

APPALLING DEATH TOLL OVER FATAL WEEK-END

Twenty-Two in Ontario Alone Meet Death in Fatalities During the Week's Rest Period

AWFUL RADIAL SMASH

A summary of the week-end fatalities, including drownings, radial crash, automobile and other accidents.

Drowned

Mary McGarvey, aged 11, Kingston, while swimming at Collins Lake.

Marion McGarvey, aged 14, drowned at Collins Lake.

Reginald Storm, aged 14, drowned when boat upset near Kingston.

Milton Storms, aged 16, drowned when boat upset.

Reginald Storms, aged 14, drowned near Kingston when boat upset.

Miss Gertrude Widner, aged 35, New York, drowned near Brockville when speedboats collided.

W. C. Colborn, 20, New Canaan, Conn., drowned in same fatality.

Eddie Godin, aged eight, fell into pool at Timmins.

Gordon Strohoff, aged 13, Owen Sound, drowned while swimming near Meaford.

Maj. Montgomery, Crawford Street, Toronto, drowned in Lake Simcoe.

Robert Conrad, Port Arthur, lumberman, fell from boat.

Eleven lives due to lack of swimming instruction—which should be learned in the primary class of public school.

Frank Stul, St. Catharines, taxi driver, killed when car hit pole.

L. Luke Kelly, Fredericton, N.B., killed in level-crossing crash near Thorold.

William Gray, aged 33, 101 Kenwood Avenue, Toronto, crushed in excavation cave-in on Yonge Street.

Freda Logan, aged 166, Sarna killed when car is ditched.

Death, reaching out from a blue summer afternoon sky, on Sunday stole the lives of four—a Toronto father and his two sons, with a boy friend, who met destruction at the crossing of the Canadian National electric line and the Burnhamthorpe Road, a mile north of Cooksville.

The car in which they were traveling east along the road, which is an improved gravel highway, was struck sidon by a single electric car going west. The impact was such that the automobile was literally smashed to atoms, pieces being tossed into the ditch to either side of the single track. The bodies of the four were similarly hurled to the side, wreckage and bodies being found spread over a distance of about 300 feet from the crossing all the way along the track.

The man and three youths were returning from a camping ground on the banks of Credit River near Creditvale, where they had been enjoying a week-end fishing jaunt. They had camped out on the banks of the river overnight, had done a little angling in the morning, and then left, about noon, for Toronto. Tossed into the ditch and along the rails were found, after the accident, the spoils of their day: fish, big and small, tenting, knives and forks, plates, blankets and all the campers' paraphernalia, each telling the story of the gay outing that ended in stark tragedy.

Three double drownings in Eastern Ontario claimed the lives of 14-year-old twin sisters and two brothers, aged 14 and 16, near Kingston; a Toronto man met death in Lake Simcoe; while two American visitors, a man and a woman, came to their death as two speed-boats crashed head-on in the St. Lawrence River.

The submarine before the hatchways could be closed.

The admiral in his report added: "I am convinced that there is no possibility of any of the crew of the H-47 having remained alive more than a very few minutes. The weather at the moment is against the successful location of the sunken vessel."

IMPETUS TO DISARMAMENT.

There was some talk in political circles that the disaster coupled with 16 other British submarine accidents since 1921 with a total loss of 319 officers and men, would serve to give fresh impetus to pleas for abolition of submarines.

The parliamentary expert of the Liberal newspaper, the Star, asserted today that the consensus of the Cabinet favors dropping the plan to build six submarines.

"The disaster of the H-47 is likely to strengthen the determination to build no more of this type of craft as long as the Labor Government is in office," he said. "Liberal opinion in the House of Commons will reinforce the Government."

The Star's expert declares the Government originally had planned provisionally to abandon completely the Conservative's program of naval construction of a number of destroyers, a struction, six submarines, a submarine parent ship and other craft.

"Only the consideration of the extensive unemployment that immediately would follow the entire abandonment of this program decided the Government to revise its first intention," he writes.

The Star's expert understand the Cabinet yesterday discussed abandonment of the construction of submarines and that it is likely to announce its decision in a few days.

"If the Cabinet definitely decides to abandon submarine construction," he adds, "it will be a disarmament gesture bound to be of considerable moral influence on other powers."

