

# RUSSIANS BLOW UP BATTLESHIPS

## EXPLOSIONS HEARD NEAR PORT ARTHUR

### DESPAIR OF ARMY TO DEFEAT IT

#### Admiral Togo Thinks They Are Destroying Ships Prior to Evacuation of Fortress.

Tokyo, May 11.—Admiral Togo reports that since May 6 many explosions have been heard coming from the vicinity of Port Arthur, but their cause has not been ascertained. The impression here is that the Russians, despairing of their ability to defend Port Arthur, are destroying their ships before evacuating the place.

#### UNOFFICIAL REPORT.

Chefoo, May 11.—(6 p.m.)—An unofficial Japanese despatch has been received here to the effect that the Russians have destroyed their fleet in Port Arthur.

Viceroy Alexieff, in his report to Emperor Nicholas concerning the engagement of April 13, in which the Petrovavok was sunk and the Pobieda was seriously damaged, enumerated the effective squadron at Port Arthur as including the battleships Peresviet, Pobieda, Poltava, Petropavlovsk and Sevastopol; the armored cruiser Bayan, the protected cruisers Askold, Diana and Novik; two torpedo cruisers and five torpedo boat destroyers.

It will, therefore, be seen that on April 14, the day after the destruction of the Petrovavok, the Russians at Port Arthur had available three battleships, one armored cruiser and three protected cruisers, and on Feb. 1 they had seven battleships, one armored cruiser, five protected cruisers and one torpedo transport. The Russian fleet at Port Arthur had available three battleships, one armored cruiser and three protected cruisers, and on Feb. 1 they had seven battleships, one armored cruiser, five protected cruisers and one torpedo transport.

#### JAPS GREAT EXPLOSIVE.

Vancouver, May 11.—Isa Tanimura of Tokyo, Japanese trade commissioner to Canada, just arrived on the Empress of Japan, gives details of the new explosive used by Japan. It is apparently a development of lyddite, the basis being picric acid. He declares it explodes under water, may be used in all weapons and is not subject to injury from dampness.

"Much of Japan's success in the engagements by land and sea," said Mr. Tanimura, in an interview here today, "is due to the superior qualities of the new explosive. Since hostilities commenced we have been manufacturing and using this new explosive exclusively. It was invented by Prof. Shimose, chief chemist of the imperial government university at Tokyo, just before the war commenced."

"The discovery has been kept very secret. After exhaustive tests, this new explosive, which is known as 'Shimose's powder,' was found to be equally adaptable for rifles, artillery or heavy guns, as well as for torpedoes and all kinds of submarine and contact mines. Its manufacture was at once commenced in large quantities and has been going on night and day ever since. A torpedo charged with this terrible explosive damaged the Retzian and the other Russian ships during the first attack on Port Arthur, and it was a contact mine filled with Shimose's powder and placed by Admiral Togo that blew up the Russian ship Petropavlovsk, with Admiral Makarov on board."

# OTTAWA PRESS MUZZLED

## ON MUNICIPAL MATTERS

### READERS DENIED FACTS

#### Reports of Council Meetings Garbled to Suit a Certain Set of Corporation Interests.

Ottawa, May 11.—(Staff Special.)—The people of Ottawa only partially realize the importance of the municipal issues, which in all probability will be decided at next Monday night's meeting of the city council. They have been denied facilities for correctly comprehending the stakes that two great franchise-holding corporations are playing for, and the far-reaching effects which the triumph of these corporations would mean upon the future of the City of Ottawa.

For this lamentable condition of affairs the press of Ottawa is responsible. Facts which would have created a public sentiment that the city council care not ignore have been generally excluded from the columns of the Ottawa newspapers. Arguments favorable to the Bell Telephone Company and the Ottawa Electric Light Company on the one hand, and hostile to the other, have been printed in a manner which has made it difficult to obtain information from the local press. In one case we discovered that the Chinese had warned Japanese troops of an ambush which had been arranged by Cassack.

#### SMALL BRUSH.

Tokyo, May 11.—Details of the attack by Russian Cossacks at Anju, Korea, yesterday morning, were received here today. The Russian cavalry numbered 20 men, and their attack was spirited. The Japanese garrison resisted stoutly and succeeded in driving off the enemy. Later, Japanese reinforcements arrived from Pingyang.

