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# THE HAMILTON TIMES.

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HAMILTON, CANADA, THURSDAY, JANUARY 3, 1907.

30 CENTS A MONTH

## ASSASSINATION OF PREFECT OF POLICE.

General Von Der Launitz Shot and Killed at St. Petersburg This Morning.

Was Murdered by a Young Man at the Institute of Experimental Medicine.

Had Been Marked for "Removal" Along With Many Others Like Him.

St. Petersburg, Jan. 3.—Major-General Von Der Launitz, Prefect of Police of St. Petersburg, was shot and killed by a young man at the institute of experimental medicine this afternoon.

After dissolution of the Russian Parliament, several little shots of those of a petty dictatorship were conferred upon Prefect of Police Von der Launitz. He issued a long proclamation explaining the Government's reasons for dispersing the legislators. The act, he declared, did not signify the suppression of representative institutions but an opportunity to give the people an opportunity to choose deputies to the new parliament who would cooperate with the Government in solving the problems upon which the welfare of the country depended.

Last September Von der Launitz refused to legalize the Constitutional Democratic party on the ground that its programme did not clearly show its political views, and he also refused to legalize the Octoberist party because of the omission in its petition of the address of its headquarters.

Some idea of his activity may be gathered from figures which he caused to be published December 28. He then announced that the "lying section of the secret police" had made 588 arrests in St. Petersburg during the three days preceding December 29. The prisoners, who included 23 women, were charged with "revolutionary" activity and illegal election agitation. It was added that further arrests and searches were proceeding vigorously. The leaders of the revolutionists, by an overwhelming majority, resolved to pursue their just campaign of removal, intimidation being the only effective weapon against the iniquitous regime.

On Nov. 23 last Von der Launitz, acting, it was said, under a hint from a higher authority, dispersed a meeting of constitutional democrats in St. Petersburg which he himself had previously

sanctioned. The police authorities complained that the speakers would not confine their remarks to answers to their political opponents.

On Nov. 14 last Von der Launitz expressed the Russes of St. Petersburg, because of the publication of an article by M. Karavaev, a well-known jurist, who deplored what he termed "the debasement of all moral consciousness in Russia." In this article the writer instanced the executions of women and children, and laid particular stress upon the case of Anna Benedictova, the girl student who was executed at Cronstadt on Oct. 30 for complicity in the plot to blow up the building where the court martial trying the mutiny cases was sitting. At the last moment the woman announced that she was soon to become a mother, and that Karavaev quoted from a Russian statute which postponed the infliction of the death sentence upon a woman in this condition until forty days after the birth of her child and recalled the clemency which was shown towards the woman who killed Alexander II, in 1881, because of this fact.

During the services there and while standing near several high officials, the prefect was approached from the rear by a young man who drew a revolver and shot him in the back of the brain. Von der Launitz fell forward and died in two minutes. As the assassin turned to flee one of the officers present drew his sabre and cut the man down and killed him.

The identity of the assassin has not been established.

Officer Present Cut Him Down With His Sabre.

St. Petersburg, Jan. 3.—Von der Launitz, at the invitation of Prince Peter Alexandrovich, Duke of Oldenburg, husband of the Grand Duchess Olga, youngest sister of Emperor Nicholas, was attending the consecration of the institute chapel.

During the services there and while standing near several high officials, the prefect was approached from the rear by a young man who drew a revolver and shot him in the back of the brain. Von der Launitz fell forward and died in two minutes. As the assassin turned to flee one of the officers present drew his sabre and cut the man down and killed him.

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## "UNWRITTEN LAW" PLEA WILL NOT BE USED BY THAW.

Announcement Made That Insanity Will be Plea—Thaw and His Wife.

New York, Jan. 3.—After a bitter interview with her husband in the Tombs prison today, Mrs. Florence Evelyn Nesbit-Thaw left the prison at the close of visiting hours in tears.

In her talk with her husband she had to endure his angry reproaches because she had failed in her endeavor to influence her mother in his favor.