King George V. sent a message to the First Lord of the Admiralty, A. V. Alexander, deploring the disaster and asking him to extend His Majesty's sympathy to "the relatives of all those whose lives were given in the discharge of their duty to their country."

Halifax, N.S.—Never before in the history of the Annapolis Valley has there been greater activity towards the development and improvement of the fruit industry as is in evidence this season. Sales of spraying and dusting outfits, fertilizers, spray and dust materials, have up to the present surpassed all previous records. Dealers in nursery stock also report an unprecedented demand during the last few months. It is understood 12,000 trees have been planted this spring.

And then there's the flogger who thought "Master and Man" a book on the modern marriage relationship.—San Francisco Chronicle.

The up-and-coming young man is pretty likely to succeed, unless he is up at four and just coming home.—American Lumberman (Chicago).

Other Dead

John Cox, sr., aged 42, 851 Gladstone Avenue, Toronto, killed in crash between radial and car at Cookville.

John Cox, jr., aged 17, 851 Gladstone Avenue, Toronto, killed in same accident.

Kenneth Cox, aged 15, 851 Gladstone Avenue, Toronto, killed in same accident.

Jack Rigg, aged 16, 791 Gladstone Avenue, Toronto, victim of same crash.

Miss Isabel Hutchinson, aged 17, of Hamilton, fatally burned when gasoline ignited.

Mrs. Philip Healy, West Haven, Conn., killed in crash near Cayuga.

Edwin Jarvis, aged 84, West Wauwano Typ., killed when car turned turtle.

Bruce McAlpine, aged 37, Glencoe, killed when truck went into excavation.

Diver Bell Fails To Find Whether Men Aboard Living

Admiral Convinced No Possibility of Crew Remaining Alive

SANK IMMEDIATELY

Stricken Craft Lies at Depth of 55 Fathoms or 330 Feet

Pembroke, Wales.—The British submarine, L-69, recently dived in the vicinity of the stricken H-47 and tried to communicate with the 21 men trapped within her, but without avail.

The L-69 tried to communicate with the H-47 by sound telephony, using a bell with Morse code, but there have been no answering signals.

Diver Bell, reputed to be the best in the navy, was taken from the cruiser Renown and equipped with a special German diving suit in which he will try to reach the missing men.

It was considered doubtful, however, that he would be able to descend to the 330-foot depth in which the H-47 lies, the depth being far beyond that practicable for diving operations.

SOME MAY BE ALIVE.

An Evening News dispatch from Pembroke, Wales, quoted an Admiralty official as saying there is a possibility that some one may be alive on the sunken submarine H-47. "We shall carry on until we have satisfied ourselves."

A preliminary report on the sinking of the submarine H-47 in St. George's Channel revealed that the submersible sank within a few seconds of being rammed by the L-12, another undersea craft.

The Admiralty announced that the Rear-Admiral commanding submarines had arrived at Pembroke dock and proceeded to the position of the sunken vessel.

His preliminary report stated that both the H-47 and L-12 were cruising on the surface at 8 o'clock in the morning when the collision took place. The L-12 struck the H-47 on the port side at right angles just abaft the foremost conic room. The L-12's bow penetrated about two feet and the H-47 sank in a few seconds.

The stricken craft went down considerably by the bow in a depth of 55 fathoms or 330 feet.

Orders had been given to close watertight doors and abandon ship. From the evidence of Lieut. Gardner, the commanding officer, and of the telegraph operators, who escaped from the conning room it did not appear that the doors could have been closed at the time.

The L-12 was carried down 40 feet at an angle of approximately 50 degrees, bow down after the collision.

The captain, officers and men on deck were thrown into the water and a considerable amount of water entered

