

GARRISON ON "ROCK" CALLED TO ARMS, CHANNEL FLEET THROWN ACROSS STRAIT GIBRALTAR'S GUNS MANNED FOR BATTLE

RUSS SQUADRON SAILS FROM VIGO WITHOUT NOTIFYING BRITAIN AS AGREED

Troops in the Fortress Were Ordered to Mobilize Within an Hour and Officers and Men Recalled to Beresford's Squadron, Which Cleared For Action—British Warships Patrolled the Straits Last Night and Have Brought a Russian Collier Into Port.

London, Nov. 1. — The Government here received a notification from the British consul at Vigo that the Russian squadron had sailed today, and some irritation was felt at the fact that the Russian Government had failed to previously notify the Government regarding the detachment of officers. Ambassador Benckendorff is hourly expecting official advice, and while the foreign office obviously is annoyed at not knowing officially that Russia had sailed out her part of the bargain, no serious consequences are anticipated. It was officially stated to the Associated Press that with the exception of the foregoing omission to notify the Government, no hitch has occurred.

GIBRALTAR, NOV. 1. — THE GARRISON HAS BEEN MOBILIZED, AND THE ARTILLERYMEN HAVE BEEN ORDERED TO TAKE UP THEIR POSITIONS AT THE DIFFERENT BATTERIES OF THE ROCK.

THE CHANNEL SQUADRON HAS BEEN ORDERED TO BE IN READINESS AT AN HOUR'S NOTICE.

GIBRALTAR, NOV. 1. — THE PREPARATIONS FOR CONFLICT CAUSE DISQUIETUDE, AS THE REGULAR MOBILIZATION TERMINATED OCT. 30. ALL THE QUICK-FIRING BATTERIES HAVE BEEN MANNED THIS AFTERNOON AND DETACHMENTS OF INFANTRY HAVE BEEN DETACHED FOR DUTY ON THE COMMERCIAL AND DETACHED MOLES.

THE SEARCHLIGHT STATIONS ARE BEING STRICTLY GUARDED. Brought in a Collier. GIBRALTAR, NOV. 1. — BRITISH WARSHIPS STRICTLY PATROLLED THE STRAITS ALL NIGHT LONG. THEY INTERCEPTED A COLLIER, THE LONDON BRIDGE, BOUND FROM BARRY FOR PORT SAID, AND BROUGHT HER IN HERE AT NOON.

Cleared for Action. Gibraltar, Nov. 1, 12:50 p.m. — Vice-Admiral Beresford's flagship, the battleship Caesar, has just fired a gun recalling all the officers of the Channel squadron on board their respective ships. All the ships are cleared for action.

Dispatches for Walker. Villagarcia, Spain, Nov. 1. — The British first-class armored cruiser Bacchante, flagship of Rear-Admiral Sir Baldwin Walker, commanding the cruiser division of the Mediterranean fleet anchored in the harbor this morning. The British cruiser Doris arrived during the day with dispatches for the fleet here and left again this afternoon. Villagarcia is about 25 miles north of Vigo.

They Need It. Vigo, Spain, Nov. 1. — Heavy firing was heard in the offing this morning, it was attributed to artillery practice.

May Be a Hitch. London, Nov. 1. — Up to 2 o'clock this afternoon no explanation was obtainable of the sensational dispatches from Gibraltar announcing the mobilization of the garrison there, etc., but they

Permanent Militia Gets Substantial Increase of Pay

Salaries Advanced From 25 Per Cent to Close On 90 Per Cent.

Ottawa, Nov. 1. — The permanent militia corps are about to share in the good times which prevail in Canada. There is scarcely a class of men, if indeed any, in the public service, that are not better paid under the present Government than when the Conservatives were in office. The latest class to be fitted is the permanent corps, who have been given increases ranging from 25 to nearly 90 per cent. The old rate of pay was 40 cents per diem. Hereafter the private who has put in six years' service will receive 75 cents, an increase of nearly 90 per cent. If he has served three years he will draw 60 cents, an increase of 50 per cent. The newcomer will start with 50 cents, an increase of 25 per cent. In addition to these rates the soldier will, of course, get his good conduct pay. The higher rank of the permanent corps also got their pay augmented. The following are the new rates of pay for all ranks, which take effect today (Nov. 1): Lieutenant-colonel, \$5 per diem; major, \$4 per diem (after four years \$4.50); captain, \$3

view with the King, who, it is understood, expressed his transmission to St. Petersburg his satisfaction at the present method of settling the dispute.