The Holmans have definitely assured District Attorney William Travers Jerome, who will personally conduct the prosecution of Thaw, that they will be here to testify in the trial. They will also bring many significant letters written to Mrs. Holman by Sanford White.

Thaw regards his mother-in-law's testimony as undoubtedly hostile, as it will certainly reflect upon his own motives and conduct so far as concerns his relations with Evelyn Nesbit at the time she became Mrs. Thaw.

Mrs. Nesbit had met Sanford White through her influence with her daughter, whose beauty had won the admiration of White. When the girl and Thaw ran off to Paris and lived together in that city without the formality of marriage, Mrs. Holman implored White to aid her in recovering the girl.

White's investigation convinced him, and he so wrote to Mrs. Holman, that Thaw did not intend to marry the girl and that she was in his power in a foreign land and that she was suffering cruelly. In the letter it is stated that Thaw denied Evelyn money; that he

whipped her when the impulse seized him, and that he permitted her little or no liberty.

Mrs. Holman still has White's letters, and it was to prevent their publication, even more to prevent Mrs. Holman's personal testimony that Thaw's counsel have been treating with the Pittsburgh woman to induce her to remain outside the jurisdiction of the New York courts.

When Evelyn Thaw had to reveal to her husband this morning that she had not softened her mother's wrath against him he turned upon her with angry words.

It can now be said that when Thaw's case is called on January 21st, in the Criminal Branch of the Supreme Court the defense will be set up along one line, insanity.

That Thaw was led to believe that the unwritten law could be bought and paid for, and get up in his behalf, there is no question. This was five months ago. The trial is now close at hand, and those who are entrusted with his life are said to realize that a defense must be prepared, and the only defense possible under the circumstances of the tragedy is insanity.

Thaw's present counsel planned from the start to adopt the course laid out by Thaw's former counsel and get as much of White's Broadway career as possible before the jury to show the cause of a "defect of reason" in Thaw. To this and a great number of affidavits were in some machinery at the International Harvester Company's plant, which cost him three fingers off one hand. He was treated at the City Hospital.

## Boy Strangles Dog

Chicago, Jan. 3.—After a struggle with a mad dog, which had bitten him severely, John Bruchas, 14 years, strangled the dog to death. The boy was badly bitten in two places, but he finally obtained a grip on the dog's throat, and held on until he collapsed from his efforts. When the members of the family came upon the scene the boy was unconscious and the dog was dead.

## AN AMALGAMATION

OF CANADA SCREW COMPANY AND ONTARIO TACK COMPANY.

For some time past there has been talk about the amalgamation of the Canada Screw Company and the Ontario Tack Company, both of this city. Negotiations have been in progress, and a plan has been reached. An agreement for amalgamation has been signed, and it is believed, the deal will be completed before long.

Mr. Cyrus A. Bunge, President of the Canada Screw Company, Mr. E. H. Whitton and Mr. J. Orr Callaghan, of the Tack Company, were all out of the city this morning and what effect the amalgamation might have on the local concerns could not be ascertained.

## KEEN COMPETITION.

MANAGER STEWART, OF LONDON, HERE AFTER VAUDEVILLE.

London is likely to have been competition in vaudeville shortly. Mr. John Stewart, of Stewart & Fitzpatrick, lessee of the Grand Opera House there, was in the city last night, and had a conference with Manager Appleton, of the Savoy, to see if the management of the local theatre would do towards entering into an arrangement for some of the London houses played vaudeville for three nights a week before with success. The Morris Company, the big New York vaudeville agents, who do the booking for the Savoy, are recognized in the profession as having the best circuits, and Mr. Stewart will try and make satisfactory arrangements with it. If the deal goes through, the theatre will be lively competition between the Grand and the Savoy. Mr. Stewart left last night for New York to confer with Mr. William Morris.

## PORTSMOUTH FIRE.

MILLION AND A QUARTER OF MILITARY STORES BURNED.

