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TWELVE PAGES—WEDNESDAY MORNING AUGUST 4 1915— TWELVE PAGES

VOL. XXXV.—No. 12,684

FREIGHTER ALEXANDRA LYING BATTERED WRECK OFF SCARBORO, ALL CREW ARE PROBABLY SAVED

WILL MAINTAIN BLOCKADING OF GERMAN TRADE

Great Britain Tells U. S. A. Orders in Council Perfectly Legal.

NOT TO RELAX RULES

Washington Informed of Irrelevancy of Conventions and Protests.

WASHINGTON, Aug. 3.—Great Britain's reply to the latest American representations against interference with neutral commerce rejects entirely the contention that the orders-in-council are illegal and justifies the British course as being wholly within international law.

"Unstable either in point of law or upon principles of international equity," is the British reply to the American protest against the blockade of neutral ports, with an invitation to submit to international arbitration any cases in which the United States is dissatisfied with the action of the British prize courts.

Great Britain's reply embodied in two notes, one supplemental, was made public here tonight and in London simultaneously by agreement between the two governments.

With the notes was made public also the correspondence over the American steamer Mecha, seized by the British navy while en route from Rotterdam to the United States with goods of German origin. All the correspondence aggregates seven thousand words.

Changed Conditions. Changed conditions of warfare, the British note contends, require a new interpretation of the laws of neutrality.

(Continued on Page 2, Column 4).

AUSTRALIANS GAIN CREST OF RIDGE

Important Success Has Been Achieved in Gallipoli Peninsula.

FINE BAYONET WORK

Bombardment and Explosion of Mines Preceded Infantry Charge.

LONDON, Aug. 3.—The crest of the ridge in the Gallipoli Peninsula has been gained by British troops and the position of the British in the Dardanelles has been improved, according to a statement given out today by the official press bureau.

The text of the statement follows: "General Sir Ian Hamilton reports on Aug. 2 that on the right position, held by the Australian and New Zealand corps, a successful attack was carried out against a network of Turkish trenches, which was beginning to threaten the safety of an advanced post called 'Tasmania Post.'"

"The attack consisted of a bombardment of neighboring works and the explosion of three mines under sections of a trench. These sections were occupied at once."

"Another section was rushed with the bayonet. The Turks did not counter attack. At least seventy Turks were killed in and around the work."

"The result has been to gain the crest of the ridge, and it has materially improved our position in that section of the line."

Didn't You Feel the Need of a Raincoat Yesterday? Certainly the weather emphasized in a powerful way the necessity of possessing a raincoat. As a matter of fact the raincoat is a garment of the utmost importance at all seasons. At Dineen's 140 Yonge street, the values are cut in two during the big regular prices—and the showing varied with stylish summer overcoats, rubber dusters and outing caps are similarly reduced. For those who are looking for a straw or Panama hat, the proper place to buy is surely Dineen's. They are cut in two during the big sale now drawing to a close. Look in today.

BORDEN GUEST OF THE CANADA CLUB

Canadian Associated Press Cable. LONDON, Aug. 3.—Sir Robert Borden will be lunched by the Canada Club here on Friday. This will be the first luncheon held by the club since the war opened.

CANADIAN MECHANICS ARRIVE AT GLASGOW

Canadian Associated Press Cable. LONDON, Aug. 3.—The liner Corsican has arrived at Glasgow, bringing a large party of Canadian mechanics as munition workers.

BELGIAN RESERVISTS ORDERED TO REPORT

Hundred Men Working on Kent County Farms Needed at the Front.

Special to The Toronto World. CHATHAM, Aug. 3.—About 100 Belgian reservists, who have been working in the sugar beet fields of Kent County, have been notified thru Albert Dehore of this city, to report for duty on the fighting line in Belgium. These reservists have been holding back under a misunderstanding, and the word comes now that they must report immediately for duty.

BRITISH COAL FOR USE OF THE EMPIRE ONLY

New Order in Council Has Eliminated All Britain's Allies.

