver, a large number of men are out of work. The Canadian Pacific Railway has been asked to grant the same cheap harvesters' fares from the coast as are offered from eastern Canadian points. There is little doubt that these will be conceded, and that the prairie west in its hour of need will thus get help from the Pacific coast. Rates will be extended to Seattle and all points in that territory reached by the Canadian Pacific.

MUCH DAMAGE BY LIGHTNING TO QUELL MOB

Two Houses Struck at Barrie—Three Brockville Cottages Destroyed—Barns, Stock and Implements Burned.

BROCKVILLE, July 6.—(Special)—Two thunderstorms which brought the rain down in torrents, giving relief from the stifling heat, were gladly welcomed throughout this section to-day. Farmers are also in a joyful mood, as meadows and crops were beginning to feel the need of water after the unusual warmth.

During the storm lightning struck three cottages close to the town. The summer home of Fred B. Steacy at Fernbank was the scene of one of the attacks. The lightning struck the roof, tearing a hole thru and twisting the rafters as they were matted together. It made its way thru the interior down stairs, ripping up floors and wood-work. In the cottage at the time were Mrs. Steacy, her sister-in-law, Mrs. Mullin, and daughter, Miss Bell of Toronto, and Adiel Steacy and servant, all of whom sustained injury. The cottages of Lieut.-Col. Cole at Brockville and H. S. Brown at Bay View also sustained damage by the lightning's pranks.

Defeated by Shock.

BARRIE, July 6.—(Special)—Considerable damage was done in this locality early this morning by lightning, which passed over the section during the early hours. The homes of J. Wellington and Wm. Goddard, on Centre-street, in the Allandale ward, were both badly torn up. Goddard's place was killed by the shock, and to noon his hearing had not been restored. His wife was also stunned and killed, also all his hens and implements were burned.

Stock and Implements Burned.

BEAVERTON, July 6.—This morning about six o'clock during a severe electric storm, which passed over the section during the early hours, the new barn of Donald Brown, reeve of the Township of Thornhill, was struck by lightning and burned to the ground. Mr. Brown's loss will be heavy, as four horses, twenty-five hogs, one cow and six calves were killed, also all his hens and implements were burned.

Trolley Struck.

NIAGARA FALLS, Ont., July 6.—(Special)—For half an hour to-day the most severe electric storm of the summer raged along the frontier. On the American side great hail stones fell. Several trolley cars were struck by lightning. Firemen were called out to extinguish a blaze resulting from two telegraph poles being struck.

ENTIRE ROAD FINANCED

MONTREAL, July 6.—The presence of Sir William Mackenzie and Sir Donald Mann, together with Col. Davidson, in this city at the same time has given rise to much speculation, and some of the forecasts were verified to-day when it was officially announced that the Canadian Northern has secured financial backing for the construction of the entire route from the Pacific to the Atlantic. It was also announced that within thirty months the railroad would enter into and erect a magnificent central station.

CHURCHES FOR PORCUPINE.

Dr. W. E. Norton, superintendent of Home Missions for Ontario and Quebec, returned yesterday to the city. Dr. Norton attended the Northern Association of Baptist Churches at New Liskard, and subsequently visited Misses Forcune, Englehart and Charlton with a view to establishing missions. Dr. Norton secured lots in Charlton and will begin building operations there this fall. In Porcupine, there are a number of Baptist churches, the location of the town is so uncertain, yet the work will not commence till next spring. Dr. Norton was accompanied by R. B. Warren, manager of the Baptist Book Room.

Two Hundred More Immigrants.

Yesterday 200 English immigrants arrived from the steamer Royal George. They all disembarked at the Union Station and a large majority of them remained in the city, tho some expect to go west for the harvest.

PEERS RELUCTANT TO YIELD UP CONTROL

Veto Bill Leaves Lords With Clause Committing to Joint Committee to Determine What Bills Are Money Bills—May Also Require Referendum.

LONDON, July 6.—The committee stage of the parliament bill, otherwise known as the veto bill, for the curtailment of the powers of the lords, was concluded in the house of lords to-night. Although numerous amendments and new clauses seeking to modify its provisions were put forward by members, these were all withdrawn or rejected. The debate throughout displayed great restiveness on the part of the peers against their lords and there were significant differences of opinion. Lord St. Aldwyn, who as Michael Edward Hicks-Beach was chancellor of the exchequer in 1885, and again in 1895-1902, the financial leader on the Conservative side, more than once declined to vote with his party.