Up to the time he saw the King, Count Benckendorff had received no notification that a detachment of officers from the Russian squadron all

Vigo would attend the sessions of the international commission, nor had he heard of the sailing of the squadron from Vigo. The ambassador hoped, however, to receive without delay information concerning the officers detached.

The ambassador informed the Associated Press that the departure of the squadron would naturally follow the detachment of these officers, in accordance with the understanding reached between himself and Foreign Secretary Lansdowne last week.

Nothing definite has yet been decided regarding the details of the international commission. Another cabinet meeting has been summoned for Wednesday to consider the Anglo-Russian inquiry into the North Sea incident. Count Benckendorff is expected to be in St. Petersburg for a long conference at the foreign office last night with Premier Balfour. Lord Selborne, first lord of the admiralty, as well as Foreign Secretary Lansdowne, were present. It is stated that the draft of the proposed convention relative to the scope, composition and venue of the international commission, was drawn up. As this was submitted to St. Petersburg for acceptance or revision, it will necessarily entail delay. The lack of information volunteered officially to the British press regarding the causes of the delay leads to all kinds of suggestions of bad faith on the part of Russia, and tends to spread rumors for which it is difficult to find adequate reason.

Count Benckendorff at 1 p.m. went to Buckingham Palace and spent nearly half an hour with the King. Later in the afternoon the ambassador again visited Lord Lansdowne, who also received Lord Selborne, first lord of the admiralty; Premier Balfour; Capt. Prince Louis of Battenberg, the director of naval intelligence; and Admiral Sir John Fisher, senior lord of the admiralty.

All this renewal of activity created much apprehension in the public mind, and late this afternoon the Press Association issued the following: "The Press Association has reason to believe that the action of the Russian admiral has again brought the Anglo-Russian crisis dangerously close to an acute stage. Count Benckendorff arrived at the foreign office late this afternoon to see Lord Lansdowne. Mr. Balfour, who had already seen the first lord of the admiralty, earlier in the day, has just received a visit from Lord Selborne, who was accompanied by Admiral Sir John Fisher."

A dispatch to a news agency from Aldershot camp says orders have been issued for drafts of all branches of the Royal Engineers to be in readiness to leave for Gibraltar at short notice.

Benckendorff Sees King. London, Nov. 1. — Ambassador Benckendorff had a most cordial inter-

Opposition Would Cripple The Grand Trunk Railway

Pledged to Repudiate the G. T. Pacific Contract.

A vote against Hyman is a vote against the Grand Trunk Pacific contract, which will bring a vast amount of work to London and give more employment to Grand Trunk men.

The Opposition has pledged itself, if it gets into office, to repudiate the contract. The Grand Trunk system has no future unless it can enter the west and

profit by the great development of that country. The main line of the Grand Trunk Pacific will be over three thousand five hundred miles in length and the total mileage, with the branch lines, which will radiate to all parts of the Northwest, will be nearly five thousand miles. It will be the greatest railway undertaking the world has ever seen, excepting the Trans-Siberian road, which is longer, but not nearly so high in standard as the Canadian line will be. The construction of rolling stock for the G. T. P. will flood the Grand Trunk shops in all parts of Canada with orders, which will keep them busy for years. The enormous staff of the trans-continental line will be largely recruited from the Grand Trunk service, and the whole body of Grand Trunk employees will feel the effects of the new demand for men in all branches of railway work. Mr. Hyman's opponents are making desperate and unscrupulous efforts to hold the Grand Trunk Conservative vote by libelling the Liberal candidate, but the railwaymen are rallying almost in mass to his support, and against a policy which would cripple the Grand Trunk system.