LONDON, Aug. 3.—After August 30 British coal cannot be shipped anywhere except to British possessions and protectorates, according to an order in council issued today. The export of coal heretofore has been restricted to British possessions and to countries which are allies of Great Britain. The new ruling eliminates all the allies.

PROSECUTED FOR HAVING PASSPORT ILLEGALLY

British Subject Traveled Over Germany and Austria With American Credentials.

LONDON, Aug. 3.—Harold J. Fraser, described as a British subject, was remanded without bail today in the Bow street court, charged with having in his possession an American passport to which he was not entitled.

The passport was issued by the American embassy at London last March, and Fraser is said to have traveled with this passport over a considerable part of Germany and Austria. He obtained the passport by representing himself as an American.

MEXICO CITY CAPTURED BY CARRANZA FORCES

Considerable Street Fighting Occurs, But Capital Now Returned to Tranquil.

GUADALUPE HIDALGO, Mexico, Aug. 3.—Mexico City was captured yesterday morning at 10.30 o'clock by the forces of Gen. Carranza under Gen. Pablo Gonzales after considerable street fighting. Gen. Gonzales has the federal district surrounded and claims to have cut off all retreat for the fleeing followers of Emiliano Zapata. The city is now perfectly tranquil.

Russian Seaplanes Drive German Gunboat Ashore

PETROGRAD, Aug. 3, via London, Aug. 4.—An official communication issued this evening says: "Our hydroplanes attacked, near Windau, a German gunboat and forced it to run ashore. The same hydroplanes attacked and forced to retreat a Zeppelin and two hydroplanes of the latter, of which one was brought down."

"In the direction of Riga our troops withdrew beyond the River Eya."

British Transport Sunk?

BERLIN, Aug. 3, via wireless to Sayville.—The Overseas News Agency today made public an Athens despatch, saying that a German submarine had sunk the British transport Arneuron and that a majority of the crew of the vessel were drowned.

RUSSIA MAY YET SAVE WARSAW FROM TEUTONS

Stubborn Resistance Offered to Austrians and Germans Rouses Hopes.

AMMUNITION SHORT?

Chief Interest Now Centres in German Operations in Courland.

LONDON, Aug. 3.—The stubborn resistance which the Russians are offering to the Austro-Germans and the slowness with which the forces of the invaders have been able to move during the last few days has led to the belief in some quarters that the German supply of ammunition is beginning to feel the effect of the protracted struggle and that Russia may yet save the Polish capital.

Previous experience with German tactics has been that a temporary slowing down was followed soon by greater efforts, and when Field Marshal Von Mackensen has concluded his present operations in the southeast Field Marshal Von Hindenburg will renew his heavy blows on the Narew front.

Interest in Southeast. For the moment the greatest interest attaches to the southeast, where, according to tonight's Berlin official report, the Germans have extended their bridgehead positions south of Warsaw; the Austrians have gained a tactical success to the west of Ivangorod and Von Mackensen, after meeting with considerable resistance, has broken the Russian line east of Leczna and north of Chelm.

Courland Critical. Similar successes have been claimed by the Germans in Courland and in the direction of Lomza. To the minds of many military men the Courland operations, which Gen. Von Buelow is directing, are fraught with the greatest danger to the Russians, as a big victory for the Germans in this region would enable them to move across the railways which feed the Russian armies. Further west they are already near Poneviesch, which is the junction of two branch lines of the Vilna-Petrogra railway.

Big Battle on British Front? There has been considerable fighting in the western zone—in Artois, the Argonne and Alsace, but as usual the claims of the French and German general staffs conflict, both asserting that the fighting favored their troops. Unofficial reports from Holland say that a big battle has been in progress along the British front in Flanders since Saturday, but there is no confirmation of this.

VOLUNTEER FIREMEN ELECT NEW OFFICERS

John Cavin, Paris, Chosen President—Action Next Place of Meeting.