Indo-Point to the presence of a Russian force at Yongbyong, between Anju and Unsan, but it probably is small. It is evident that these Russian cavalrymen were sent south for the purpose of harassing the Japanese banks and lines of communication. The Japanese report of the fighting at Anju does not give any losses.

#### LINGER NEAR NEWCHANG.

Shankhwan, May 11.—(7.20 p.m.)—The Russian troops are lingering in the vicinity of Newchang, and some of them are returning to the city. The Russian artillery is ready for instant transportation. The reports of fighting at Liaoyang have not been confirmed. There is a probability that it was merely a brush with brigades. Hatching is being re-inforced with troops from Liaoyang. It is reported here that the Japanese are crossing closely to Port Arthur.

It is believed that the 1st Japanese Army Corps is still at Fengwangcheng.

#### IN POSSE ROADSTEAD.

Fossett, Siberia, May 11.—A Japanese torpedo boat made its appearance in the roadstead two days ago, and a cautious light was kept on it. Everything is quiet here, but all is in readiness to meet any landing of the enemy, whose probable purpose is the cutting off of Vladivostok.

#### CANADA CALLS.

(Canadian Associated Press Cable.)  
London, May 12.—Viscount Knutsford, presiding at the annual meeting of the Society for Promoting the Employment of Women, attached great importance to special training for the colonies. There was a good opening in Canada and South Africa for women trained in cookery, poultry keeping and gardening.

#### TRADE PROTECTION.

(Canadian Associated Press Cable.)  
London, May 12.—A meeting of the Association of Trade Protection Societies urged the appointment of a minister of commerce with cabinet rank.

#### COMING TO CANADA.

(Canadian Associated Press Cable.)  
London, May 12.—The Archbishop of Canterbury leaves in the middle of September on a tour for six weeks thru the principal cities of the United States and Canada.

#### TORONTOIAN THERE.

Buffalo, May 11.—At the close of the afternoon session of the Y. M. C. A. convention, J. J. Gartsshore of Toronto presented a large Canadian ensign to the convention. The delegates sang "God Save the King" and "America," followed by "Blessed Be the Tie That Binds."

#### Broderick's Business Suits, \$22.50

115 King-street West.

#### MEETS CANADIAN RATE.

Albany, N. Y., May 11.—Governor Odell today signed a bill reducing from 2 to 1 per cent the tax on pre-war contracts. This is to meet the Canadian rate.



THE COUNTRY: They can't beat him on his merits—and I'll see, by jing, they don't jockey him.

# TWO CENTS A MILE

## FOREIGN MILLIONS COME IN TO PAY TORONTO'S LOSSES

#### The Time Has Come to Impose This Rate on Our Railways.

(Editorial in Le Canada, the new morning Liberal organ in Montreal.)  
There is a movement on in the Province of Ontario well worthy of attention. A proposal has been made in the Dominion parliament—which controls the tariffs of all the railways, with the single exception of the Canadian Pacific, a road that by reason of original contract is virtually free—to impose on certain roads a maximum rate of TWO CENTS A MILE to all passengers.

This movement comes at the very time that the Michigan Central, a United States railway that traverses a portion of Ontario, is asking parliament for legislative favor. The two cents a mile rate is enforced on the whole of the Michigan Central's lines in the United States; and that portion of its main line in Canada the company compels one to pay three cents a mile. For instance, if a traveler buys his ticket at Detroit to a point anywhere on the line in Canada, he pays two cents a mile; if he buys it at Windsor, on the other side of the river, he pays three cents a mile.

This is undeniably an anomaly, and parliament would be well justified in imposing on the Michigan Central, in accordance to the legislation prayed for, a maximum tariff of two cents a mile.

The Michigan Central runs thru a part of Ontario closely populated, where trade is active and industry numerous. This territory is also traversed by other lines reaching the same points, and which lines would also be able to make up the relative loss in revenue by the increase in business that would follow.

What does it matter in reality if in forcing the hand of one company all the others follow the example it has set them? It may be said that this would be imposing a greater obligation on the company than on others, so much so that it might be better to make this rate apply to all the railways. There is nothing to fear on this score. If the Michigan Central is able to sell its tickets on one side of the line at two cents a mile it ought to be able to do the same on this side, and if the obligation were imposed on it it would be rather its rivals alongside who would have cause of plaint, inasmuch as they would be forced to give the same thing.