The main line of the Grand Trunk Pacific will be over three thousand five hundred miles in length and the total mileage, with the branch lines, which will radiate to all parts of the Northwest, will be nearly five thousand miles. It will be the greatest railway undertaking the world has ever seen, excepting the Trans-Siberian road, which is longer, but not nearly so high in standard as the Canadian line will be. The construction of rolling stock for the G. T. P. will flood the Grand Trunk shops in all parts of Canada with orders, which will keep them busy for years. The enormous staff of the trans-continental line will be largely recruited from the Grand Trunk service, and the whole body of Grand Trunk employees will feel the effects of the new demand for men in all branches of railway work. Mr. Hyman's opponents are making desperate and unscrupulous efforts to hold the Grand Trunk Conservative vote by libelling the Liberal candidate, but the railwaymen are rallying almost in mass to his support, and against a policy which would cripple the Grand Trunk system.

The main line of the Grand Trunk Pacific will be over three thousand five hundred miles in length and the total mileage, with the branch lines, which will radiate to all parts of the Northwest, will be nearly five thousand miles. It will be the greatest railway undertaking the world has ever seen, excepting the Trans-Siberian road, which is longer, but not nearly so high in standard as the Canadian line will be. The construction of rolling stock for the G. T. P. will flood the Grand Trunk shops in all parts of Canada with orders, which will keep them busy for years. The enormous staff of the trans-continental line will be largely recruited from the Grand Trunk service, and the whole body of Grand Trunk employees will feel the effects of the new demand for men in all branches of railway work. Mr. Hyman's opponents are making desperate and unscrupulous efforts to hold the Grand Trunk Conservative vote by libelling the Liberal candidate, but the railwaymen are rallying almost in mass to his support, and against a policy which would cripple the Grand Trunk system.

The main line of the Grand Trunk Pacific will be over three thousand five hundred miles in length and the total mileage, with the branch lines, which will radiate to all parts of the Northwest, will be nearly five thousand miles. It will be the greatest railway undertaking the world has ever seen, excepting the Trans-Siberian road, which is longer, but not nearly so high in standard as the Canadian line will be. The construction of rolling stock for the G. T. P. will flood the Grand Trunk shops in all parts of Canada with orders, which will keep them busy for years. The enormous staff of the trans-continental line will be largely recruited from the Grand Trunk service, and the whole body of Grand Trunk employees will feel the effects of the new demand for men in all branches of railway work. Mr. Hyman's opponents are making desperate and unscrupulous efforts to hold the Grand Trunk Conservative vote by libelling the Liberal candidate, but the railwaymen are rallying almost in mass to his support, and against a policy which would cripple the Grand Trunk system.

The main line of the Grand Trunk Pacific will be over three thousand five hundred miles in length and the total mileage, with the branch lines, which will radiate to all parts of the Northwest, will be nearly five thousand miles. It will be the greatest railway undertaking the world has ever seen, excepting the Trans-Siberian road, which is longer, but not nearly so high in standard as the Canadian line will be. The construction of rolling stock for the G. T. P. will flood the Grand Trunk shops in all parts of Canada with orders, which will keep them busy for years. The enormous staff of the trans-continental line will be largely recruited from the Grand Trunk service, and the whole body of Grand Trunk employees will feel the effects of the new demand for men in all branches of railway work. Mr. Hyman's opponents are making desperate and unscrupulous efforts to hold the Grand Trunk Conservative vote by libelling the Liberal candidate, but the railwaymen are rallying almost in mass to his support, and against a policy which would cripple the Grand Trunk system.

The main line of the Grand Trunk Pacific will be over three thousand five hundred miles in length and the total mileage, with the branch lines, which will radiate to all parts of the Northwest, will be nearly five thousand miles. It will be the greatest railway undertaking the world has ever seen, excepting the Trans-Siberian road, which is longer, but not nearly so high in standard as the Canadian line will be. The construction of rolling stock for the G. T. P. will flood the Grand Trunk shops in all parts of Canada with orders, which will keep them busy for years. The enormous staff of the trans-continental line will be largely recruited from the Grand Trunk service, and the whole body of Grand Trunk employees will feel the effects of the new demand for men in all branches of railway work. Mr. Hyman's opponents are making desperate and unscrupulous efforts to hold the Grand Trunk Conservative vote by libelling the Liberal candidate, but the railwaymen are rallying almost in mass to his support, and against a policy which would cripple the Grand Trunk system.