Special to The Toronto World. ST. CATHARINES, Aug. 3.—The annual convention of the Volunteer Firemen of Ontario at Thorold today decided to meet next year in Acton and the following officers were elected: President, John Cavin, 7 aris; 1st vice-president, W. Moyes, St. Mary's; 2nd vice-president, J. McMillan, Welland; secretary, J. J. Anderson, West Toronto; treasurer, Thomas Hastings, Merriton.

The annual demonstration will take place tomorrow, Wednesday, which has been declared civic holiday in St. Catharines, Welland, Merriton and Port Colborne.

Crew of Doomed Alexandra Jumped From Boat and Were Pulled Ashore Captain Remained Until Very Last

25 Lives Were Lost In Floods at Erie, Pa. Property Loss Huge

Dams Break Following Cloudburst and Large Section of City Was Inundated—Five Firemen Perished in Attempts at Rescue.

ERIE, Pa., Aug. 3.—Twenty-five lives lost as estimated by the police, millions of dollars in property damage and the city in total darkness tonight, is the result of a cloudburst shortly after 6 o'clock tonight that culminated in a flood that inundated a large portion of the city.

The business part of the city was flooded to a depth of five feet. Many houses were washed from foundations, while the water reached the second story of others.

The heavy precipitation caused dam south of the city to burst, letting out a flood of water that filled the main business streets to a depth of five feet, and in some sections reaching to the second storey windows of dwellings. Among the first plants to go out of commission was the Erie County Electric Co., which supplied the city with light. Then The Erie Dispatch, a morning paper, whose building adjoins the electric light plant, was flooded, and all idea of getting out a morning paper was abandoned until midnight, when the staff was moved to the plant of The Erie Times.

In the meantime, the first bulletin of the flood was sent to the outside world by the Associated Press operator, who waded in water up to his armpits to the Western Union Office, a distance of five blocks, and there sent out his story of the flood.

Communication Cut Off. All telephone wires were put out of commission by the flooding of conduits, and it was several hours before crippled telegraph communication could be partially restored.

At Ninth street along Mill Creek the flood was at its worst. It is impossible tonight to ascertain how many actually have lost their lives there. Many are still imprisoned in houses, and the rescuers, led by Mayor Stern and members of the city council, have been unable to get them out.

The entire eastern section of the city is cut off by the water and what conditions prevail in the centre of this district cannot be conjectured.

Among the missing are Assistant Fire Chief James Buernon and four firemen. Reports were made to the police that a house floated down Mill Creek with four women and three children clinging to it. Buernon and

the firemen tried to rescue them, but lost their lives in the attempt. Every store in State street, the main business street of the city, is flooded and at least 50 houses are reported washed away.

The Jaroski manufacturing plant has been washed away, and 20 automobiles that were in the garage went with them.

A little girl standing on the banks of Mill Creek was carried down to her death when the bank caved in. Life-savers have been called from the life-saving stations on Lake Erie, and firemen and policemen under the direction of Mayor Stern are making every effort for the rescue of the imperiled and the comfort of the homeless and distressed.

The hundred flood sufferers are housed in the National Guard Armory. Little children who have been separated from parents are frantically searching for children are huddled together in a pitiable plight.

A fire whistled at midnight that 2000 persons are homeless. Boats are being used in the flooded district, but as yet none has been able to penetrate the centre of it because of the rush of water children clinging to it. Buernon and

LIEUTENANT ROBINSON IS REPORTED KILLED

He Was Resident of St. Catharines for Twelve Years.

ST. CATHARINES, Aug. 3.—Lieut. Richmond Robinson of the King's Royal Rifles has been killed in action in France, according to a cablegram received this afternoon by Mrs. Robinson, who with four children resides on a fruit farm on Vine street, within the city boundary.

Lieut. Robinson last winter returned to his birthplace in England and took out a commission with the King's Royals, he having been a member of cadets of that regiment when a youth. He had been a resident of St. Catharines for over 12 years and was active in the formation of the Old Country Association here. He occupied a seat in the city council in 1910.

Lieut. Robinson was a gentleman of means and adopted fruit growing as a vocation.