Portsmouth, Eng., Jan. 3.—The fire which broke out last night among the camp and equipment stores on the gun wharf here caused damage, according to official estimates, to the amount of \$1,250,000. The entire equipment of an army corps was destroyed. Although the conflagration is under control, masses of smoldering blankets and other stores occasionally break out into fresh flames.

## RALPH SMITH

MAY BE APPOINTED COMMISSIONER FOR YUKON.

Ottawa, Ont., Jan. 3.—(Special)—It is said that the Yukon Commissionership will not be filled for some time. Mr. Lithgow is at present acting, and as Mr. Melnes when leaving did not intend to return to Dawson for a couple of months, at the least, arrangements were made for his carrying on the duties for some time, so that there is no urgency for a successor to Mr. Melnes. The only name mentioned so far in connection with the position is that of Mr. Ralph Smith, M. P., and should he be desired it is no doubt he can secure the appointment.

## TWO LOST FINGERS.

Lewis Mammelberg, 43 Napier street, while at work at a milling machine in Burrow, Stewart & Milne's foundry yesterday afternoon, had four of the fingers taken off his left hand. He is doing nicely today at the City Hospital.

George Lawrence, 189 Victoria avenue north, met with an accident in some manner in some machinery at the International Harvester Company's plant, which cost him three fingers off one hand. He was treated at the City Hospital.

## MERCY FOR RIOTERS.

To the Editor of the Times: Sir,—Mr. Zimmerman is to be congratulated on his success in getting the charges reduced to the city for the soldiers being here during the riot, but I hope no red tape will be necessary to release them immediately.

W. S. Lumsgray.

## A GOOD MAN.

Barton voters should work hard to secure the election of Frank H. Croshaw, the successful fruit grower, of Bartonville. He is young, progressive, and level-headed, and the stamp of men who if elected would make a safe Councilor. The name of F. H. Croshaw appeared by mistake in place of that of Mr. Croshaw last evening in the list.

## Handy Things for Smokers.

A rubber tobacco pouch is the correct thing for your cut tobacco. It is made of waste and keeps the tobacco in good condition. Best quality of rubber pouches are sold at pease's pipe store, 107 King street east.

Nell—Mr. Saphedee seems much improved mentally. Belle—Yes, I gave him a piece of my mind the other day.

## BIG INCREASES IN CHARGES FOR POWER.

Railway Board Resumes Inquiry Into Street Railway Affairs.

After an absence of several weeks the Ontario Railway Board returned to this city this morning to resume the inquiry into the complaints made by the city against the Hamilton Street Railway Company in regard to the service and the condition of the cars. Mr. Geo. S. Kerr appeared for the city and Hon. J. M. Gibson represented the company.

Martin Haley, track boss, was the first witness called by the company. He was asked as to the report of J. R. Heddie, of the City Engineer's department, in regard to the condition of the rails on the streets. Mr. Kerr objected to Mr. Haley being examined as to the condition of the tracks; he said the company's evidence in this regard to the condition of the tracks was all in and the only testimony to be given was in regard to the company's finances. He said he was not expecting such evidence and was not prepared to answer it.

The Board ruled in favor of the company. He contradicted most of the evidence of Mr. Heddie and declared the city lines were good and if they were substandard it would be possible to run 60 miles an hour on them.

"Wouldn't it be risky to run at such a rate of speed?" asked Mr. Gibson.

"I think not," replied the witness.

He filed a copy of Mr. Heddie's report, showing wherein he differed from the engineer.

Witnesses said there never was a road that an engineer could not find some fault with the make some suggestions and improvements.