The main line of the Grand Trunk Pacific will be over three thousand five hundred miles in length and the total mileage, with the branch lines, which will radiate to all parts of the Northwest, will be nearly five thousand miles. It will be the greatest railway undertaking the world has ever seen, excepting the Trans-Siberian road, which is longer, but not nearly so high in standard as the Canadian line will be. The construction of rolling stock for the G. T. P. will flood the Grand Trunk shops in all parts of Canada with orders, which will keep them busy for years. The enormous staff of the trans-continental line will be largely recruited from the Grand Trunk service, and the whole body of Grand Trunk employees will feel the effects of the new demand for men in all branches of railway work. Mr. Hyman's opponents are making desperate and unscrupulous efforts to hold the Grand Trunk Conservative vote by libelling the Liberal candidate, but the railwaymen are rallying almost in mass to his support, and against a policy which would cripple the Grand Trunk system.

The main line of the Grand Trunk Pacific will be over three thousand five hundred miles in length and the total mileage, with the branch lines, which will radiate to all parts of the Northwest, will be nearly five thousand miles. It will be the greatest railway undertaking the world has ever seen, excepting the Trans-Siberian road, which is longer, but not nearly so high in standard as the Canadian line will be. The construction of rolling stock for the G. T. P. will flood the Grand Trunk shops in all parts of Canada with orders, which will keep them busy for years. The enormous staff of the trans-continental line will be largely recruited from the Grand Trunk service, and the whole body of Grand Trunk employees will feel the effects of the new demand for men in all branches of railway work. Mr. Hyman's opponents are making desperate and unscrupulous efforts to hold the Grand Trunk Conservative vote by libelling the Liberal candidate, but the railwaymen are rallying almost in mass to his support, and against a policy which would cripple the Grand Trunk system.

The main line of the Grand Trunk Pacific will be over three thousand five hundred miles in length and the total mileage, with the branch lines, which will radiate to all parts of the Northwest, will be nearly five thousand miles. It will be the greatest railway undertaking the world has ever seen, excepting the Trans-Siberian road, which is longer, but not nearly so high in standard as the Canadian line will be. The construction of rolling stock for the G. T. P. will flood the Grand Trunk shops in all parts of Canada with orders, which will keep them busy for years. The enormous staff of the trans-continental line will be largely recruited from the Grand Trunk service, and the whole body of Grand Trunk employees will feel the effects of the new demand for men in all branches of railway work. Mr. Hyman's opponents are making desperate and unscrupulous efforts to hold the Grand Trunk Conservative vote by libelling the Liberal candidate, but the railwaymen are rallying almost in mass to his support, and against a policy which would cripple the Grand Trunk system.

The main line of the Grand Trunk Pacific will be over three thousand five hundred miles in length and the total mileage, with the branch lines, which will radiate to all parts of the Northwest, will be nearly five thousand miles. It will be the greatest railway undertaking the world has ever seen, excepting the Trans-Siberian road, which is longer, but not nearly so high in standard as the Canadian line will be. The construction of rolling stock for the G. T. P. will flood the Grand Trunk shops in all parts of Canada with orders, which will keep them busy for years. The enormous staff of the trans-continental line will be largely recruited from the Grand Trunk service, and the whole body of Grand Trunk employees will feel the effects of the new demand for men in all branches of railway work. Mr. Hyman's opponents are making desperate and unscrupulous efforts to hold the Grand Trunk Conservative vote by libelling the Liberal candidate, but the railwaymen are rallying almost in mass to his support, and against a policy which would cripple the Grand Trunk system.

