

\$5,000
General St. detached brick, 11 rooms, modern
bath, hot water heating, stable, lot 1st foot
H. H. WILLIAMS, 10 VICTORIA ST.

THE TORONTO WORLD
TWENTY-FIFTH YEAR
SATURDAY MORNING NOVEMBER 19 1904
TWELVE PAGES
ONE CENT

REVEALS VOTE STEALING CONSPIRACY PHIL LOTT MAKES DAMAGING CHARGES

Trick Ballot Boxes Were to Save the Ontario Government When Provincial Elections Were Brought On, and a Sample Was Got in Office of Central Liberal Association in Toronto.

ONE BROTHER ACCUSING ANOTHER AND MEN OF PUBLIC PROMINENCE

Bogus Boxes Not Used in Federal Election Because Candidate Lott Failed to Get Extra Ballots, Tho Their Presence Is Fully Established.

Belleville, Nov. 18.—(Special).—Today developed some surprising sensations in connection with the preliminary hearing of the libel charge against Editor Carman of The Ontario. The expected revelations of Phil A. Lott were considered a most complete and damaging arraignment of his brother, Byron, who contested West Hastings in the Liberal interest on Nov. 3, and the counsel for the defence skillfully battered and badgered him for several hours, the chief witness did not make a damaging admission. The story of a wide conspiracy to defeat the will of the people at the polls was most convincing in the absence of contradiction, as Lott left the box to-night with his story unshaken. Great interest is evinced in the case, and the courtroom was packed at every one of the three sessions to-day.

The conspiracy was detailed fully by Lott, and E. Guss Porter, member-elect. Lott involves men prominent in this county and Frontenac, and traces the connection up to the central Liberal organization in Toronto. From his testimony, the trick ballot boxes were to be used only in two or three ridings in the federal elections, but THEY WERE TO SAVE THE ONTARIO GOVERNMENT WHEN THE PROVINCIAL ELECTIONS WERE BROUGHT ON. Lott's contention troubled him when his brother, the candidate, outlined what was to be done, and he told his wife he would make an exposure. He, however, decided to get a complete chain of evidence.

Couldn't Get Extra Ballots. He went to Mr. Porter some time before the election and told him that the boxes had been imported for use in the election, and Mr. Porter was fully informed where the boxes were. At the last moment, however, it was decided not to use them, AS THE CANDIDATE HAD FAILED IN HIS EFFORTS TO SECURE EXTRA BALLOTS. Returning Officer Williams kept the ballots so close that Byron decided to get some printed in the office of The Bancroft Reporter. The bogus ballots printed there were not satisfactory, and Mr. Lott went to Ottawa to get some printed.

BYRON LOTT BROUGHT THE FIRST BOX DOWN FROM TORONTO, SAYING HE GOT IT AT THE OFFICE OF THE CENTRAL LIBERAL ASSOCIATION. THIS WAS A SAMPLE BOX. Phil Lott went to Harrowsmith and interviewed W. J. Shibley, Liberal candidate in Frontenac. Shibley gave him a letter to T. J. Riley, a school teacher, who told him the boxes would be shipped from Prescott. Ten boxes were shipped to West Ontario Junction and ten to W. H. Carefoot at Kingston. This testimony was corroborated by the express agent at Prescott.

Phil Lott's story was told with apparent sincerity, and in no particular was he shaken. He seemed to be anxious to tell all he knew of the affair, but when he referred to his brother his eyes moistened on one occasion, when he said he was sorry for his brother's part in the scheme.

Truly Painful Episode. It is a painful episode of the affair that the evidence which brings to light a deep plot to carry an election against a tremendous popular majority should involve the only brother of the narrator, with whom there apparently existed no bad feeling. If there was anything out of place in the narrative of Phil Lott it was the levity which he occasionally interjected when in encounters with the examining counsel.

His witty sallies produced merriment, which found outlet in frequent bursts of applause and laughter. The Dominion secret police, Sherwood and Chamberlain, were present in the court, watching the case on behalf of the government. It was announced by Mr. DuVernet that Mr.

Continued on Page 5.

COULD GET OUT.
Belleville, Nov. 18.—(Special).—Phil Lott, brother of Lott, who was only 20, the Constable applied for a warrant to search for him. He had been approached by a stranger and offered him a large sum of money to make him comfortable and consider the offer.

GAINS BY BLUNDER.

Hamilton, Nov. 18.—(Special).—Sir Wilfrid Laurier's majority will probably be cut to-morrow, when there is a probability of Wentworth being carried from the government to the opposition. The majority of the Liberal candidate, W. O. Sealey, over his Conservative opponent, E. H. Smith, was only 20. The Conservative applied for a recount, which was held to-day before Judge Snider, with developments of a somewhat sensational order.