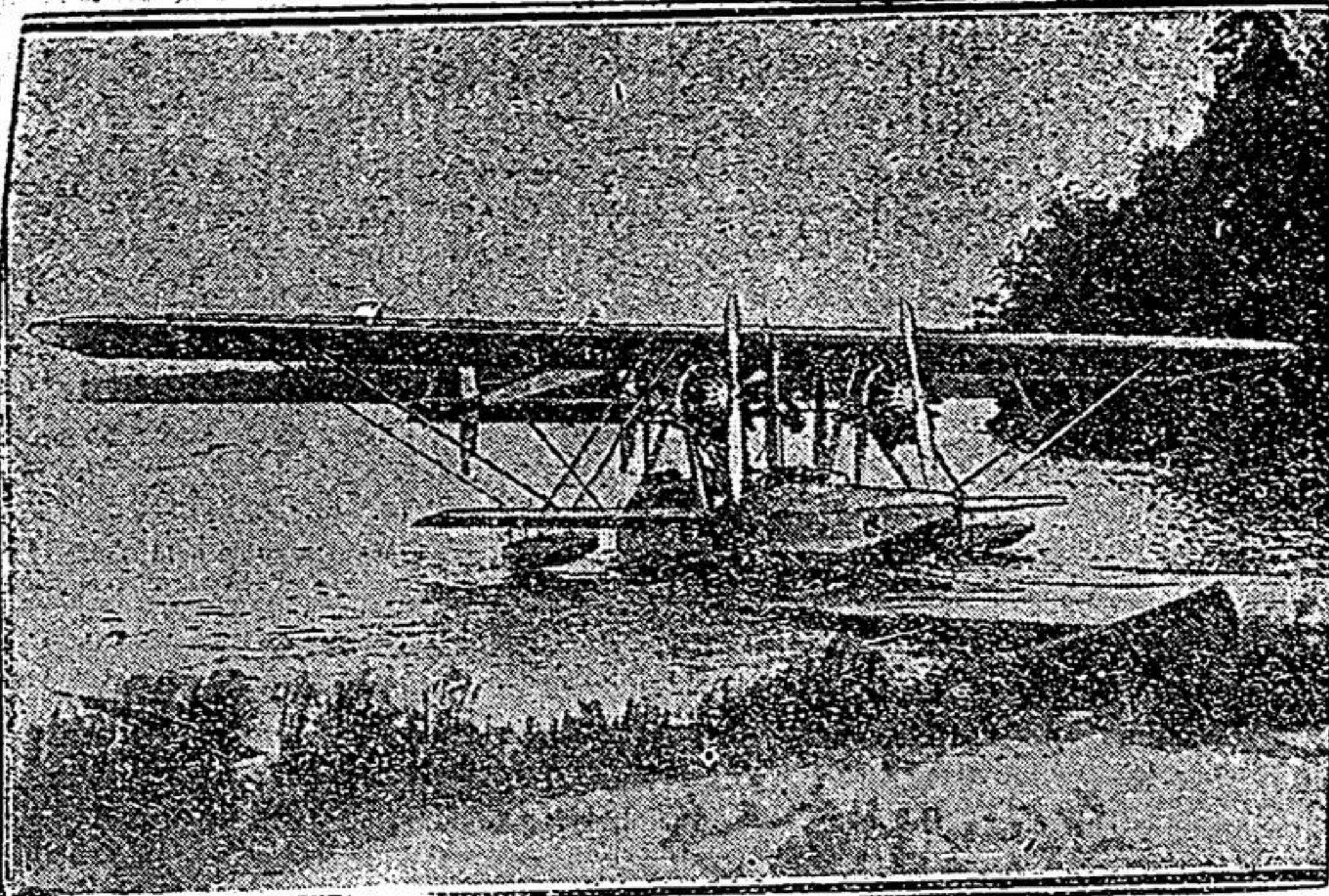
Italian as Air-minded as Any

RECENT AIR MEET AT ROME'S FLYING FIELD

This interesting picture shows the interest taken in aviation in Italy's Capital while small planes do stunts close overhead.

It is the love of other people's money which is the root of all evil.

A Splendid View of the Plane in the Public Eye



THE "UNTIN" BOWLER REFUELS AT REMI LAKE
On its way to open up uncharted route over the roof of the world to Berlin, Germany, the "Untin" Bowler, Chicago Tribune amphibian, stops to refuel at Remi Lake, Northern Ontario.

While the Air Mail Must Go Through Surely Some Co-operation is Indicated

Last Week We Told of Our Flight to Montreal—This Week We Tell of Some Side Lights and the Return

AIR PORTS NEEDED

After landing at St. Hubert Air Port, near Montreal, we repaired to the airport canteen for a sandwich and a cup of coffee. Seated there was a military figure of forbidding face and an objectionably superior manner. It turned out he was a Prussian flying officer who had "done well" during the war and was now trying to secure a place in Canadian commercial aviation. It was interesting to hear pilot Hutton and Cooper (both with enviable war records) and their conferees, suggesting places "the Hun" should go to achieve his purpose. Everything friendly and gracious except the "high hat" Hun who rather appeared to expect even more attention. After leaving the canteen, on questioning, the flyers said: "No, we don't like to see those Hun get jobs here with so many British wanting them, but we have to be decent to them, don't you know. Oh, yes; likely he'll land a job just for that very reason." The Editor isn't so good a sport, and resents the employment of our late enemy flyers in the Canadian Air Service.