The main line of the Grand Trunk Pacific will be over three thousand five hundred miles in length and the total mileage, with the branch lines, which will radiate to all parts of the Northwest, will be nearly five thousand miles. It will be the greatest railway undertaking the world has ever seen, excepting the Trans-Siberian road, which is longer, but not nearly so high in standard as the Canadian line will be. The construction of rolling stock for the G. T. P. will flood the Grand Trunk shops in all parts of Canada with orders, which will keep them busy for years. The enormous staff of the trans-continental line will be largely recruited from the Grand Trunk service, and the whole body of Grand Trunk employees will feel the effects of the new demand for men in all branches of railway work. Mr. Hyman's opponents are making desperate and unscrupulous efforts to hold the Grand Trunk Conservative vote by libelling the Liberal candidate, but the railwaymen are rallying almost in mass to his support, and against a policy which would cripple the Grand Trunk system.

Charge Against Mr. Hyman Completely Fizzles Out

Harvey Hall Proves a Boomerang for Mr. Hyman's Enemies.

Liberal Candidate Did Not Debat G. T. R. Provident Legislation.

Harvey Hall, the Toronto politician, who was imported to speak especially to the railway men, proved a sorry boomerang for Mr. Hyman's enemies. Hall's statement flatly contradicted everything the Free Press and Mr. Hyman's other opponents have been alleging.

He completely exploded the story that Mr. Hyman had been instrumental in defeating the bill. His only charge was that Mr. Hyman had taken no part in the debate in the railway committee.

Mr. Hyman, as chairman, or umpire, had no right to discuss the merits of the bill, and had he done so the committee would have resented it as an impertinence.

The burden of Hall's complaint was that the bill will not be law until it is approved by the supreme court. Said Hall:

"Clause No. 1 of the bill had been passed by the railway committee only after an agreement had been made with Mr. Lennox and Mr. Fitzpatrick that it should be sent to the supreme court."

And who is Mr. Lennox? He is the Conservative member for West Simcoe, who introduced the bill. Before the first clause of it had been touched it was unanimously agreed by the committee that it should be referred to the supreme court, as Hall admits. There is not one word in Hall's speech from beginning to end to show that Mr. Hyman opposed the wishes of the Grand Trunk employees in this matter. The assertion that he blocked the legislation by adjourning the committee is shown by Hall himself to be groundless. And yet this has been the chief cry of the London Free Press!

The slanderers of Mr. Hyman are convicted out of the mouth of the very man whom they brought to London to bolster up their accusations.

SEES LARGE LIBERAL MAJORITY. [Special to The Advertiser.] Ottawa, Ont., Nov. 1. — Mr. Alexander Smith, who has been secretary of the Ontario Liberal Association since 1882, and although now practicing law in Ottawa, has, owing to the strong desire of the Liberal party generally, had more than a little to do with the present contest. He gives an estimate of Liberal returns on Thursday, Nov. 3:

Ontario 44, Quebec 53, Nova Scotia 13, New Brunswick 6, Manitoba 4, British Columbia 5, Prince Edward Island 2, Northwest Territories 7, Yukon 1. Total, 135. This gives a Liberal majority of 56 out of the 214 seats. This is the third Dominion and third provincial contest in which Mr. Smith has not only acted as secretary, but organizer. He says that his information from the Maritime Provinces and west of Lake Superior is not complete, and the likelihood is that the figures from these points may be low.

Workingmen Should Vote for 5 More Prosperous Years

London's Industrial Progress Under the Laurier Government. The extensive additions about to be made to the McClary plant in the east end, and the increased employment which they will furnish, add another chapter to the story of London's progress under the Laurier Government.

Within the past few years every manufacturer in London has increased his floor space, and the number of his employees. Several new industries, among them the rolling mills and the Sherlock-Manning Organ Company, have been established.

Since 1896 the McClary Manufacturing Company has increased its working staff from 40 to 45 per cent. Seven of the leading firms of London—E. Leonard & Sons, Wortman & Ward, the White Bolt Works, the Dymott Furnace Company, Hyman's tannery and the McCormick Company—who employed 357 hands in 1896, now employ 445, an increase of 167 per cent.