It is evident that this two cent a mile rate, practicable in well-peopled districts, would scarcely be possible in newly settled parts. It will consequently be impossible to make a general law, and we will have to abide by partial applications until it can be demonstrated that the traffic will be able to bear it. There would be in it then a benefit to the public without any serious loss to the companies.

Le Canada is in error on one point: the Michigan Central (and the Wabash, the Grand Trunk and, in a few days, the Pere Marquette Line also) does not sell in Michigan a ticket over its line in Canada for two cents and for three cents when bought in Canada; what it does do is to carry passengers over all its lines in Michigan and in New York for two cents, and passengers over its lines in Canada for two cents who buy their tickets at points beyond the Canadian border in either Michigan or New York, and at the same time charge Canadians who buy their tickets at its Canadian stations, and who travel on it, three cents a mile.

Example: You can travel all over Michigan Central lines in Michigan for two cents a mile; all over its lines and the allied Vanderbilt lines in New York for two cents a mile, and traffic originating in these states can go over the Michigan Central lines in Canada for two cents a mile; and a Canadian can do this in these states as well as an American; but a Canadian traveling on the Michigan Central line in Canada, buying his ticket in Canada, must pay three cents riding alongside of passengers from the States who are traveling for two cents. Here is another form of this injustice: Go to the ticket office of the Michigan Central in Battle Creek, Mich. (as The World representative did the other day) and ask for a thru ticket to St. Thomas, Ont., and the price is \$5.35. This \$5.35 is made up of \$2.42, the lawful rate of two cents a mile for the 121 miles from Battle Creek to Detroit, in the State of Michigan, and \$2.93, its charges for the 112 miles over its line in Ontario from Detroit to St. Thomas. This latter is at the rate of two and three-fifths cents a mile in Canada. But a Canadian in Detroit or Windsor wishing to go this same 112 miles in Ontario would have to pay \$3.40, or three cents a mile.

# LOCAL OPTION OUT IN BLENHEIM

## TRAVELERS WENT TO PARSONAGE

As a simple room, and travelers are permitted to show the town in comparison with a dollar, instead of the fee of 25 cents for merely carrying the hotel.

The appearance of the town does not warrant the belief that any restriction was needed on the liquor traffic. There were not a half-dozen saloons in the town, not a case of wine or distillate caused any trouble, and the liquor traffic, in the belief of the town would not reach \$15 per year.

The schools and the public buildings are a credit to the town, the houses are of a very high class, and the majority of the streets have concrete sidewalks, but a blight has now been thrown on business, and the men of affairs are praying for relief.

Toronto had a little trouble over its voters' list in comparison with the town itself. Here, every man and every woman, and every child, was asked to sign a petition for or against the local option. For instance, the father of a family of 21, whether an owner or tenant or not, had his name on the voters' list. Another man, who was a tenant of a small property belonging to his brother's wife, had his name on the voters' list. A man who lived in the town of Blenheim, and who did not possess the necessary qualifications for voting at a municipal election, for years as joint owner of a small property belonging to his brother's wife, had his name on the voters' list. When ex-Mayor Mulholland was appointed assessor, he endeavored to place a roll of the local option law, however, was to be taken on the old voters' list. The temperance people had organized to promote the passing of the local option law, and they were aware that by securing the voters a large proportion of their friends would be shut out. They made a proposition that there be no swearing or challenging of voters on either side, and the resolution accepted it. The agreement was carried out.

# St. Thomas Times Sends a Staff Man to the Scene and Tells a Story.

The St. Thomas Times has a staff reporter visiting Blenheim to ascertain the condition of business under the local option system, and from his report it would appear that the result of the closing of the hotels has had an injurious effect, and is generally condemned by the merchants of the town.