The house of lords shows the greatest reluctance to yield its control of money bills. As the bill leaves the lords, it commits to a joint committee of six members of the two houses the power of deciding whether or not any bill is a money bill. If they come within the government bill reposes in the speaker of the house of commons alone.

Commons Will Reject Amendments.

Further in the same committee will have the virtual power of referring any important bill to a referendum of the people. The report stage has been fixed for the lords for July 10, when the bill goes back to the house of commons. It is certain that these new clauses and amendments will be rejected on bloc. What course the house of lords will then adopt is uncertain, but the strongest influences are being brought to bear for the passage of the bill, relating to bills other than money bills, was passed, the debate proceeded on the new clause moved by the speaker of the house of commons alone.

Lord Cromer and his fellow Unionist peers profess to fear that a money bill may pass the house of commons with the sanction of the lords, and they declare that it is not a sufficient safeguard to leave the settlement of the question to the speaker.

Lord Morley of Blackburn said that he could not understand how members who had voted on a measure could afterwards, in the case of a money bill, would destroy the entire structure of the parliament bill and overthrow the complete betrayal of its objects. Therefore the government would not consent to it.

After several peers had spoken in support of the new clause, it was adopted and added to the bill.

GRAND STAND BURNED AT WINNIPEG EXHIBITION

Loss Estimated at \$70,000—Fair Was to Open Wednesday—Will Erect Temporary Structure.

WINNIPEG, July 6.—Fire of a mysterious origin to-night destroyed the grand stands at the Winnipeg Exhibition Grounds. The seating stables, recently constructed, also caught fire. Never before has Winnipeg seen such a spectacular fire, and it was the first time on record that each one of the eleven halls was attended a blaze. The loss is estimated at \$70,000, which is partially covered by insurance in a number of insurance companies. The exhibition opens on Wednesday next, and every effort will be made to erect a temporary grand stand.

Contracts May Be Mutiny.

KINGSTON, July 6.—(Special)—Walter Hunter, Arthur Francis, Harry Sullivan and Wm. Sparring, found guilty of being disorderly on the steamer Kingston, were remanded for a sentence to-day. Sullivan may have to answer a charge of starting a mutiny on the vessel.

An Automatic Eden

ROCHESTER, N. Y., July 6.—A special from Brockport says that apples growing on the Frank Sparlin farm, north of there, were baked on the trees by the intense heat yesterday. Some of the apples were taken to Brockport and exhibited in a store window.

ARBITRATION TO SETTLE OLD DISPUTES

Great Britain and United States to Submit Claims Aggregating Several Millions, Some of Which Go Back as Far as the War of 1812.

WASHINGTON, July 6.—The principle of arbitration of international disputes, in so far as its application to the United States and Great Britain is concerned, received a pronounced impetus to-day. Secretary of State Knox and Ambassador Bryce signed the first schedule of certain pecuniary claims existing between the United States and Great Britain and the terms of their submission to arbitration in accordance with the special agreement signed Aug. 18 last.

Not satisfied with this accomplishment for one day, the secretary and ambassador then further lent their energies in the cause of international peace by conferring for an hour on the proposed general arbitration treaty, which is to supply, by broadening its scope, the very convention under which the pecuniary claims will be arbitrated.

This conference was devoted to questions relating primarily to ratification. It is admitted in official quarters that the treaty is all but completed, and the administration is confident it will be finished in time for submission to the senate for ratification at the present session.

The pecuniary claims to be arbitrated aggregate several million dollars. Some of them are of long standing, even antedating the war of 1812, while many grew out of the war in the Philippines, others relate to fisheries and the Fiji Islands.

Both the special agreement and the schedule of claims will now be submitted to the senate for ratification. The special agreement, commits the two governments to the arbitration claims and provides the machinery of the arbitration tribunal, while the schedule is a list of claims believed to be legitimate and worthy of consideration. It is generally understood that the question will be arbitrated by a commission composed of representatives of the United States and Great Britain and a disinterested umpire.

This arbitration will be the second under the general arbitration treaty of 1908 between America and England, the first subject undertaken being the North Atlantic fisheries dispute, which was settled by The Hague Tribunal last summer.

CONTRACTS AWARDED FOR C.N.R. PACIFIC SECTION

Grade Will Have to Be Blown Out of Solid Rock—Three Miles of Tunnels.