The workingmen of London do not require an array of statistics to prove the prosperity and progress which all classes have experienced under Liberal rule. They feel it in their pockets. They know that wages are higher and employment steadier.

Is it not wise to let well enough alone? Why vote to change a policy which has stood the test of time and yielded such beneficent results? A change of administration would mean a disturbing and unsettling effect on industry and perhaps a return to the conditions which prevailed before 1896, when incessant meddling and tinkering with the tariff kept every manufacturer on the anxious seat.

The Laurier Government, immediately after the general election will consult every interest and make a thorough revision of the tariff, imposing comparatively high duties against the United States and other countries which treat Canada in a spirit of commercial hostility, with lower duties against Great Britain and other nations which show a desire to trade with Canada on a fair and equal basis. When the tariff is revised it will not be patched and overhauled every year as was the case under the former Government. Canada will have the benefit of a period of tariff stability which it has enjoyed for the past eight years with magnificent results to manufacturers and workingmen alike.

ARTILLERY DUEL BY MOONLIGHT

Russians Shell Jap Positions—Infantry Advance, But Is Repulsed.

General Kuroki's headquarters, Oct. 31. — The Russians took advantage of the bright moonlight last night to cannonade the Japanese from positions on the left wing of the central army, but were repulsed after an action which lasted several hours, during which both infantry and artillery fired with great accuracy.

The Japanese today for the first time replied to the Russian bombardment, which has been frequent for several days past.

Japs Strong Position. Mukden, Oct. 31. — The Japanese have occupied a rocky promontory south of Siniapi, and also the hills southeast of Koutai. The positions along their line are strongly fortified with redoubts, wire entanglements, ditches and pitfalls, and also mines in some places. The fortifications are arranged in double tiers. The positions, especially on the plain, are exceedingly well masked. On Saturday, through telescopes, the Russians observed a movement of the Japanese eastward, and judging by the position of the hills, they were a heavy force. The northern slopes of the hills held by General Zaroblaief's corps resemble the homes of cave-dwellers. All the slopes are pierced with caves, which are warm and comfortable for the soldiers at night. Gen. Oguroski has for a fortnight been living in the cleft of a rock.

Will Join the Asks. The Foo, Nov. 1. — 10 p.m. — The officers and crew of the Russian torpedo boat destroyer Ryeshietel, cut out of this harbor Aug. 12 by the Japanese, departed tonight for Shanghai, where they will join the crew of the Russian cruiser Askold.

WEATHER BULLETIN. Tomorrow—Fair, With About the Same Temperature. London, Tuesday, Nov. 1. Sun rises, 5:53 a.m. Moon rises, 12:09 a.m. Sun sets, 5:09 p.m. Moon sets, 1:50 p.m. The weather continues fine and warm in Manitoba and the Northwest Territories, but during today there has been a tendency towards higher temperatures in Ontario and Quebec. Minimum and maximum temperatures: St. John's, 39-52; Kamloops, 59-69; Edmonton, 39-49; Prince Albert, 29-50; Qu'Appelle, 50-62; Winnipeg, 32-50; Port Arthur, 39-49; Hull, 32-42; Toronto, 22-42; Ottawa, 24-38; Quebec, 18-32; St. John, 28-38; Halifax, 25-35.

FORECASTS. Tuesday, Nov. 1-5 a.m. Today—Moderate, variable winds; fair. Tomorrow—Fair, with about the same temperature.

TEMPERATURES. Stations. 3 a.m. Min. Weather. Calgary 32 29 Fair. Toronto 42 40 Cloudy. Port Huron 42 40 Fair. Detroit 42 40 Fair. Montreal 42 39 Cloudy. Quebec 32 21 Fair. Father Point, 24 22 Clear.

WEATHER NOTES. The weather continues warm and sunnier in Manitoba and the Territories, and the temperature is now rising in Ontario and Quebec. No important disturbance is indicated as yet.

HIGHEST AND LOWEST READINGS OF THE THERMOMETER AT THE LOCAL OBSERVATORY FOR THE 24 HOURS ENDED AT 3 P.M. Monday were: Highest, 87°; lowest, 19°.