The recount had set Mr. Sealey's majority down from 20 to 15 when the judge reached the ballots from polling division No. 25, Beverly, which gave Sealey 47 votes and Smith 22. As the ballots were being counted it was discovered that the deputy returning officer, Adam Valens, had committed a serious blunder in numbering the ballots on the back the same as in the poll book. Mr. Smith's counsel urged that the ballots for the whole division should be thrown out, and if that is done Mr. Smith will be elected by a majority of 19.

Mr. Sealey's lawyers contended that if the ballots were thrown out the election should be voided. Judge Snider reserved judgment till to-morrow.

Sealey lost one vote in each of the following places: Canal Ward, Dundas; Woodburn, Hayeland, Blinbrook, Bakerville.

ANOTHER ARSENAL BLOWN UP BY ARTILLERY OF JAPANESE

But General Stoessel Telegraphs Zar That He Can Hold Out for Several Months.

Tokio, Nov. 18.—(3 p.m.)—A telegram from Gen. Stoessel, dated to-day, says that during the night the Japanese attacked the Russian position at Port Arthur can hold out several months.

JAPS REFUSED.
St. Petersburg, Nov. 18.—A despatch from Gen. Stoessel, dated to-day, says that during the night the Japanese attacked the Russian position at Port Arthur can hold out several months.

ROAR OF CANNON.
Mukden, Nov. 18.—On the morning of Nov. 17, after a long silence, the distant roar of cannon was heard, and the Japanese attacked the Russian position at Port Arthur can hold out several months.

CHIEF'S PLANS.
St. Petersburg, Nov. 18.—(2:05 a.m.)—Emperor Nicholas will leave for the Caucasus on Dec. 3 to bid farewell to the Russian army and to inspect the position of the Russian army in the Caucasus. The Emperor will be accompanied by the Grand Duke, the Crown Prince, and the Grand Duchess.

PRINCE FOR STOESSEL.
St. Petersburg, Nov. 18.—The newspapers to-day devote long articles to the Russian army and to the Russian army in the Caucasus. The Emperor will be accompanied by the Grand Duke, the Crown Prince, and the Grand Duchess.

BALLET FLEET MOVES.
Pakkeberg, Denmark, Nov. 18.—The second division of the Russian Baltic squadron has arrived here, and is anchored near the lighthouse.

Primer's Turkish Baths will cure all diseases. 120 Yonge street.

The Made in Canada 'ry. Giving a preference to articles made in Canada, when they are as good as foreign importations, is practical patriotism.

There are, however, many articles of Canadian produce which are better than foreign importations of the same kind, and among these is radnor water, forever flowing crystal clear from its spring in the grand old Laurentian Mountains.

A peculiarity of radnor water is that while being a Canadian water, it is undeniably the best mixer of any water in the world with Canadian Whiskey, a combination decidedly happy.

HOODOO BOAT OCEAN BURNS IN PORT DALHOUSIE DRYDOCK

There is Some Salvage, But the Steamer is a Total Loss, Covered, However, by Insurance.

St. Catharines, Nov. 18.—(Special).—About 2:15 this afternoon one of the sailors of the steamer Ocean, which was undergoing repairs in Muir's drydock at Port Dalhousie, saw flames shooting from the hold. He raised the alarm, and almost as he shouted, fire seemed to burst out in every direction. The men who were working on the vessel had to drop their tools and run for their lives. There was no time to save anything, not even the men's clothes.

A fireman ran to his quarters to endeavor to get some belongings, but fire burst out all around him, and he was with difficulty saved by the firemen. The vessel had to be abandoned, and the men had to jump overboard. The vessel was a total loss, covered, however, by insurance.

Water Into Dock. The water was let out into the dock, and some planks having been pulled out, the water side of the dock was closed, and the fire was extinguished.

Water Into Dock. The water was let out into the dock, and some planks having been pulled out, the water side of the dock was closed, and the fire was extinguished.

Water Into Dock. The water was let out into the dock, and some planks having been pulled out, the water side of the dock was closed, and the fire was extinguished.

Water Into Dock. The water was let out into the dock, and some planks having been pulled out, the water side of the dock was closed, and the fire was extinguished.

Water Into Dock. The water was let out into the dock, and some planks having been pulled out, the water side of the dock was closed, and the fire was extinguished.

Water Into Dock. The water was let out into the dock, and some planks having been pulled out, the water side of the dock was closed, and the fire was extinguished.