The bylaw providing for local option was given two readings by the town council, and then submitted to the people for an expression of opinion. The result was a vote of 261 for the bylaw and 238 against it, giving the temperance men a bare majority of three. A recount before Judge Bell of the town showed that 83 persons had voted without any property qualification, and the council refused to give the bylaw its third reading. For instance, the farmer of the township of Harwich has been assessed for municipal purposes upon property belonging to a parent or other relative or friend. For instance, the father of a family of 21, whether an owner or tenant or not, had his name on the voters' list. A man who lived in the town of Blenheim, and who did not possess the necessary qualifications for voting at a municipal election, for years as joint owner of a small property belonging to his brother's wife, had his name on the voters' list. When ex-Mayor Mulholland was appointed assessor, he endeavored to place a roll of the local option law, however, was to be taken on the old voters' list. The temperance people had organized to promote the passing of the local option law, and they were aware that by securing the voters a large proportion of their friends would be shut out. They made a proposition that there be no swearing or challenging of voters on either side, and the resolution accepted it. The agreement was carried out.

#### Not Looked After.

Rev. Mr. Brown, Baptist minister, was the chief agitator in favor of submitting the bylaw, and he announced that if the hotels were closed the traveling public would be shut out. He stated that the supply of fodder was exhausted. Several private boarding houses have been opened up, but the travelers visiting the town have great difficulty in finding accommodation. The commercial man took five empty trunks to the Methodist Church, but was refused admission, and had to show his goods from the sidewalk. The local option party has engaged a vacant store for use



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This movement comes at the very time that the Michigan Central, a United States railway that traverses a portion of Ontario, is asking parliament for legislative favor. The two cents a mile rate is enforced on the whole of the Michigan Central's lines in the United States; and that portion of its main line in Canada the company compels one to pay three cents a mile. For instance, if a traveler buys his ticket at Detroit to a point anywhere on the line in Canada, he pays two cents a mile; if he buys it at Windsor, on the other side of the river, he pays three cents a mile.

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What does it matter in reality if in forcing the hand of one company all the others follow the example it has set them? It may be said that this would be imposing a greater obligation on the company than on others, so much so that it might be better to make this rate apply to all the railways. There is nothing to fear on this score. If the Michigan Central is able to sell its tickets on one side of the line at two cents a mile it ought to be able to do the same on this side, and if the obligation were imposed on it it would be rather its rivals alongside who would have cause of plaint, inasmuch as they would be forced to give the same thing.

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# BROKE QUARANTINE.

## And Now Hamilton Citizens Fear Scarlet Fever.

Hamilton, May 11.—(Special.)—A young Englishman named Rutherford, who came to Hamilton a short time ago, and who was taken to the isolation ward of the city hospital with scarlet fever, has been quarantined and made to undergo a course of treatment at that institution this evening, throwing the authorities into a great state of alarm. He is convalescing, and the doctors say the disease is most contagious when a patient is in that condition. The police made every effort to find him, but he did not turn up at the city hospital till about 11 p.m. He explained that he had just gone for a stroll to see some of his friends. The friends he saw will likely be quarantined. Before taking ill he boarded at 21 King William-st.

#### Any one getting a shine at Watts' on Saturday receives a ticket case worth 25c free.

#### TRAVELERS' LETTERS OF CREDIT.

The Travelers' Letters of Credit issued by The Canadian Bank of Commerce are the most convenient method of providing funds for a trip. Money may be drawn in portions, as required, in any part of the world, without further identification, and supplied by the Letter of Credit itself. There is no risk nor trouble connected with these credits, and the possession ensures courtesy and attention from the bank's numerous correspondents. Full particulars may be had on application at any of the bank's branches in the city or country.

#### Geo. O. Merson, Chartered Accountant, Auditor, Assignee, 27 East Wellington Street, Toronto, Phone 4714.

#### HONOR FOR FISHER.

New York, May 11.—Sydney Fisher, minister of agriculture of Canada, has been elected vice-president of the American Guernsey Cattle Club.

#### Get shined at Watts' on Saturday. Leader ticket case worth 25c free.

#### ASSOCIATES OF \$25,300,225.00.

Is a guarantee that fire insurance policies issued through F. H. Gooch, 62 Victoria-street, in the B. & M. Insurance Company are absolute security. Phone M. 3391.