WHAT WILL MAYOR BECK SAY IN REGARD TO THIS?

Frank Jones Says He Has Done Nothing to Secure a Breakwater.

To the Editor of The Advertiser:

At the meeting held in Collins' hall on Saturday night, in the interests of Mr. Gray, Mayor Beck made a speech in which he referred to the breakwater, and said he (the mayor) had done all in his power to give the people of West London what they were entitled to by way of protection against floods. This is not the case. When the committee of West London ratepayers waited on the city council, which, by the way, happened to be Conservative, nothing definite was accomplished, and the members of the self-same council, over which Mayor Beck presides, have since done everything in their power to prevent the suburb getting what it so much needs—a permanent breakwater. In April, when the matter of a breakwater was first broached by the people of West London, communications were sent to Dr. Routledge, M. P., and Mayor Beck, asking them to do what they could to secure a grant from the Ontario Government towards the cost of the breakwater. What happened? Mayor Beck did not even have the courtesy to acknowledge the receipt of the communication. On the other hand, Dr. Routledge acknowledged the receipt of the West Londoners' letter, and interviewed the Provincial Minister of Public Works at Toronto and secured

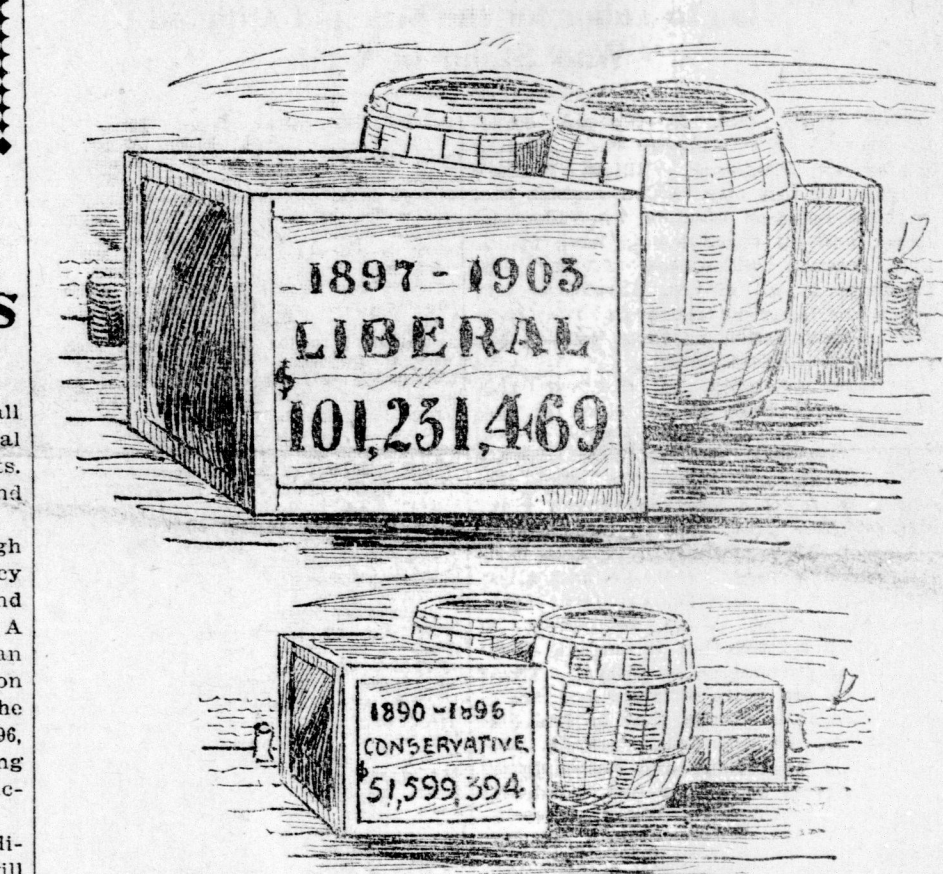
the promise that when the city of London decided on the amount to be spent on the breakwater, the Government would be in a position to say what its grant would amount to. Premier Ross, when in the city, in September, corroborated the statement of the Minister of Public Works, that the Government, before setting aside a sum for the breakwater, was only waiting to ascertain the cost of the work. Mr. Ross acknowledged the suburb was entitled to permanent protection from floods.

