

of the Yalu, as the result of which it has been ascertained that there are only as few troops south of the River Po-makua, but that the Japanese there are occupied in preparing boats. "A Russian detachment of two offi-cers and thirty-two men proceeded thither in three boats. The detach-ment was, however, discovered by the enemy and shots were exchanged, there of four rifemen heiner killed. enemy and shots were exchanged, three of our riflemen being killed. Staff-Capt. Smeizin and eleven riflemen were severely, and Lieut. Pushkin and four men slightly, wounded. The de-tachment returned to our bank of the river under the cover of two of our a flavorless message calculated to pass shot up magestically over all test into space, and Chief Croker expressed his admiration stronger than ever, as the stream would drench effectually the top of a twelve-storey building in a way that would not leave the fire much room

tion of Traffic to the South-Eastern Connection Can't Handle More Than 15 Per Cent. of the Crop-

Winnipeg, April 21.-(Staff Correspondence) .- The agitation in the west for improved transportation facilities and more equitable inter-provincial freight tariffs has reached amazing proportions. The concern of Ontario in the same problem is mild compared with the flame that spreads over Manitoba and the territories. Winnipeg's three big dailies devote regularly half of their editorial pages to the topic. Their news columns echo the profound interest of the masses. Every country paper in the section earnestly discusses the necessity for early and intelligent action. In fact, the proposition is first in importance at every casual gathering where the conversation rises above the dignity of gossip. The extraordinary condition is the climax of years of unprofitable effort to remove the handicap that threatens the commercial and industrial progress of the west.

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C. "Evangeline,

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LETTER

1

proposed transfer of power from the magistrates to the quarter session opposed the principles of Democratic government. The action of the govern-ment gave the property surviving the licenses such a value that if the process of compensation was continued it would be impossible to maintain it. He re-ferred to the astounding paradox of two Chamberhains, one lamenting the de-clining industries, the other saying they will bear increased taxation. so green .69

Geo. O. Merson, Chartered Accountant, Auditor, Assignee, 27 East Wellington Street. Toronto. Phone M 474 4 216 BRITISH WARSHIPS SOLD.

Liverpool, April 22. Eleven ships that rmerly flew the white ensign were sold

(Canadian Associated Press Cable.)

sociation on the license bill, said the

proposed transfer of power from the

£18,845 The Canada Matal Co's. Babbit babbits 246 Canada Matal Co's. Babbit babbits 246 Canada Matal Co's. Babbit babbits 246 Canada Matal Co's. Babbit babbits Hotel in May and June.

river under the cover of two of our guns." WHAT KUROPAT. THINKS. Liaoyang, April 22.—Gen, Kuropatkin is expecting that the Japanese will soon attempt to cross the Yalu. The cncentration of the enemy forces at Wiju has progressed steadily. Infor-mation brought by scouts and others shows that there is more than one divisio nthere and that pontoons are being brought up. There was a skir-mish yesterday on an island opposite Wiju, which the Japanese occupied in order to pave the way for laying pon-

order to pave the way for laying pon-toons. A Russian troop in boats was attacked and driven back. Capt. Smei-zin, commanding the troops, was wounded by four bullets.

TRAVELERS' LETTERS OF CREDI'

The Travelers' Letters of Credit is

 aroused great interest.
Breently a well-known chemical expected in the antidote on a dog. A dose of carbolic acid was first administered, and when all the ordinary symptoms of arbolic poisoning had been developed, oil of turpentine was applied, and the dog recovered within a short time.
A curious thing about the discovery first that for strategic reasons it is impossible to send particulars.
BLEASED AT KING.
St. Petersburg, April 22, 5.10 p.m.The Novosti expresses delight that King Edward is seeking to mediate, and finds in the fact that Japan's ally ventures to broach the subject while
Recently a well-known chemical expected in the effects of carbolic poisoning had been administered, and finds in the fact that Japan's ally ventures to broach the subject while
Russia is thirsting to avenge her developed of the arbolic poisoning was treated similarly, with satisfactory results.
BURNED TO DEATH. The Travelers' Letters of Credit is-sued by The Canadian Bank of Com-merce are the most convenient method of providing funds for a trip. The money may be drawn in portions, as required, in any part of the world, without further identification than is supplied by the Letter of Credit itself. There is no risk nor trouble connecte with these credits, and their posses on ensures courtesy and attentio

from the bank's numerous corres dents. Full particulars can be ha application at a ny of the bank's branches in the city or country. 246