#### Broderick's Business Suits, \$22.50

115 King-street West.

#### THE CANADA METAL CO.—Rabbit rabbit to-day in Toronto.

Presbyterian Synod, Knox Church, 8.30 a.m.  
South York teachers' annual meeting, Deer Park, 9.30 a.m.  
Empire Club, annual meeting, McCorkers, 1 p.m.  
Diocesan W. A. St. James' Cathedral, 8.30 p.m.  
Bathoche supper, Y.M.C.A., 8.30 p.m.  
Room, 77 West Queen-street, 8 p.m.  
Carpenters' mass meeting, Victoria Hall, 8 p.m.  
Canada Council, R.A. concert, St. George's Hall, 8 p.m.  
Royal Grenadier parade, armories, 8 p.m.  
District Council, 8 p.m.  
Lard 1 Liberals, 734 East Queen-street, 8 p.m.  
Laurier Club, Broadway Hall, 8 p.m.  
Kiln-Koogoo recital, St. George's Hall, 8 p.m.  
Grand "David Harum," 8 p.m.  
Majestic "Human Hearts," 8.30 p.m.  
Shea's-Vaudette, 2.8 p.m.  
Star-Burlesque—2.8 p.m.

Try the deconator at Thomas.



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# LOT FOR SALE.

## Corner Lot, Toronto, 25 North of King St., 127x107 feet. Telephone 2100.

#### BIRTHS.

MOFFATT—On Tuesday, 10th inst., to Mr. and Mrs. J. W. Moffatt, 17 Regent-street, West Toronto, a daughter.

#### JACKSON—At 83 Delaware-avenue, Toronto, May 10th, to Mr. and Mrs. W. H. Jackson, a daughter.

#### MARRIAGES.

BELL—COLBY—At Toronto, May 11th, by the Rev. Mr. Gordon, St. James' Congregational Church, Thomas Bell of Montreal, to Otta Elsie May Colby, third daughter of Mr. Thomas Colby, this city.

#### DEATHS.

ALEX—At General Hospital, Tuesday, May 10th, 1904, at 5.30 a.m., Mrs. Jane Allen, late of 231 1/2 Sherbourne-street.

Funeral Thursday, May 12th, at 3 p.m., to St. James' Cemetery.

CLARKE—At her late residence, 873 Manning-avenue, on May 11th, 1904, Jane, beloved wife of Frank Clarke.

Funeral on Saturday at 2 p.m., to Prospect Cemetery.

CARRUTHERS—On Tuesday, May 10, 1904, Jas. Carruthers, in his 54th year, at Toronto, on Thursday, the 12th inst., to Norway Cemetery. Carriage and Penrhin, England, papers, please copy.

McMICKING—On Wednesday morning, May 11th, at her residence, 1 Westmount-avenue, Elizabeth Ann, eldest daughter of the late George McMicking, Esq., M.D., of Toronto, formerly of Godrich.

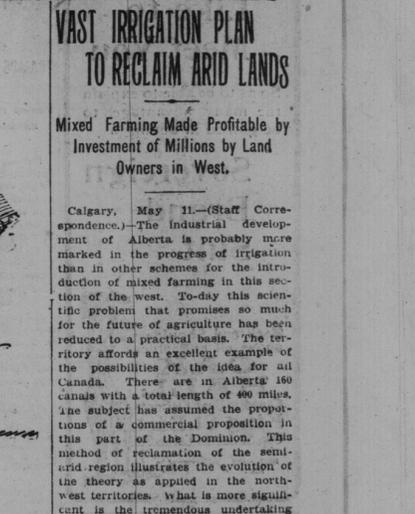
Funeral service at St. Augustine's Church, corner Parliament and St. Spence streets, at 8.45 Friday morning. Interment at Chippewa. Newcastle upon Tyne and Glasgow papers please copy.

HEAD—At his residence, No. 40 Broad-lane-street, in this city, on Wednesday, May 11, David Breakeridge Head, in his 81st year.

Funeral private.

SWIFTMAN—On Tuesday, May 10th, 1904, at her twentieth year, Nellie Swiftman, beloved daughter of Mrs. Susan Swiftman.

Funeral Thursday, the 12th inst., from her late residence, 615 Adelaide-street west, to Mount Pleasant Cemetery.