Mayor Beck has never done anything toward securing the breakwater for West London. On one occasion, when the deputation was addressing the council, and mention was made of Dr. Routledge, the mayor said he hoped the member for East Middlesex would be more successful in the attempt to secure Government aid for a permanent breakwater for West London. What also seems very strange is the fact that not until Saturday night did the mayor tell us that the breakwater was a Dominion affair. The Dominion Government or Mr. Hyman were never mentioned in all the discussions, the mayor only advising us to seek aid from one government, and that the provincial.

FRANK A. JONES.

London, Nov. 1, 1904.

PROSPERITY EXHIBIT—NO. 9.



Export of Canadian Manufactures. Thus in seven years of Liberal Government the export of our manufactures has more than doubled. And the following figures show that the increase in this line of export during the seven years of Liberal regime has been double that of the whole eighteen years of Conservative rule:

Increase 1878-1896 \$ 5,237,829
Increase 1896-1903 11,259,283

Electors Should Not Vote to Kill the British Preference

A Vote Against Mr. Hyman is a Vote Against It.

A vote against Mr. Hyman in this election is a vote against the British preferential tariff.

In 1897 the Laurier Government decided to admit British goods into Canada at a rate of duty 25 per cent less than that imposed on the imports from foreign countries. This preference has since been increased to 33 1/3 per cent.

The concession is a return for the free admission of Canadian products to the British market, which has proved the economic salvation of the Dominion. It was a mark of gratitude and loyalty that touched the hearts of the British people and won Sir Wilfrid Laurier the acclamations of the whole nation when he visited the British Isles at the time of the Queen's jubilee. It has had more than a sentimental value—it has proved a good stroke of business. Between 1897 and 1897 Canada's imports from Great Britain fell from \$43,000,000 to \$29,500,000. Under the operation of

the preferential tariff they increased to \$59,000,000 in 1903. In the six years previous to 1897, the exports of Canada to Great Britain aggregated \$36,000,000. In the six years succeeding 1897 the aggregate was \$92,000,000.

In 1900 the Opposition put itself on record in the House of Commons as opposed to the British preference, and if it came into power tomorrow it would at once abolish it unless the British workingmen consent to tax their food in order to give Canada a similar favor in the British market.

The Conservative party say that even if Canada is offered a preference in the British market, the Canadian tariff against the mother country must be raised high enough to exclude the competition of British goods in the Canadian market. Does any sane man think that the British people will tax themselves for the benefit of Canada, if Canada refuses to give them something in return? The only hope for Imperial preferential trade is in the policy of the Liberal party of Canada. A vote against Hyman is a vote against the British preference.

and state that Canada must be trying to get something more than appears on the surface.

LOWERS WATER LEVEL. New U. S. Canal at Detroit Handicap to Canadian Waterway.

Detroit, Mich., Nov. 1. — A Washington dispatch says: "Recent dispatches from Ottawa say that the Canadian Government will soon apply to the United States for privileges in the new Hay Lake Canal, which is now building, similar to those enjoyed in the smaller and more tortuous St. Mary's Canal."

Canada alleges that the construction of the new canal will lower the level of the Canadian waterway. This contention is not admitted by officers of the engineer corps. These say that there is Lake Superior to maintain the level of the Canadian canal, so that it will accommodate vessels of light draft, chance of judging the ultimate result.

NEWFOUNDLAND'S POLLING. First Returns Show a Conservative and Liberal Elected.

St. John's, Nfld., Nov. 1. — The first returns from the Newfoundland general elections show that Mr. Mackay, Conservative, has been re-elected at Brigus, on Conception Bay, and Mr. Maddock, Liberal, has been re-elected for Carboneau, also on Conception Bay. This is exactly the same as at the time of the last contest and affords no