Water Into Dock. The water was let out into the dock, and some planks having been pulled out, the water side of the dock was closed, and the fire was extinguished.

Water Into Dock. The water was let out into the dock, and some planks having been pulled out, the water side of the dock was closed, and the fire was extinguished.

Water Into Dock. The water was let out into the dock, and some planks having been pulled out, the water side of the dock was closed, and the fire was extinguished.

Water Into Dock. The water was let out into the dock, and some planks having been pulled out, the water side of the dock was closed, and the fire was extinguished.

Water Into Dock. The water was let out into the dock, and some planks having been pulled out, the water side of the dock was closed, and the fire was extinguished.

Water Into Dock. The water was let out into the dock, and some planks having been pulled out, the water side of the dock was closed, and the fire was extinguished.

Water Into Dock. The water was let out into the dock, and some planks having been pulled out, the water side of the dock was closed, and the fire was extinguished.

Water Into Dock. The water was let out into the dock, and some planks having been pulled out, the water side of the dock was closed, and the fire was extinguished.

Water Into Dock. The water was let out into the dock, and some planks having been pulled out, the water side of the dock was closed, and the fire was extinguished.

Water Into Dock. The water was let out into the dock, and some planks having been pulled out, the water side of the dock was closed, and the fire was extinguished.

Water Into Dock. The water was let out into the dock, and some planks having been pulled out, the water side of the dock was closed, and the fire was extinguished.

The Toronto World

TWELVE PAGES—SATURDAY MORNING NOVEMBER 19 1904—TWELVE PAGES

HADN'T "PRACTICED" IT SUFFICIENTLY



MUSICAL PARTNER JAFFRAY—It's a grave thing, is "Public Ownership," Roskie, but I have na' prawticed it sufficiently to win pennies w' it.

IS BLAME TO BE ATTACHED TO MAN OR TO EQUIPMENT?

Crown Attorney Drayton Receives Information Which Reflects on Both—Inquest Opens on Tuesday Evening and Will Be Thoro.

Nothing new of an authoritative nature developed yesterday regarding the cause of the terrible fatality of Thanksgiving night. The injured party, who was killed, was a man named Jaffray, who was a musical partner. The inquest will be held on Tuesday evening, and will be a thorough one.

Present indications are that the tale of fatalities in the Thanksgiving Day catastrophe will not stop at above the three already dead. Baby Robertson and Miss Agnes Macdonald are the most serious, one with an amputated leg, and the other with a fracture of the skull. They, however, are reported to be doing as well as one could desire, and there is every hope of their recovery. The band of hospital patients, five in number, are suffering from scalp wounds and minor injuries, and will soon be out on the streets again.

Of the home patients, none are very serious. Many of them will be able to testify at the inquest. The band of hospital patients, five in number, are suffering from scalp wounds and minor injuries, and will soon be out on the streets again.

The funerals of the three victims will take place to-day. The remains of William McKay will be taken from Millard's to the 7:50 morning train for Uxbridge, where interment will take place.

Mahaffy will be buried in Norway Cemetery, the funeral leaving 5:30 Ward-street at 3 o'clock. Full military honors will be accorded Pte. Russell Stevens of the Grenadiers. The casket will be conveyed on a gun carriage, and will be covered with the Union Jack. A company, of which he was a member, will assemble at the corner of Queen and More-streets at 2:45 o'clock. A firing party under Col. Smith will assemble at the corner of Queen and More-streets at 2:45 o'clock. A firing party under Col. Smith will assemble at the corner of Queen and More-streets at 2:45 o'clock.

At a convention of city school teachers, held yesterday, the following resolution was passed: That the Toronto Teachers' Association, in convention assembled, hereby tender the friends of the victims of the late lamentable street car accident their sincere sympathy in their sad bereavement, and that copies of this resolution be forwarded to them.

Broderick's Business Suits \$22.50—11, King-street west.
Pember's Turkish Baths remove all poison from the system 120 Yonge-st. 25.
Smock Royal Infants cigars, reduced to 5c. Clear Havana. Alive Bolland.

Smock Royal Infants cigars, reduced to 5c. Clear Havana. Alive Bolland.
Crown's Jury Verdict Scene.
Coroner Cotton yesterday commenced the inquiry into the cause of the fatal accident at the G.T.R. crossing at Uxbridge.

Trailer Breaks From West Bound Trolley at Entrance to West King St. Subway, and is Nearly Run Into.
Another street car fatality was narrowly averted last evening. This time it was in the West King-street subway, and was caused by trailer No. 356 breaking away from a west bound trolley just as the cars were entering the subway. It was at 6:10 p.m., and both cars contained the usual 6 o'clock crowds.