Mr. C. K. Green, traction manager of the Cataract Co., stated that there had been negotiations between the city and the company extending over a period of a year and a half. Mr. Kerr objected to the evidence of these negotiations being given, and the chairman upheld the objection. Mr. Green said that there were very few run-offs on the street lines—two or three a year. He considered the tracks were safe. He said in many places

the pavement laid by the city was higher than the tracks and this caused dirt to accumulate on the rails. In the case of wide tread wheels, the wheels pounded on the pavement, making a noise and cutting the pavement. He considered that the tracks were in good condition and this was true of the rails on Herkimer street, from James to Queen, which is usually singled out. Mr. Green said most of the cars were in fairly good condition and there is considerable life in all of them yet. It had more flat wheels, however, perhaps, than any other road in the city of the country. This was due largely to the water and sand on the rails on grades, the car skidding on the tracks. He said 25 pairs of flat wheels had been taken off cars in the past month.

Mr. Green was cross-examined at length by Mr. Kerr. He was unable to fully explain why the operating expenses had increased so rapidly as from \$81,292 in 1900, when steam power was used, to \$128,703 in 1905. He said all the repairing done was charged to operating expenses, and that all the cars had been rebuilt during that time. Mr. Kerr pointed out the power bill had been greatly increased each year, and he said the charges were charged as the traffic grew. The present charge is 2.26 per car mile. His company made up the car mileage from the schedules, and the conductor's reports, and advised the Cataract Co., which billed them for it on that basis. He had nothing to do with the fixing of the charge, and he did not know exactly how it was arrived at. He did not think it was unreasonable. When he was manager of the H. G. & R. R. he paid the Hamilton Street Railway 4 cents a mile, while the former's power house was being rebuilt.

"That was when the Street Car Company used steam power," observed Mr. Kerr.

Mr. Kerr pointed out that the cost for power was not as great when the company operated its plant by steam as it was when purchased from the Cataract Power Co. Mr. Green said there was an increase in the business, but Mr. Kerr pointed out that the increase was not in proportion. The earnings in 1900 were \$129,230 and in 1905 \$243,797. In 1900 it cost \$12,000 for generating power and in 1905 it cost \$100,000. The company charged \$25,000 for power and in 1904 \$34,400.

The cross-examination was for lunch. It was said that it will be shown that the Cataract Company "milked" the Street Railway Company in other ways besides in power. The Cataract Company's purchasing department purchases a large percentage of all the materials, etc., bought for the railway company.

## RAILROADS EXACT LARGER HUMAN TOLL THAN WAR.

Twenty-Four Times as Many Casualties in One Year as Were Suffered in Boer War.

New York, Jan. 3.—Fifty-seven thousand five hundred persons are under sentence of death in the United States. They are hourly awaiting their end, which may come at any minute—surely will come before the year is out.

This alarming prophecy was made today by the Rev. Dr. Josiah Strong, president of the American Institute of Social Service, in speaking of the many railway accidents in the United States. Strong was discussing the latest appalling disaster, the wreck on the Rock Island Railroad in Altavista, Kan., in which over thirty were killed and forty injured.

He said more persons had been killed on railroads in the United States in one year than there were on both sides in the Boer war in three years.

"At this rate it may be expected that every week in the coming year, under present conditions, over 1,000 persons will die violently. It may be in a railroad wreck, or elevator accident, trolley car smash, explosion, fire, or any one of the many terrible forms that death may assume. But it is coming."

"The practicable part of it all," continued Dr. Strong, "is that probably three-fourths of the killings are unnecessary—are avoidable. This the American Institute of Social Service hopes partly to remedy by the establishment of a museum of security."

"As the first part of a campaign with this in view, the first international exhibition of safety devices and industrial hygiene will be held in the American Museum of Natural History late this month."

Philippine war. Or, in other words, there were twenty-four times as many casualties on our railroads in one year as our army suffered in the Philippine war in three years and three months.

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## A VERY SAD DEATH.

G. M. WALTON WAS WITH FATHER WHEN ACCIDENT OCCURRED.

Particularly sad are the circumstances surrounding the death of W. G. Walton's only son, aged 27 years, at Collingwood.