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# VAST IRRIGATION PLAN

## TO RECLAIM ARID LANDS

#### Mixed Farming Made Profitable by Investment of Millions by Land Owners in West.

Calgary, May 11.—(Staff Correspondence.)—The industrial development of Alberta is probably more marked in the progress of irrigation than in other schemes for the introduction of mixed farming in this section of the west. Today this scientific problem that promises so much for the future of agriculture has been reduced to a practical basis. The territory affords an excellent example of the possibilities of the idea for all Canada. There are in Alberta 160 canals with a total length of 400 miles. The subject has assumed the proportions of a commercial proposition in this part of the Dominion. This method of reclamation of the semi-arid region illustrates the economic theory as applied in the north-west territories. What is more significant is the tremendous undertaking by which the C. P. R. is preparing to irrigate a solid tract of land 100 miles long by 50 wide. It means the investment of some \$5,000,000, employment of hundreds of men-assured laborers and the ultimate opening to diversified farming of 3,000,000 acres. This is the colossal scale upon which preparations are being made for the reclamation of the thousands of new settlers crowding into southern Alberta. It is an enterprise involving the future prosperity of thousands of families. The contracts have been awarded, preliminary preparations have been made and the completion of twenty miles of the great ditch is assured this year.

It was the unprecedented rush of home seekers into this section of the west that gave an impetus to this big industrial scheme. It was this part of Canada that a cynic, not many years ago, replying to the sanguine observations of a settler who told him it was a fine country and needed only plenty of water and good society to make it desirable, sentimentally remarked: "Yes, that's all well enough."

Now the region has the good society and plenty; it has the promise of a certain and sufficient source of moisture.

Alberta gets fair share. Although she received more than her share of the stream that has poured into the Canadian northwest during the past two years. The prosperous farmers of Ontario and their equally skilled brothers of the Western States, have found their way into these parts. There are two central points around which the population of the territory tends to revolve—Calgary and Edmonton. Already the possibilities of the north-west are being realized. Students of the conditions point to these two towns as centers of activity and industry. The Canadian Northern and the Grand Trunk Pacific will make Edmonton the Calgary of the north. Calgary has an enormous lead with her eight thousand people, immense wholesale trade and manufacturing industries. It is the impetus that the thousands of new settlers have given the country.

Continued on Page 8.

# ACCIDENT TO MR. EATON.

## Horses Shied in Rosedale Ravine and He Was Thrown Out.

Timothy Eaton, president of the T. Eaton Company, Limited, met with rather a serious accident while driving yesterday morning in the Rosedale Ravine the horses shied suddenly and Mr. Eaton was thrown out of the ground. He was stunned for a moment, but he was not seriously injured. At his residence he was attended to by Dr. E. E. King. No bones were broken, but Mr. Eaton was severely shaken up, and will be confined to his residence, it is expected, for about two weeks, before entirely recovering from the shock.

#### SERVED GOOD PURPOSE.

(Canadian Associated Press Cable.)  
London, May 11.—Sir H. Campbell-Bannerman, speaking to the Land Law Reform Association at Westminster, said the fiscal campaign of last autumn had served the good purpose of calling attention to the land question. "Back to the land" was the cry for the greater part of our social evils."

#### Shower or No Shower.

This season's raincoat for ladies is a practical and stylish garment. The style and material give no suggestion of the weather, but it is no vexation to have put one on in anticipation of a shower that does not come. May be worn in any weather, cool or hot, an usher. Our raincoats for ladies are imported direct from Paris, London and New York. We are clearing them out at 25 per cent off, to make room for summer goods. W. & D. Dineen Company, corner Yonge and Temperance-streets.

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#### FAIR AND MILD.

Meteorological Office, Toronto, May 11, 6 p.m.—The weather has been fine today from the lake region to the western portion of Quebec; elsewhere in Canada for the most part showery. Cool conditions continue to prevail.

Minimum and maximum temperatures—  
Dawson, 24—59; Victoria, 46—66; Calgary, 28—50; Qu'Appelle, 40—54; Winnipeg, 38—56; Port Arthur, 24—48; Parry Sound, 32—52; Toronto, 48—52; Ottawa, 46—60; Montreal, 52—66; Quebec, 42—48; Halifax, 38—50.

#### Probabilities.

Lower lakes and Georgian Bay—Fair and milder to-day; showers in some localities during the night or on Friday.

Ottawa Valley and Upper St. Lawrence—Fine and comparatively cool.

Lower St. Lawrence—A few scattered showers, but for the most part fair; stationary or a little higher temperature.

Gulf and Maritime—Continued cool, with a few showers.

Superior—Fresh to strong winds; unsettled and showery.

Manitoba—Unsettled; cool and showery.

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