WHAT OF AIR PORTS?

The talk drifted to "shop" as we waited the tender, and the fact came out that with the exception of one mediocre air port at Kingston, these "birds" carrying His Majesty's mail for nearly a year and a half haven't had a perch upon which to light between Toronto and Montreal.

TIME FOR ACTION.

You know, reader, in this words of the flyers "that is a bit thick." The owner of a boat expects and gets a government harbor and dockage. The owner of a motor car or truck has millions spent on roads, but the air pioneer has so far only the St. Hubert Air Port in Montreal supplied by the government. As to more, he must await the tardy action of the unwinding of local red tape and personal self-interest before airports will be built.

Since writing the above Pilot Wallace made a forced landing in a field

near Cornwall with his plane on fire. An airport at Cornwall would have simplified matters for Wallace and expedited the forwarding of the mails.

Air transport is here, established, dependable, and of rapidly growing importance. Every reader of this page can help the cause of safer, saner aviation by discussing a local air port. In the States air lines have beacons every 25 miles and landing fields every 50 miles from coast to coast. We in Canada lag behind in supplying decent facilities, while our airmen and our air services are comparable with the best across the border.

THE RETURN TRIP.

But to get on with our delightful experience. Next day the sun shone fitfully. Word was received that the boat mail would not arrive until the morrow, so sharp at 11.15 C.F.-AAX our plane, with Pilot Cooper at the controls, and your Editor the only passenger, took the air again for the return flight to Toronto. In a glorious blazing sun we viewed the forbidding intrusion of the Laurentian rocks of the Rideau area north of Kingston, over which we flew the day before in dense fog, barely skimming the trees; we appreciated how fortunate we were in having a good pilot in Hutton and a good plane.

The unfolding of the landscape from Lake Ontario to the Kawartha Lakes, plainly showed why Ontario is so popular to the tourist from over the way, with its network of splendid roads and the innumerable spots for car-caps and fishing which were all revealed from the air.

HOME AGAIN.

In three and a quarter hours after leaving Montreal we were back in Toronto with a new outlook on life—a broader understanding of this wonderful period of progress in which we live, and a firm resolve to be air-minded and to preach air-mindedness on every and all occasions. For which awakening we owe a deep debt of gratitude to the Canada Airways Limited.

Next week you will be told a few interesting things about what, more

tha flying the mail, is taking place in the air.

NEW POSTAL SERVICE

Before this story reaches our readers those who live near Toronto, Hamilton, London or Windsor will have had an opportunity to use the new air mail services which started on Monday, July 15, by which Chicago on the west and Father Point and New York on the east are hooked up by new threads in the warp and woof of advancing civilization, as exemplified in air transportation. We certainly are living in a time of speeding thought and action.

Canadian Railway Rates

Vancouver Sun (Lib.): The whole railway rate structure was built on an in-and-out movement from the Atlantic. That conception must be changed. The future commerce of this Dominion depends upon an in-and-out movement from the Pacific. Does the Railway Board understand the tremendous import of that change?

Some of our prominent politicians are said to have been very dull as schoolboys. Perhaps they didn't receive enough corporal punishment to make them smart.

A stately old aristocrat, on being requested by a rich and vulgar young fellow for permission to marry one of his girls, replied, "Certainly; which would you prefer—the housemaid or the cook?"

MARKETS

GRAIN QUOTATIONS.

Grain dealers on the Toronto Board of Trade are making the following quotations for car lots:

Man. wheat—No. 2 north, \$1.44½; No. 3 north, \$1.40; No. 4 wheat, \$1.35½; No. 5 wheat, \$1.23; No. 6 wheat, \$1.08; feed wheat, 96c. (c.i.f. Goderich and bay ports. Price on track, 1c higher than above.)

Man. oats—No. 1 feed, 56½c; No. 2 feed, 52½c. (c.i.f. Goderich and bay ports.)