In company with his father he went to Collingwood on New Year's morning train to look over the vessels belonging to the company of which Mr. Walton, sen., is President, and while going over the steamer Glenelg, belonging to another company of which Mr. Walton is Vice-President, he slipped and fell through one of the hatchways between decks to the bottom floor of the boat.

He landed on his head, striking his head on the steel bottom, causing concussion of the brain. He was conscious from 3 o'clock in the afternoon, when the accident happened, until about 5 o'clock, when he never rallied, death ensuing at 1 o'clock the following morning (Wednesday).

Deceased was of a retiring disposition, making few friends, and those of the most loyal kind, who know of and recognized his wonderful ability along the lines of mathematics and engineering. He was considered by all who knew of his ability in these lines to have been a genius. There did not seem to be any mechanical problem that he could not work out in a most practical way, and had this sad fatality not happened he

## AN OLD MECHANICS' LIEN.

A relic of the past was brought into court before Judge Snider this morning. It dates back to the time when the International Harvester Co. was erecting its buildings. M. Brennan & Sons Mfg. Co., supplied lumber through contractor M. A. Pigott. A dispute arose about the payment and Brennan & Sons placed a mechanics' lien on the building for \$500. This morning H. H. Robertson, acting for the International Harvester Co., moved to vacate the lien.

"The judge enlarged the case until Tuesday next."

## SAFETY DEPOSIT BOXES.

To rent at \$2 a year and upwards, for the storing of deeds, bonds, stocks, wills, silver and other valuables, at the TRADERS BANK OF CANADA.

## NEW LAW SIGNED.

Paris, Jan. 3.—The new law known as the Briand law, amending the church and state separation law of 1905, was signed by the President and promulgated today.

## Died of Cold

Odessa, Jan. 3.—Snow storms and blizzards of exceptional severity are prevailing throughout southern and southwestern Russia. Traffic on the railroads is interrupted, and great loss of life is reported. According to accounts 160 persons succumbed to the cold in southwestern provinces alone.

## The Man In Overalls

Are you working for Findlay?

Mr. Sullivan now knows what happens to the man who gossips with other people when he should be attending to his business.

Stewart is making enemies right and left. The mountaineers are all down upon him. They have votes, too.

After the election is over the "also rans" ought to form an association and hold annual reunions.

When the Board of Trade, the merchants and business men generally are doing what they can to eradicate partyism from our municipal affairs, it is certainly discouraging to find John Milne and his gang doing their level best to fasten the nefarious system upon the city.

Has Comrade Barrett got a union card?

Funny that none of the municipal tickets has the Coal Oil Field plank in their platform. It's just about as important as the Dunderbore one.

Trustee Gordon does not live in the Ward. Mr. Durand does.

Are you ahead in the Christmas present deal?

Dr. Carr and Robert Pettigrew are having it hot and heavy down in No. 7. And Rollo is hustling for votes.

The Dunderbore route is settled. There won't be any, so you need not be afraid to vote for Findlay, who is pledged to let the people decide.

Ald. Stewart is kicking all the time, kicking against the Spec, against the machine, and against his own friends. Nothing but scrap-heap all the time. This city would have the time of its life if he were in the Mayor's chair.

Don't lose sight of the by-laws. They mean a lot of money. But what are the taxes for?

Perhaps Mr. Shoots thought a show of hands was all that was necessary before taking his seat at the Council table.

How is it that so many Tory doctors have so much idle time on their hands that they can give to the city's business?

How are your good resolutions standing the strain?

The machine state-makers got hard hit in the Toronto municipal elections. Served them right.

Procrastination is the thief of time, Ald. Sullivan.

Things are looking up on the mountain top. New post office nearby the East End incline.

Don't waste a Findlay vote on Barrett.

The Herald went to a lot of trouble to find out what most people knew beforehand. We all want cheap power.

The churches will soon be holding their annual business meetings and electing their officers. John Milne should set the machine in motion and see that none but good Tories are allowed to hand around the collection plates.