The Gutta Percha & Rubber Mfg. Co. of Toronto, Limited, have removed to No. 15 East Wellington street. Tele-phone Main 1284. ed7 Metal Ceilings, Skylights and Root ing. A B.Ormsby & Co., cor. Queen and George Sts. Telephone M. 1745 7

Confederation Live Association

Wanted

London, April 22.-Mr. Asquith, ad-dressing the Bournemouth Liberal As-Sociation on the license bill soid the Wanted. A building site about 40 to 50 feet frontage, with a lane in rear, in the neighborhood of Bay. Wellington or Front-street, suitable for a large ware-house and office building. Send particu-lars with size of lot and location to F. H. Herbert, architect, 9 Toronto-curat JOY AT THE SOO.

Sault Ste. Marie, April 22.—The pas-sage of the Soo guarantee bill by the Ontario legislature was the im-petus which gave the Sco over to joyous celebration to-night. street. Toronto.

Broderick's Business Suits, \$32.53 118 King street West. Rosedale Property for Sale.

Try the decanter at Thomas.

Block of building lots in best part of Rosedale is offered at a sacrifice for immediate sale. Apply to J. L. Troy. A Book With Many Names. There is one book title which is a ard problem for the booksellers' colhard pro 52 Adelaide lectors. The full and true title of the

work in question is "The Law of Psy-chic Phenomena." It has been asked for as "Physical Pneumonia," as The Gutta Percha & Rubber Mfg. Co. of Toronto. Limited. have removed to No. 15 East Wellington-street. Tele-phone Main 1234. ed7 "Laws of Cycling and Phenomena," as "Laws of Cycling and Phenomena," as "Flysic Phelmonia," whatever that may mean, and as "Pysche and Mona."

TO-DAY IN TORONTO.

St. George's Day. "Mother Goose" Extravaganza. Mas-sey Hall. 2 and 8 p.m. The Honnds. "The Pines." 2 p.m. Prof. Hortou at "13 Club." 8 p.m. A. W. McCurdy on "Evolution in Photography." Canadian Institute, 8 p.m.

p.m. Prof. Squair, at Alliance Francalse, 8 p.m. Princess, "The Eternal City," 2 and London, April 23.—Joseph Chamber-lain last night was the principal guest at the Compatriots' Club,formed to ad-vance an ideal United British Empire. 8 p.m. Grand, "Polly Primrose," 2 and 8 p.m. Majestic, "Fatal Wedding," 2 and

8 p.m. Shea's, Vaudeville, 2 and 8 p.m. Star, Burlesque, 2 and 8 p.m.

Roads Discourage Competition.

The most amazing aspect of the situation is that with the complete unanimity of the people and the painfully-apparent necessity for immediate relief, so little practical headway is made. That the material interests of the whole section is menaced by present conditions is so clear that the strongest champions of transportation monopolies do not dare suggest a dispute. Upon just what basis purely Canadian companies should insist upon arresting plans of other transportation concerns to enter the field is not apparent to the casual observer. There is a blaze of competition from the south that threatens to divert to foreign territory a volume of traffic that retained in natural channels would give a measure of pros perity to eastern as well as western Canada is unequaled in the history of nations. The railroads now in the field cannot handle the business. Even on selfish grounds, their disposition to balk other schemes that contemplate moving a share of the business cannot be excused. With the most enterprising policy of improvement contemplated by the investors now in the field they can scarcely hope to keep pace with the natural increase of the future, even if present demands were supplied. Therefore, the policy of interference means a deliberate bid for diversion of traffic to the States or, worse still, absolutely paralysis of surplus resources.

Traffic Must Go South.

Two single-track railroads connect Canada's granary with the water highway. This meagre system is the funnel for a hopper of enormous proportions. Southern Manitoba is covered with a gridiron of rails. There are 1427 miles of railroad feeders in this province alone. These pour a volume of grain over these two pieces of line to Port Arthur and Fort William that loads an immense fleet of grain vessels. Just fourteen million bushels of grain out of the hundred million production of the west went east last winter over the one rail line. The balance had to seek the

went east last winter over the one rail line. The balance had to seek the water highway or pass into the transportation companies of the United States. This is the tendency of the times, and the fact can't be lenied. It is 324 miles from Winnipeg to Port Arthur. It is but 70 miles to the border of the States. Here a dozen feeders controlled by the Northern Pacific, Great Northern and other American lines, stand read, to furnish ample rail facilities for all business offered. Then, too, they offer an in-finitely preferable rail and water route, via Dulnth, because the distance is shorter from the point of origin of the Canadian grain to the ultimate market. The bonding privilege of the States has been so shrewdly immarket. The bonding privilege of the States has been so shrewdly im-proved that shipments are invited with assurance of no red tape restrictions.