Am. corn—No. 2 yellow \$1.14½; No. 3 yellow, \$1.10. (All rail delivered, Toronto freights.)

Millfeed, del., Montreal freights, bags included—Bran, per ton, \$27.25; shorts, per ton, \$29.25; middlings, \$35.25.

Ont. oats—Good, sound, heavy oats, in car lots, 45 to 48c. f.o.b. shipping points.

Ont. good milling wheat, f.o.b. shipping points, according to freights, \$1.15 to \$1.18.

Oats—42 to 45c.

Barley—Malting, 6 5to 68c.

Buckwheat—88c.

Rye—No. 2, 95c.

Man. flour—First patents, in jute, \$8.40; Toronto; second patents, in jute, \$7.80.

PRODUCE QUOTATIONS.

Toronto wholesale dealers are quoting the following prices to the trade:

Smoked meats—Hams, med., 32 to 34c; smoked hams, 50 to 51c; smoked rolls, 28c; breakfast bacon, 26 to 28c; backs, peamealed, 37 to 39c; do, smoked, 45 to 47c.

Cured meats—Long clear bacon, 90 to 70 lbs., \$21; 70 to 90 lbs., \$19; 90 to 100 lbs. and up, \$18; lightweight rolls, in barrels, \$11.50; heavyweight rolls, \$8.50 per barrel.

Lard—Pure, tierces, 16c; tubs, 15½ to 16½c; pails, 16¾c; prints, 18½ to 18¾c. Shortening, tierces, 13½ to 14½c; tubs, 14c; pails, 14¾c; tins, 16¾c; prints, 15¾c.

Pork loins, 34½c; New York shoulders, 25c; pork butts, 30c; pork hams, 29¾c.

EGGS, UNGRADED, CASES RETURNED—

Fresh extras, 27 to 28c; fresh firsts, 26c; seconds, 21c.

Butter—Creamery, solids, pasteurized, No. 1, 37½ to 37¾; No. 2, 36 to 36½c.

Churning cream—Special, 39c; No. 1, 38c; No. 2, 35c.

Cheese—No. 1 large, colored, paraffined and government graded, 18½ to 19c.

LIVESTOCK.

Heavy beef steers, \$11 to \$12; butcher steers, choice, \$11.25 to \$11.75; do, fair to good, \$10.25 to \$11; do, com., \$8.50 to \$9.50; butcher heifers, choice, \$11 to \$11.25; do, fair to good, \$10 to \$10.75; do, com., \$8.25 to \$9.25; butcher cows; good to choice, \$8.50 to \$9.50; do, com. to med., \$6.50 to \$7.75; do, canners and cutters, \$4.50 to \$6; do, hogs, good to choice, \$8.50 to \$9; do, med., \$7.50 to \$8; do, holsteins, \$7.25 to \$7.75; baby beef, \$10.75 to \$14.50; feeders, good, \$9.75 to \$10; do, fair, \$9 to \$9.50; stockers, good, \$9.25 to \$9.75; do, fair, \$8 to \$9; calves, good, \$14.50 to \$15; do, med., \$11.50 to \$13.50; do, grassers, \$7.50 to \$9; springers, \$85 to \$120; milkers, \$75 to \$100; lambs, choice, \$10.25; do, culls, \$12 to \$14; sheep, choice, \$6 to \$6.50; do, med., \$5 to \$5.50; hogs, select, w.o.c., \$14.25; do, do, fed, \$13.70; do, f.o.b., \$13; do, do, off trucks, w.o.c., \$13.75; do, do, off trucks, \$13.75.

King to Suffer By Surgeon's Knife

Minor Operation Necessary to Drain Abscess Remaining After Serious Illness

NOT ALARMING

London—The operation on King George V on Monday morning at Buckingham Palace is not regarded as serious in character. It is hoped in court and medical circles that he will be well enough by the end of this week to leave London to spend the rest of the summer at Sandringham.

The monarch's general health is good, and the operation is intended merely to drain a secondary abscess which has formed in the right side of the chest where the acutely critical operation was performed at the circle of his critical illness last December. At that time part of a rib was removed, and there is said to be a small portion of diseased bone at the spot. No further bulletin will be issued until after the operation.

As was to have been expected news of the operation to be performed, coming on the heels of the thanksgiving service for the King's recovery, gave rise to rumors that the sovereign is more ill than is admitted. These reports appear to be baseless.