You can always tell what Findlay will do. He will not take it upon himself to do things that the Council should do.

Mr. Howell is in line for the Chairmanship of the School Board. He should have been allowed to go in by acclamation.

## HERE FOR NEW YEAR'S.

Among those who came to Hamilton to make New Year visits was William Chisholm, chief engineer, and Kirby Chisholm, second engineer, of the Sunnyside mill, Owen Sound. Mr. Chisholm saw the ill-fated steamer Jones go out from the wharf on her fatal trip, and, as he is a marine engineer, he remarked, "She may never come back." He watched her as far as he could see. The sea was too much for the Jones, and she went down. The Chisholms worked on the installation of the Hamilton Street Railway plant, and were in charge when it was turned over to the Cataract Power Co. They also worked on the East End Incline Railway, recently put in the cement plant at Blue Lake, near St. George, and were for over two years in charge of the Marlbank cement plant, capacity 700 barrels per day.

## Making Women's Garments at Reduced Prices.

In connection with Finch Bros' January moving sale they are making women's garments of all kinds at reduced prices. Dress making, Miss Canfield's department; separate dress and waist department, and flannelette making department. Orders should be placed at once.

## Shell Brand Castile Soap.

Regular two and a half pound bars for 15c. We will not guarantee this price for long, for the cost is now higher. Pease's glycerine soap, unscented, 10c a cake; Calvert's carbol soap 15c. We have a special perfumed soap made by Pease at 35c and 75c a cake. Parke & Parke, druggists, Macnab and Market Squares.

## FINDLAY'S COURSE IN THAT CEMETERY DEAL.

It Was Fair and Honorable, but Ald. Stewart is Trying to Make Capital Out of It.

A Reason Why President Milne May be Such an Enthusiastic Stewart Man.

Enthusiastic Meeting of Findlay Workers—Other Notes of the Municipal Campaign.

Alderman Stewart and his followers are boasting that besides having the Orange vote solid, because he went to the rescue of the Orange Hall when it was in financial difficulties, Stewart will also get the big part of what they are pleased to term the "Mick" vote. There are a large number of Catholics, and many of them good Conservatives, too, who indignantly resent this insulting reference to them, and promise to enter their protest on Monday. Stewart has been trying hard to capture both the Orange and Catholic vote. His followers have done their best for the past few weeks to put Ald. Findlay in a bad light, and make Stewart appear as their friend in the deal between the city and the Catholic Episcopal corporation over the old cemetery on King street west.

The facts of the case are these: The Catholic corporation desired to sell the property to the city when Ald. Findlay was Chairman of the Board of Works. The price it asked was paid. Later on, when the corporation tried to buy the property back, Ald. Stewart, who was then Chairman of the committee, exacted the same price for it as was paid, notwithstanding the fact that the city had taken over \$6,000 worth of graves out of it, and done damage that could not be repaired for \$15,000. These are figures which can be verified at the Board of Works' department. Ald. Findlay did everything he could at the time to get a fair deal for both sides.

Findlay has also been blamed for voting against a concession to St. Anne's Church for a cement walk on the east side of Sherman avenue. Ald. Findlay did this in the best interest of the city, so that there should be no precedent established for others in the county to ask for similar favors. The concession was granted, and since then every application for a walk in the county has been accompanied with an explanation that those requesting it were not asking for anything more than was granted to St. Anne's Church.

Some pretty good Tories are wondering at the statement issued by President John Milne, of the Conservative Association, to the effect that Ald. Stewart did not vote for the concession to St. Anne's Church, but has its full and unanimous support. It is a well-known fact that Stewart almost wrecked the party when Mayor Biggar decided to run for a second term. Stewart thought he was entitled to the nomination then. To save himself, from being frozen out this year, he went to the newspaper office last March with an announcement that he would be a candidate for Mayor. When these good Conservatives, who do not like swallowing Stewart, think of President Milne's hearty endorsement of the candidate, they think wonder to the Manufacturers' Gas Co.'s by-law—one of the best by-laws from the company's point of view that was ever put through. At first Ald. Stewart stoutly opposed it, but his sudden right-about-face on the question caused some surprise. Mr. Milne is president of the gas company. He is a member of the firm of Burrow, Stewart & Milne, and he is also one of the large stockholders in the Hamilton Steel & Iron Co. The prime object of the Manufacturers' Gas Company is to supply both these concerns. All other manufacturing concerns have to make their own connections and pay for them. Some of the Tories are wondering if Ald. Stewart did not earn Mr. Milne's hearty support.

