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\$11,000

Central apartment house site; lot 20
146; large brick building on same.
H. H. WILLIAMS & CO.
38 King Street East.

PROBS: West and northwesterly winds
fair and very cold.

The Toronto World

SIXTEEN PAGES—SATURDAY MORNING JANUARY 6 1912—SIXTEEN PAGES

VOL. XXXII—No. 11,449

GARAGE

Solid brick building, 10,000 square
feet; central; will alter for a garage
and workshop; immediate possession.
H. H. WILLIAMS & CO.
38 King Street East.

700 IMPERIALS KILLED WOUNDED NEAR HANKOW

Were Evacuating the City—
Two Trains Destroyed—
Fighting May Be Resumed
To-day—Battle Near
Hwangpei—Imperial
Troops Concentrating at
Lanchow—Revival of Un-
easiness in Northern
China.

PEKIN, Jan. 5.—Seven hundred Imperial troops are reported to have been killed or wounded Thursday in a battle near Hankow, Province of Hupeh, with the revolutionists. The Imperial forces were evacuating the city when two of their trains were destroyed. From these trains 1000 troops, independent of their commanders, were making an effort to return to Hankow. The revolutionists, however, attacked them vigorously, inflicting heavy loss. This information reached Peking to-day in a consular report from Hankow. The report added that there was a conference in Hankow to-day between the imperialists and revolutionists, but that no agreement was reached.

May Resume Fighting.
It is believed here that the fighting will be resumed to-morrow. Government reinforcements are being rushed toward Hankow over the Tien Tsin Peking Railway. The Imperial commander reports a battle near Hwangpei, a short distance north of Hankow.

The 3000 Imperial government troops, who were ordered from Pootung and Shih-Kai-hwang to assist in the suppression of the mutiny of Chinese troops at Lanchow, arrived there yesterday evening. There was considerable fighting in the city during the night. The telegraphs were cut and the small trains suspended until noon to-day.

Reassuring Report From Lanchow.
The commandant at Lanchow, telegraphed to the legations in Peking to-day that only a portion of the 20th division of the Imperial army created the recent trouble. The mutineers have since been subdued and punished, and order has been completely restored. There is, he says, no cause for further alarm. The train service and the telegraphs are resuming immediately. The mutineers, the commandant declared, forced his men in sending telegrams to the foreign legations and the consuls.

The Imperial government troops are now concentrating at Lanchow for the purpose of maintaining order and making preparations to meet a possible landing of revolutionists from Canton. Unrest in Northern China.

There is a marked revival of uneasiness in Northern China. The Imperial government is circulating full reports of the negotiations with the rebels at Shanghai, showing that the revolutionists resent the premier's determination not to accept Tang Shao Yi's arrangements in regard to the national convention to decide on the future form of government in China.

Yuan Shi Kai and Wu Ting Fang, realizing that telegraphic negotiations are unsatisfactory, are now trying to persuade each other to visit the rival camps.

A Gorgeous Pageant

CALCUTTA, Jan. 5.—King George and Queen Mary to-day witnessed a great pageant in their honor. There were two processions—Mohammedan and Hindu—in which there were fifty elephants, hundreds of camels and horses and elaborate state cars. Many of the contingents had retainers equipped with ancient weapons. There was a gorgeous display of jewels. Hundreds of thousands of natives gave their majesties an ovation.

NOT SEEKING TO STOP SUNDAY MILK DELIVERY

Rev. Mr. Rochester Corrects
Wrong Impression—Reported In-
tention Stirred Up Protests.

Some of the city papers have got in wrong with Secretary Rev. William Rochester of the Ontario Lord's Day Alliance, by attributing to him a proposal that Sunday milk delivery should be abolished. "Of course," as Rev. Mr. Rochester remarked to The World last night, "we have not suggested anything of the kind. We recognize just as much as any other body of citizens the need of an adequate and sanitary supply of milk every day of the week, and we have not raised the issue of Sunday deliveries. Our point is that we have received complaints from employees of milk firms that they have to work seven days in the week. What we desire is to prevent this and to secure one day's rest in seven for the men employed in the milk business."