VANCOUVER, July 6.—The Northern Construction Co. of Winnipeg and P. Welch of Spokane, contractors for the building of the 183 mile section of the Canadian Northern Railway between here and Kamloops, have awarded contracts as follows: Aymer Bros and Henning of Vancouver, Hope to Yale, 14 miles; Burns and Jordan, Spokane, Wash., Yale east, 14 miles; Geo. Chem, Spokane, 5 1/2 miles; Cunningham & Co. of Greenwood, B.C., 5 1/2 miles; Boston Bar; W. P. Tierney & Co., Vancouver, 11 miles; A. E. Griffin and James Welch, 19 miles to Lytton; Grant, Smith & Co., Seattle, Lytton to Sp. near Bridge, 23 miles; T. W. Bro. Portland, Ore., Spencer Bridge east, 41 miles; Grant, Smith & Co., 29 miles to Kamloops.

The work will prove the heaviest since the construction of the C. P. R. thru the Rockies and Selkirk, and will involve an expenditure of from 15 to 18 million. The grade will have to be blown out of solid rock along steep banks and narrow canyons. In all three miles of tunnels will have to be driven two of them having lengths of over 2000 feet.

Contractors state that they expect to have an army of 7000 men along the grade before October.

Steamer Keystrom Released.
KINGSTON, July 6.—(Special)—The steamer Keystrom succeeded in getting the steamer Donnelly succeeded in getting the steamer Keystrom off near Cardinal Canal, this afternoon, after lighting 700 tons of coal. She was on a clay bottom and suffered very little damage, being able to proceed to Montreal.

4 MORE DEATHS EXPROPRIATION ARE TOLL OF HEAT

David Smith, Alfred Hartley, Charles Kinsey and Unknown Man Were Suddenly Stricken and Failed to Rally—Three Cases of Prostration Reported.

—DEAD—
DAVID SMITH, 45 years, Scotch immigrant, 155 Hallam-street, collapsed at lodging, and died within two hours.
ALFRED HARTLEY, 28 years, expressman, 1 Esplanade, collapsed while unloading wagon at foot of John-street, died shortly after being taken to St. Michael's Hospital.
CHARLES KINSEY, 50 years, chief engineer of the Globe, overcame at work and died at his home, 11 Baldwin-street, on arrival of General Hospital.
UNKNOWN MAN, 45 years, picked up unconscious at Mill and Parliament-streets, died on arrival of General Hospital.

—PROSTRATED—
WILLIAM JOHNSTON, 22 years, driver for Lake Simcoe Ice Company, collapsed on wagon at foot of George-street, in St. Michael's Hospital.
JAMES MARTIN, 45 years, 5 Aude-street, collapsed in College car, makes home hospital.
MISS HELEN TERRY, young woman, 128 Grange-avenue, collapsed at home, removed to Grace Hospital in police ambulance.

Four deaths and three collapses from heat were reported by the police and hospitals yesterday in suite of the greatly reduced temperature. Three of them dropped in the streets, while the fourth collapsed while at work and died shortly after being taken home. Five o'clock seems to have been the fatal hour.

Those who collapsed were an ice-man, who succumbed after noon, a man who was prostrated while riding in a street car and a woman who was so reduced at her home that she was taken to hospital. None of these are in a serious condition.

Charles Kinsey of 41 Baldwin-street, chief engineer and electrician with The Globe for the past 20 years, was overcome by the heat yesterday afternoon while at work and died shortly after reaching his home. He was 50 years of age.

The late Mr. Kinsey was a native of Manchester, England, coming to Toronto from Woodstock, Ont., where he had married Miss Jane E. Dunn, his wife with nine children survive him.

David Smith, a Scotchman, 45 years of age, came to the city Monday from Scotland. He went to board with Jas. McKnight at 155 Hallam-street. He went out yesterday afternoon and returned at 4 o'clock and complained so that Dr. W. H. Wright, 123 Westmoreland-avenue, was called. He died at 5:30. The body was removed to the morgue.

Alfred Hartley was an expressman employed by William Dalley, 163 1-2 West Richmond-street. He lived at 1 Esplanade. He was taken to St. Michael's Hospital, where he was taken in the police ambulance. The body is in the morgue.