Ald. Stewart admitted in the City Hall a few weeks ago that his selection depended on the labor vote. There is no longer any doubt that the bulk of the workingmen are for the Orange. He continued his canvass of the large factories yesterday and in every one met with the greatest encouragement. His clear cut stand in his nomination address has changed whatever feeling there was against him as a result of the campaign of misrepresentation Stewart and his organ have carried on. Ald. Findlay has promised to live up to the letter of the promise. Kirby Chisholm, second engineer, of the Sunnyside mill, Owen Sound, Mr. Chisholm saw the ill-fated steamer Jones go out from the wharf on her fatal trip, and, as he is a marine engineer, he remarked, "She may never come back." He watched her as far as he could see. The sea was too much for the Jones, and she went down. The Chisholms worked on the installation of the Hamilton Street Railway plant, and were in charge when it was turned over to the Cataract Power Co. They also worked on the East End Incline Railway, recently put in the cement plant at Blue Lake, near St. George, and were for over two years in charge of the Marlbank cement plant, capacity 700 barrels per day.

There is trouble again in the Tory camp. This time it is not the bosses that are fighting, but it is the small fry that are up in arms. It appears that the Tory machine has put out a lot of canvassers, with a view to seeing every man and asking him who he will support for Mayor. The regular ward canvassers are not good enough for Boss Stewart, and some young fellows who have recently come to this city have been put to work. "Why, one of the blokes that is canvassing in Ward 1," said a dissatisfied Tory worker, "spoke so broad some of the people can hardly understand what he says; he talks like a foreigner. Why don't the workers who have votes get the jobs that there is money in, I'd like to know?" But that's the way Stewart does things. As President of the Hamilton Trotting Association he sent to the United States to get a starter for the meet last summer, although just as good a starter could be had in this country—perhaps a better one could be had in Toronto. If you ask Stewart for bread, he will give you a stone.

"I've got nothing against Stewart as a sport," said a horseman, "but I don't like the way he is trying to work the church racket in this election. He's trying to be on both sides of the fence at once. How can he conscientiously hold office in a Presbyterian church and be President of the Hamilton Trotting Association. I've nothing to say against betting on the races, but I did object to the way the innocents were separated from their money at the Stewart concern's morning last evening. A whole fortune, one that would make a man out of a poor fellow, was lost at the President's desk."

Stewart's attitude in the City Hall a few weeks ago that his selection depended on the labor vote. There is no longer any doubt that the bulk of the workingmen are for the Orange. He continued his canvass of the large factories yesterday and in every one met with the greatest encouragement. His clear cut stand in his nomination address has changed whatever feeling there was against him as a result of the campaign of misrepresentation Stewart and his organ have carried on. Ald. Findlay has promised to live up to the letter of the promise. Kirby Chisholm, second engineer, of the Sunnyside mill, Owen Sound, Mr. Chisholm saw the ill-fated steamer Jones go out from the wharf on her fatal trip, and, as he is a marine engineer, he remarked, "She may never come back." He watched her as far as he could see. The sea was too much for the Jones, and she went down. The Chisholms worked on the installation of the Hamilton Street Railway plant, and were in charge when it was turned over to the Cataract Power Co. They also worked on the East End Incline Railway, recently put in the cement plant at Blue Lake, near St. George, and were for over two years in charge of the Marlbank cement plant, capacity 700 barrels per day.

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