United States Merchants Active.

Here is a foreign nation being encouraged to strive for this mighty volume of traffic that has been created by the Canadians after many years and the expenditure of enormous sums. This is one of the most distressing features of the western congestion. The same inducements that the foreign competiticn offers for outgoing business occur on incoming freight. It is a saving of time both ways. The difference in freight rates in a measure offsets the tariff on imports. St. Paul is a night's journey for a fast freight from Winnipeg. Her jobbers are alert to conditions in Canada and cater to the business. The twin cities have commercial men all over Manitoba and the territories. They make no secret of urging the difference in time as sufficient reason why Toronto and Montreal pa-trons should turn toward the south. The duty of thirty per cent. is nothing in comparison to the delays of months in securing heavy shipments of freight. With the demand for every line of manufactured products in ex-cess of the supply, with new settlers coming in on every train, with the price of all manufactured commodities out of all proportions to native products, the southern competition with Winnipeg and Toronto is very

Eastern Connections Demanded.

These are the unfortunate aspects of the transportation puzzle. The great crying demand is for immediate connection of an ample character with Eastern Canada. A railroad map of Southern Manitoba will show as many railroads as Ontario. Local conditions are satisfactory. It is the grain export and the import of manufactured products that the west desires to see facilitated. It is this keenness for improvement that causes many people to demand improved railroad connections at any price. It is the old story of the village granting any kind of privilege to the corporation that will give them modern conveniences.

It is this condition that fails to provoke resentment against the gov-crnment's attit. 'e toward the Grand Trunk Pacific. The west to day wants more rail connections with the east, first and last, but the general cry seems to be that with the increased facilities must come a schedule of rates that will not be on the basis of "all the traffic will bear." It is this phase that is responsible for the earnest demand that the government rush thru a line that will guarantee a safety-valve against the merger spirit of private corporations. The sentiment is not so pronounced for a transcontinental railway as for a great grain-carrying, double-tracked route from Winipeg to the east, an all-Canadian route to the sea, based upon the convenience of the water highway when practicable, but in any event increased facilities.

The casual observer is not struck with any degree of hostility among

(Continued on Page 5).

per cent. co-insurance clause (up till the 20th inst. the uniform basis of co-insurance was 75 per cent.), making a net rate of \$1.80. Formerly \$5c was paid, so that in this particular case there would be an increase of over 110 Der cent.

insurance was to be comparison, interval as the secretary. "So that," concluded the secretary, "a comparison between the old tariff and the new, on an original 1 per cent. basis would exhibit an old rate of \$5c with 75 per cent. co-insurance, and a new rate of \$1.80 with 80 per cent. co-insurance—a rate increase of about 110 per cent.." Since mercanfile risks are over-whelmingly on the above plan great to the provision made in the new Marking So that," Canadian Associated Press Cable. London, April 22.—The Financial News says that Prof. Saunders' article on wheat growing in Canada is an able argument that in a comparatively few years, with the assistance of the Grand Trunk Pacific Line, the Dominion will be in a position to supply Britain with a substantial margin to export to other countries. Since mercanfile risks are over-whelmingly on the above plan great to the provision made in the new

whelmingly on the above plan great significance to business men attaches to the provision made in the new David Coxford was the victim of a runaway yesterday afternoon. Coxford is employed by the Dalby Cartage Com-pany. He was thrown from the wagon and sustained some scalp wounds and

to the provision made in the new schedule regarding co-insurance. According to Mr. McCuaig, Torontc can only boast of four buildings com-ing under the definition of "freproof," the King Edward, Temple and Home Life buildings and the Bank of Nova Scotia. Local sprinklered risks num-ber about thirty.

ber about thirty. Men experienced in insurance af-fairs consider that the augmented rates will mean to Toronto an increas-ed premium payment of from \$250,000 to \$300,000. Even under the new scheme it is claimed that the rates here will be no higher than those obtaining in Montreal, Quebec and Ottawa. It is said that for the future in set-ting individual rates based on peculiar

ting individual rates based on peculiar local conditions, such concessions will be made where mutual sheathed or iron ZIMMERMAN-At 21 Lowther-avenue, or shutters or other protective equipment are displayed as will give encourage-ment to the installation of such. Wednesday, April 20, to Mr. and Mrs. E. R. Zimmerman, a son.