Died in Patrol Wagon.
An unknown man, between 45 and 50 years of age, dropped at the corner of Mill and Parliament-streets, where he was found at 5:15 o'clock by Police-man Barnes, who had him removed to the General Hospital in the patrol wagon. He was there pronounced dead and taken to the morgue. At an early hour this morning he was still unidentified. He was a man of 5 feet 8 inches in height, robustly built, weighing 180 pounds. He wore dark much worn overalls, a black Christy hat and black boots. He carried a dinner pail and had a purse and two coppers in his pocket. His hair was brown, thinning, and turning grey. His mustache was dark brown. He was apparently a Roman Catholic, for he wore a pair of scapulars.

William Johnston, employed by the Lake Simcoe Ice Company, collapsed while on his job at the foot of George-street at noon. He was taken to St. Michael's Hospital in the police ambulance, where he was kept over night.

Miss Helen Terry collapsed at her home at 128 Grange-avenue, at ten o'clock last night and was taken in the police ambulance to Grace Hospital, James Martin, 5 Aude-street, collapsed in a College-street car at Dovercourt-road. He was attended to by an ambulance man in a street car by Police-man Dalziel (334).

Going at Last.
The excessive heat wave under which Torontonians have been suffering dur-
Continued on Page 7, Column 4.

WHAT CITY COUNCIL DID

Talked long and loud for six hours.
Authorized the immediate commencement of the construction of the civic car lines.
Endorsed expropriation of the C. P. R. corner at Yonge and King-streets.
Passed important sanitary by-laws.
Bullied the island committee.
Voted for the issue of general warrants to the police, Nos. 173-174 for waterworks purposes.
Voted for the usual summer vacation.
Adjourned until 3 o'clock this afternoon.

COME UP THIS AFTERNOON

Judge Winchester's report of the works department and motions for adjournment.
Sunday observance.
Appointment of fair wage officer.
Building permit to C. P. R. Humber Park boulevard.
G. T. R. siding application.
Bridge across western island lagoon.

The city council assembled in special session yesterday afternoon, prompted the worst hours of the sultry evening until half past ten o'clock and then adjourned until this afternoon, after having talked but too fringed of the spread of important business before it.

The session was one continuous "gabfest," in which there was much spouting of unparaphrasable and but little illumination on any question up for consideration. Carried away with enthusiasm over the sound of their own voices, a few members held up the middle afternoon session to such a point that the little more was than to accept the recommendation of the corporation counsel that construction work on the civic car lines for St. Charles-street and West-end-street, be immediately commenced.

And the head and front of all this officialdom was Ald. Sam. McBride. At the closing session the hour of contention wherein was spent much valuable time to little purpose was the by-law providing for the annual election of the aldermen. A number of aldermen contended that there was too much important business awaiting transaction for the council to thin the ranks by the election. Full re- sponse to the humble and energetic and persistent efforts of Ald. McBride and his associates, the board of control will have the civic machinery until September.

There was little disposition shown to discuss the expropriation move and when the vote was taken it was seen that several aldermen had come to recognize its wisdom since last meeting.

There is a whole grist of important business before the council for transaction this afternoon, and the session will likely be another long one.

As the board of control meets the representatives of North Toronto this morning to confer on annexation. It is just possible that the controllers may have a recommendation on this subject ready for council meeting in the afternoon. The adjourned meeting gives the board a splendid chance to dispose of this important matter with dispatch.

The ball of discussion was started rolling early in council by two special messages read to the aldermen by the acting mayor immediately after the formal adoption of the minutes. Full reference was made to the chapter of "misunderstandings" between the city engineer, the board of control and the board of water experts, in which the Mr. Rust apparently is saddled with the largest share of the responsibility.

Will Start Car Lines.
The message concerning the new car lines reviewed the orders of the Ontario Railway Board, covering the interchange of traffic between the civic lines of those of the Toronto Railway Co., and quoted Corporation Counsel Drayton's letters recommending immediate commencement of construction.

The acting mayor advised the city council to adopt a resolution instructing the city engineer to proceed at once with the laying down of street railway tracks upon St. Clair-avenue, from Avenue-road to the railway of the northern division of the Grand Trunk Railway Co., and upon Gerrard-street east, from the east city limits

Continued on Page 2, Column 3.
COOLER TO-DAY.
The weather man says that it will be somewhat cooler to-day, but it has to go a long way before Panama hats will not be fashionable. The Panama hat is the head protector when the sun is too strenuous. It is a hat that with a little care will last for years. The Dineen Company is showing some splendid designs starting at \$3.75 and absolutely worth over twice that price. Panama hats shown by Dineen were made in South America and were purchased direct from the traders.