The trolley continued ahead and the trailer was left standing alone at the entrance to the subway, and in the dark. A King-street car following was stopped on its way down the grade when about two car lengths from the stranded trailer. There was a lively scramble of passengers to alight from the trailer, and the comments were both loud and deep. When the trolley returned and was attached again to the trailer, two King cars followed closely after.

PATENTS

Obtained in all countries by CHAS. E. RICHES, Patent Attorney, 100 Queen-st. W. Toronto. He has the Patentability of Inventions ascertained and valuable assistance in securing Patents in all countries.

A CONGESTED THORFARE AND A CONGESTED CENTRE AND THE CURE.

Now that public opinion is aroused over the East Queen-street level crossing catastrophe, the authorities of the city and county may see the need of making some provision for the greater safety of the public.

Either by design or by accident things have taken the course that almost all the traffic coming into Toronto, either from the east or the northeast, or the west or the northwest, is forced down to the front of the city along Queen-street. And yet all the country traffic that comes into the city originates north of Bloor-street, but, as we said before, either by design or accident, it is forced down to Queen-street, where it congests. Take a look at the map, and you will see that all the country traffic, with the exception of the lake shore to the west, comes in on roads that run diagonally to the northeast and the northwest from the city hall. These roads are Dundas-street, the Weston and Davenport roads and the Vaughan-road, all west of Yonge-street. And east of Yonge-street there are the Don Mills-road, Dawes-road, the Kingston-road and the Danforth-road. All these roads strike the city north of Bloor-street and could all come in by Bloor or Gerrard street, either by one-way or two-way bridges, both of which have been long advocated by The World, namely, one from Danforth-avenue to Bloor-street and a high-level bridge at Queen-street over the Don.

And if anyone cares to go out to the corner of Bloor-street and Dundas-street he will see a peculiar condition of affairs, namely, that for a quarter of a mile, from Dundas-street on Bloor-street going eastward, there is nothing but a sandy road, thru which no loaded wagon can make its way. If it did, it would encounter the Grand Trunk and the Canadian Pacific, which it can pass lower down over the Dundas bridges. But for some reason or other, this piece of roadway has been needed, and no one can come into the city by Bloor-street if they so desire—they must help to congest Queen-street.

The same thing happened in the east. The Bloor and Danforth viaduct has never been built, and for the want of this nearly all the country traffic to the northeast of the city has to come down a mile and a quarter south to Queen-street.

Then there is another condition that aggravates this situation. These diagonal roads leading into the city are nearly all of them in the worst possible condition. Let anyone drive to-day along the Davenport-road adjacent to the city hall, or in the city, or along the Kingston-road or the Danforth-avenue, and they will find them altogether unfitted for the traffic that comes over them. The township council does not seem to be competent to provide proper roads; it seems to shift the responsibility on the city of providing an entrance by the three great arteries: namely, Dundas-street, over which there is a street railway track; and Yonge-street and Queen-street. Apparently the average township council will do nothing in the way of good roads unless it is forced to. We are sorry to say that even the municipality of Toronto Junction, with a population of over 500 people, is not able to maintain a proper roadway on Dundas-street. The township council of York for a few thousand dollars could bring the first concession east of Yonge-street—Bayview-avenue is its pretentious name—which ends at Cummer's Hill, underneath the Canadian Pacific on the side of the hill and into Rosedale; but the township council hitherto has refused to carry this out. The late E. A. Macdonald had the plans laid and saw the advantage of the improvement. The same township council is trying at the present moment to extend Gerrard-street from Greenwood-avenue to Coxwell-avenue at a cost of a few thousand dollars, and thus let traffic into the city under the subway near Pape-avenue and over the high-level bridges across the Don on Gerrard-street by the fall. But this, too, will apparently fail, as this same council has been trying to do this same thing for several years past, and always manages not to do it. The high-level bridge on Gerrard-street and the subway constructed at a very considerable cost east of it have practically been useless for the lack of this extension of Gerrard-street.

The consequence of all the foregoing is that traffic is forced down to Queen-street and has to cross the railways at the most expensive points. There is no comparison between the cost of a small and yet efficient subway like that on East Gerrard-street under the Grand Trunk and the long and more expensive subways that have to be built in the centre of the city like those on Queen and King streets.