As was expected by the underwriter As was expected by the underwrites the increases have aroused a storm of protest from those affected by the new schedule. The opinion of leading busi-ness men was to the effect that the imposition was not justified. "Why," said one, "it's just making us all mem-here of mutual concerns with the added bers of mutual concerns with the added

injustice that we pay higher all the time, and then have to bear a heavy time, and then have to bear a heavy assessment when a loss is sustained. Insurance companies are supposed to know the risks they assume, and are supposed to be a benefit in time of stress. Just because they have cx-perienced a heavy reverse is no reason why they should throw the burden of it on the policyholders. It shows that the companies either are not strong the companies either are not strong financially or are determined to be un-fair and high-handed. Toronto has fair and high-handed. Toronto has always been a good friend. It is over nine years since there has been a conflagration here. Since then the fire department has been materially strengthened and have kept the annual fire losses well down. Of course the Ottawa and Montreal losses, and the g years. Baltimore and Rochester fires, too, have cut into the companies, but here the moment we are unfortunate enough to suffer a loss, the compan-ies raise the rates so tremendously as to render a combined protest necessary. We could stand for something extra for a while, but the new schedule is ridiculous."

was a vicious innovation.

BLAMED ON HIS MISTAKE.

WILL INVESTIGATE DEATH

 pany. He was thrown from the wagon and sustained some scalp wounds and a severe concussion. He is at the Emergency.
All kinds of Sheet Metal Work.-Wheeler & Bain, 179 King Hast.
Yesterday afternoon Frederick Hack-er, an employe of the Bertram Engine Works, was lifting a boiler blate. It slipped and pinched his right hand, two fingers were broken and the hand badly lacerated.
Ioc Ambassdor Cigar fer 5c, fine Ci-gars, Alive Bollard, 128 199 Yonge St.
BIRTHS.
ZIMMERMAN-At 21 Lowther arenue, on St. Thomas, April 22 .- An investiga-

time will disclose

The Dearness of Cheapness.

There is nothing dearer than a cheap hat, and the great imajority of men have learned the wisdom of wearing only the state high-class stylish (V) There is no wide difference in the price of hats, because a hat holds only just so much material. The price-must be put in-to or taken out of the quality of the ma-

Nothing but the best at Thomas'.

MILD. WITH SHOWERS.

West Lodge-avenue, Parkdale, on Thurs- Southeasterly and southerly winds; day, April 21, Harry Thomas, aged 35 mild, with showers, but partly fair.

At.

From

MARRIAGES. BABB-CORRIE-At Stratford, April 20. by the Rev. D. Williams, incumbent of St. James' Church, Mr. Norval F. Babb to Miss Etta Florence Corrie, all of Stratford. DEATHS.

26th year.

ther, J. K. Bell, 611 Spadina-avenue, at 3 p.m. Saturday, to the Necropolis. JOHNSTON—At the residence of his daugh-ter, 162 Shaw-street, on Friday, April Ored William Laborator Item of the solution of the style of shape between the style of shape English and American hatters, W. & D. Dineen Company, Yonge and Tem-perance, Toronto.

dina-avenue, Toronto, aged 73 years. Funeral at 2 n.m. Monday, April 25th

Cemetery. Friends kindly accpt this in-

YOUNGS On 21st April, 1904, at his late residence, 134 Ontario-street, Hardy Clark Youngs, aged 48 years. Funeral at 2.30 p.m. Monday, April 25th

BELL-At the Western Hospital, on Thurs-day, April 21st, 1004, Wm. C. Bell, in his

Bith year. Funeral from the residence of his bro-ther, J. K. Bell, 611 Spadina-avenue, at 3 terial, and no reputable hatter will put poor stuff into a hat, because it will not take or hold the style of shape

ther, J. K. Bell, 611 Spadina-avenue, at 3

22nd, William Johnston, late of 634 Spa-

from 162 Shaw-street, to the Necropolis.

THOMAS-At his mother's residence, 97 Lower Lakes and Georgian Bay-

Fuperal from above address on Satur-day, April 23, at 4 p.m., to St. James' 18 King-street west.

STEAMSHIP MOVEMENTS.