SERIOUS FIGHT IN RUSSIA ALONG NIEMEN-DWINA

All Other Engagements, Even Warsaw, Sink into Insignificance in Comparison.

LONDON, Aug. 4, 3.38 a.m.—Telegraphing from Petrograd the correspondent of The Morning Post says: "The centre of gravity of the Russian front has now shifted definitely from the south to the north. The latest news indicates that the attack on the Niemen-Dwina front with its base on East Prussia is the real thing to which all other movements are subordinate. In these circumstances the question of Warsaw loses half its importance."

AMERICAN COTTON SHIP SEIZED BY GERMANS

Pass of Balmaha Reported Brought to Cuxhaven by German Submarine Officer.

BERLIN, Aug. 3 (by wireless to Sayville).—Among the items given out today for publication by the Overseas News Agency were the following: The American ship Pass of Balmaha has arrived at Cuxhaven, having on board one non-commissioned officer of a German submarine boat, which had stopped the ship and placed the officer on board a prize crew. While the officer was asleep the captain of the Pass of Balmaha changed his course toward the British coast, but when the officer awakened he compelled the captain of the ship to obey his orders and put into Cuxhaven.

On investigation at Cuxhaven it was discovered that the British prize crew had one officer and four men were on board, hiding below. The barque was bound with cotton for Archangel, Russia. She sailed from New York June 24.

CANNONADING HEARD OFF GOTLAND ISLAND

Russian Fleet Believed to Be Busy Preventing Landing of German Troops.

LONDON, Aug. 4.—A Copenhagen despatch to the Exchange Telegraph Company says that cannonading has been heard off Gotland, a Swedish island in the Baltic, which is attributed to the Russian fleet striving to prevent the Germans from landing troops on the Courland coast.

The despatch also gives the report that it was in these operations that the German transport referred to in a Russian official communication was sunk by a submarine.

Rescued Crew Gives Details of How Disaster Was Met—Boat Carried Heavy Cargo From Montreal, But no Passengers—Men Fought Pluckily for Their Lives—Farmers and Live-Saving Crew Help Materially.

The Alexandra is a total wreck. The steamer was of 1,000 tons capacity and the loss will be about \$100,000. Lying about 150 yards off the foot of the cliffs of Scarborough, twelve miles east of the city, the Alexandra, a freighter of the Canada Steamship Line, bound from Montreal to Toronto, is being pounded to pieces by waves twelve feet high, and will probably break up within a few hours. Of the crew of 22 men, 18 had been rescued at 2 a.m. today, and the remaining four would, it was expected, be landed before daybreak by a life saving crew from the eastern gap, which is heroically struggling under direction of Captain Chapman to bring them ashore.

HEAVED CARGO OVERBOARD.

The Alexandra was driven ashore about 5.30 p.m., after the crew had heaved overboard every bit of her 1,000 tons of cargo in an effort to keep her going. She was heavily laden and with the tremendous wind and sea was powerless to prevent herself from being driven from her course which stands out eight miles from shore. At 10 o'clock last night, the bow and the stern had been pounded to pieces and it was only a question of a few hours before she would be a mere mass of wreckage.

CREW OF ALEXANDRA

The crew of the Alexandra includes: Capt. William Bloomfield, Kingston (still on boat); First Mate Tom Mills, Cornwall, Ont.; Second Mate George Downes, Toronto; Chief Engineer William Boyd, Kingston; Second Engineer William Kennedy, Kingston; Steward Elgin Post, Belleville, Ont.; Second Cook Lewis Sengier, Rochester, N.Y.; Walter Harry Elliot, Belleville; Lookout Jack McKee, Montreal; Wheelman Frank Twaddle, Plenton; Sam Scriver, Plenton; T. Purtille, Dickenson's Landing; J. Riley, Montreal; Floyd Duval, Montreal; George Lovell, Kingston.

The last four named are deck hands.