The Bloor and Danforth high-level viaduct would not cost \$400,000, and once built it would give an uninterrupted roadway clear of railway crossings from Davenport-road in the west right over to the Kingston-road in the east, from six to seven miles in length. A high-level bridge at East Queen-street would let both the Grand Trunk and C. P. R. run underneath it and do away with two of the most dangerous level crossings that exist. A subway also must be built under the Grand Trunk and the Canadian Pacific along West Bloor-street, and Bloor-street would then be eight or ten miles long and give an uninterrupted approach to the city free of all level railway crossings. Another dangerous crossing of this class that must be removed at an early date is that on Yonge-street of the Canadian Pacific, where the traffic originating north of the city comes in. Some of these bridges or subways are of even more accommodation to the people outside of the city than to the people inside of the city, and therefore legislation ought to be provided that would apportion the cost fairly on all those interested. The roads of the township leading into the city are so bad that the legislature should establish some kind of a commission to do the work necessary in providing decent highways, as it seems to be utterly beyond the capacity of the township council.

The accident of Thanksgiving evening, has long been delayed, but its coming was inevitable. Still more disastrous accidents must come in the near future if some intelligent solution is not found for the condition of affairs described above. There is no need to congest the traffic of Toronto when a few comparatively cheap expedients will distribute it and save time, save life and aid the convenience of everybody.

There is no reason why traffic should any longer be forced south to Queen-street when it would if it could come in more naturally to the north end; why Queen-street should be congested from one end to the other, and why the business of Toronto should have a tendency to be concentrated to the south end of the city, at the corner of King and Yonge streets. The Bloor-street improvements that we suggest both to the east and west would let traffic from north of Bloor-street come along Bloor-street to any street it cared to come down, and in this way Spadina-avenue would be improved, the corner of Bloor and Yonge streets would become a prominent retail centre, and the Second and Third Wards, which we have always pointed out were more or less dead, would get an impetus of growth. The west end has had its full share of subways and bridges, and in consequence the west end is growing abnormally, making the city one-sided; and a just side has been neglected.

IS THIS A JOKE?
It looks like one, altho the city directory is not given to humor. But when one happens to run across this bit of information, it looks as if somebody had been fooling: "Trowell, John V., captain horse machines, 11 Cavvra-square."

A Filing Cabinet costs money, but if it saves time, it's worth it. "Ask Adams" about it. City Hall-square.

COLLAGE FLOWER SHOP 445 YONGE STREET.
Roses, Chrysanthemums and Violets at reasonable prices. Telephone orders receive prompt attention. Wedding bouquets and funeral designs a specialty. Phone 8-182.

WHAT YOU CAN SECURE.
You can secure complete protection for your family by a policy in the Confederation Life. An Endowment Policy is a money-saving device which has never been equaled. Interesting pamphlets sent on application to Confederation Life Association, Toronto.

Edwards Morgan & Company, Chartered Accountants, 11 Wellington Street East, Phone Main 105.
J. L. Troy, 52 East Adelaide, is offering very choice building lots at low figures: 8, Westmoreland-avenue; 35, Danforth and Bowden; 10, Pape-avenue; 22, Crawford-street; 40, Rose-dale.

SAWYER SUCCEEDS SHIELDS.
New York, Nov. 18.—(Special).—The directors of the Lake Superior Corporation have selected Willard N. Sawyer as general manager to succeed Cornelius Shields. Mr. Sawyer has been identified with the Carnegie and Tennessee Coal & Iron companies and is considered a very conservative manager.

Edwards Morgan & Company, Chartered Accountants, 11 Wellington Street East, Phone Main 105.
J. L. Troy, 52 East Adelaide, is offering very choice building lots at low figures: 8, Westmoreland-avenue; 35, Danforth and Bowden; 10, Pape-avenue; 22, Crawford-street; 40, Rose-dale.

Edwards Morgan & Company, Chartered Accountants, 11 Wellington Street East, Phone Main 105.
J. L. Troy, 52 East Adelaide, is offering very choice building lots at low figures: 8, Westmoreland-avenue; 35, Danforth and Bowden; 10, Pape-avenue; 22, Crawford-street; 40, Rose-dale.

Edwards Morgan & Company, Chartered Accountants, 11 Wellington Street East, Phone Main 105.
J. L. Troy, 52 East Adelaide, is offering very choice building lots at low figures: 8, Westmoreland-avenue; 35, Danforth and Bowden; 10, Pape-avenue; 22, Crawford-street; 40, Rose-dale.

Edwards Morgan & Company, Chartered Accountants, 11 Wellington Street East, Phone Main 105.
J. L. Troy, 52 East Adelaide, is offering very choice building lots at low figures: 8, Westmoreland-avenue; 35, Danforth and Bowden; 10, Pape-avenue; 22, Crawford-street; 40, Rose-dale.