The King pursued his normal activities Sunday, attending divine service in Buckingham Palace in the morning and spending most of the day afterwards in the gardens surrounding the palace.

The French Debt

La Patrie (Cons.): The revision of the Dawes plan, the lighter burdens which Germany has to pay, the payment of annuities to those who lost the war,—no longer talk of the conquered—help the cause of one to the detriment of another. To ensure their economic recovery and to guarantee their credit the Allies must count with certainty on the principles of solidarity and international cooperation. The future will tell.

It is the love of other people's money which is the root of all evil.

"Stone Wall" Wind Defeats French

Unable to Fight the High Head Winds French Trans-Atlantic Aviators Wisely Return to Base

Villacoublay, France.—Dejected, but undaunted, Captain Dieudonne Coste, France's premier airman, returned to his home land landing here at 9.37 a.m. (3.27 a.m. eastern standard time) after a brave but futile attempt to span the Atlantic to New York.

Although the morale of the conqueror of the South Atlantic visibly was shaken he showed not the slightest trace of physical fatigue from his nearly 23 hours' battle with the elements aloft during which time he was not able to take his hands from his plane's controls for a single second.

A stone wall westerly wind which he met just west of the Azores causing an excessive consumption of gasoline and slow progress were the determining factors in his decision to turn back, when it was almost aboard as to France.

"We will try again," Captain Coste said as he stepped from his plane. "But we will pick our own time; we must have a maximum of chances in our favor on this side."

"It is a colossal bone to chew!" He turned to the small group which warned by radio reports he would land at Villacoublay had gathered.

"Don't cheer boys!"

"There is nothing to cheer about. We just missed out; that's all." His remonstrance did not deter the handful of newspapermen, mechanics and spectators at the airfield, which is four miles south of Versailles, from their applause, however.

Asked After the Poles

"Where are the Poles?" he asked them.

He was given information reaching him in the shape of rumors, later to be negated by other reports of disaster, through a forced landing in the Azores.

His face darkened and he remarked: "They met the same stone wall we did."

It was exactly 6.18 p.m. (apparently GMT—1.18 p.m. EST) Coste said, when he ran into the "stone wall" and had to turn tail and run. He had traveled nearly 1,500 miles from Le Bourget.

"We found our gas consumption mounting terribly," he said, "while we were behind both in kilometers and gas."

Young Envoys

Canadian Boy Scouts in England Will Distribute Dominion Literature

Montreal—Officials in charge of arrangements for Canada's contingent of nearly 200 boy scouts who will attend the international jamboree of 1,500 delegates to be held in Birkenhead, in the north midlands of England early in August, have completed plans whereby the visit will cause young Britons to be much more familiar with Canada.

One of the first things the boys will do when they arrive in England aboard the Cunard liner Antonia, which sails with the delegation July 19 from Montreal, will be to distribute "quietly and without ostentation" booklets describing the attractions of the dominion. They will hand the literature to those likely to be interested in reading it and will, in every way, conduct themselves as young ambassadors of the dominion.

They will in a sense be repaying, in this way, the call which the original young "ambassadors of empire" paid Canada a year ago when they toured the dominion as guests of the Cunard line and the C.N.R. The scouts will also be responsible for the showing of a motion picture film in Great Britain depicting Canadian life in the open.

Ice Spells Doom Of 'Untin' Bowler

Berlin-bound Plane Lost Near Port Burwell—Crew all Safe

Ottawa, July 14.—The amphibian 'Untin' Bowler, attempting a flight from Chicago across the top of the world, was lost near Port Burwell last night when it drifted out to sea. No lives were lost.

A message received this afternoon by the radio branch of the department of marine here from their station at Port Burwell in the Hudson straits, was as follows:

"Weather, July 14, barometer 29.27; wind south eight miles per hour. Plane 'Untin' Bowler was lost last night in moderate, southeast gale when ice to which she was moored broke up and drifted out to sea. Plane when last seen from shore was surrounded by closely packed ice with bow in the air. No lives were lost."

The message then refers to the position of the schooner Morse, bound for Hudson Bay, as 75 miles southeast of Burwell, how to in the fog.

One of the oddities of Wall Street is that it is the dealer and not the customer who is called broker.—Dallas News.