Left Montreal Saturday. The ill-fated Alexandra left Montreal on Saturday afternoon for her trip to Toronto. She had no passengers on board, but had a heavy cargo of sugar, pickles, potatoes and miscellaneous goods. The trip to Port Hope was made without incident and Capt. Bloomfield left that port at 9.30 yesterday morning. He had had a good sail into Port Hope and did not anticipate any trouble until two hours after he had left the port.

Too Heavily Laden. According to his story the storm became more violent after dinner. The boat seemed to have too big a load and the high sea threatened to swamp her unless her burden was lightened. The captain gave orders to his crew to begin throwing the cargo overboard and from noon until 3 o'clock the crew was so busy dumping bags of sugar into the lake that they thought nothing of the storm.

All this while the wheelman appeared to have his boat in control. She was making fairly good speed and expected to reach Toronto about 6 o'clock in the evening. At 4 o'clock she began to lose like a tub and a sudden gale that came up directly from the south forced her on to Scarborough Bluffs from her course out three miles in the lake.

Bow Stove In. When she struck the shore her bow was stove in and the waves soon carried the wreckage away. She commenced filling with water and if the lake had been deeper at this point the crew would have been lost.

Boyd Got Ashore. Chief Engineer Boyd was the first man to make up his mind that he was going to reach shore. He released a lifeboat, and taking the rope with him, he launched it on the shore side. The boat was carried towards the bluffs, but when it struck the back water from the shore it upset and floated bottom up for ten minutes. Boyd was in the boat all the time. He then dived into the open water and was fortunate enough to get a footing on the cliff. He had lost his life-line, however, and could not make any rescues. Climbing up the cliff with difficulty, he summoned D. E. Morton, a farmer living near Stop 25, who was on their way to the wreck. Some of these men had life-lines, and after making the dif-

icult descent down the bluffs, attempted to throw a line on the boat. All these attempts were fruitless, as there was a tremendous gale blowing.

Crew Took Chance. A number of the crew, however, took a chance and jumped into the lake and put out for the bluffs. The boat was 150 yards off shore and the swim was difficult on account of the flow or back water. As the men came ashore, the farmers on the shore threw ropes to them, and in this way a number were pulled out of the water. The work of rescuing the crew went on in this manner until 0.30, when all had reached the shore. They were taken to the hospital and brought to Toronto in motor cars.

At this time it seemed doubtful if the remaining eleven men of the crew would be saved. Capt. Chapman and his life-saving crew had not yet arrived, but were expected any time.

Seated in Cabin. From the tops of the cliffs Captain Bloomfield and the other men could be seen in the cabin of the boat seated around a table as if seemingly unconcerned. The rain was coming down in torrents, but the sea seemed to be going down, and the men were hopeful that the boat would hold together until daylight, when the rest of the crew would be taken off.

One by one, however, the sailors became anxious, and taking off their coats and boots plunged into the water and headed for shore. Elgin Post, the steward on the boat, and Lewis Dengler jumped in together at 11.30.

Worked Way Down Cliff. The life-saving station had their attention first drawn to the wreck at 6 o'clock, and after several efforts to launch their motor boats it was given up as a bad job, and the whole crew was taken down the Kingston road to stop 25 with the ropes and tackle, and worked their way down the 400-foot cliff and rescued the remaining members of the crew from the narrow strip of beach.

Breakers 12 feet high did much to hamper the work of the brave life-savers. It was impossible to swim out or launch any kind of craft, and all that could be done was to encourage the men of the wrecked boat to jump in and drift in on the breakers. The savers waded out as far as possible with ropes and pulled the half-drowned men in as they drifted in. They were rushed to houses close by.

(Continued on Page 5, Column 5).

BRITAIN'S NAVY REQUIRES A MILLION MEN'S LABOR

LONDON, Aug. 3.—The labor of a million men will be required to insure the predominance of the British fleet at sea, the chancellor of the exchequer, Reginald McKenna, declared at a meeting at Preston tonight.

The British Government, he said, was spending upon the navy nearly half a million pounds (\$2,500,000) daily in excess of what was spent in peace times.