Charles Potter, managing director of the City Dairy, objected vigorously yesterday to the idea of Sunday milk delivery being prohibited. "It doesn't suit Toronto at all," he said. "The greater portion comes by railway and we must have a surplus for Monday. In Ottawa, where there is no Sunday delivery, all the milk is brought in by wagons. But the principal objection is that people who do not take ice and have babies to feed have no means of taking care of the milk from Saturday until Monday morning."

Dr. Hastings not only condemned the reported proposal so far as Toronto was concerned, but declared for double delivery on Sundays and every day in the week during warm weather. "It would be a much greater safeguard," said Dr. Hastings, "for those who cannot afford to take ice if there were two deliveries."

FROM WINDOW TO DEATH.

Having fallen or jumped from the second storey window of his room in the Prince Rupert Hotel at Queen and Parliament-streets, Joseph McClurkin, who had registered there as of Guelph on Thursday night, was picked up early yesterday morning. He was dressed only in his under shirt and trousers. He died before a doctor arrived, and the body was removed to the morgue, where an inquest will likely be opened to-day.

Chief S. Slamin's Thanks.
Charles Slamin, chief of police, Brantford, desires to thank friends for congratulations on his receiving the King's medal.

Judge Winchester Better.
Judge Winchester was unable to be present at Friday's session of general sessions court, owing to a severe cold. His honor believed last night, however, that he would be able to be on the bench this morning to sentence, to-day being sentence day.

CAR TURNED SOMERSAULT DROPPED FIFTY-FIVE FEET

Four Fatally and Another Seriously Injured in
Trolley Accident at Cincinnati—Car Leaped
From Bridge to Pavement of Street.

CINCINNATI, O., Jan. 5.—Four persons were fatally injured while another was seriously hurt to-night when a South Bellevue-street car jumped from the central bridge, which connects the city with Newport, Ky. The car landed on Front-street after turning a somersault in its drop of fifty-five feet to the pavement below.

The fatally injured are:
Harry Weesling, Newport, Ky., conductor of the car, skull fractured and internally injured; Benton Schroll, secretary-treasurer of the Central Bridge Company, Newport, Ky., skull

SHIPPING STRIKE AT BOSTON SERIOUS

2800 Longshoremen Left Work
— Steamers Held Up and
Agents Threaten to Seek
Other Ports — Efforts to
Gain Compromise Are Fruit-
less.

BOSTON, Jan. 5.—With wharves piled high with merchandise, loaded steamers arriving with no hands to unload the freight, partially empty steamers sailing and agents contemplating turning their boats toward other ports, the longshoremen's strike for a ten-cent increase in wages assumed a serious aspect to-night, so far as Boston's foreign commerce is concerned.

It is estimated that 2800 men left work at midnight and, despite the efforts of the city and state officials, who held several conferences with the steamship agents and the union leaders, the strike at sunset showed no signs of breaking up. It was even intimated that it might extend to the freight handlers, who take care of the cargoes of coastwise steamers, but this evening these men were still at work.

With the stroke of midnight Thursday the men ceased work. The steamer Devonian had her grain on board, but 30 carloads of merchandise remained on the dock. She sailed with half her cargo at noon to-day for Liverpool. The Cambrian is scheduled to sail for London on Sunday, but will have only a few tons on board. The Loterdijk arrived to-day from Rotterdam and will probably be ordered to Philadelphia to unload, while the Galileo is expected to-morrow from Hull and will also be diverted. The Michigan which is in port from Liverpool, may be unloaded by Italians.

Mayor Fitzgerald, Chairman Bancroft, of the newly created dock commission, and President Smith of the chamber of commerce, were active during the day in an effort to bring about a compromise by conference with foreign steamship agents and union officials.

It was stated by the longshoremen's union leaders that they were willing to submit the claims to arbitration, but did not care to have the state arbitration board act. On the other hand, the steamship companies asserted that the men had left work without notice and that overtures looking to a settlement should come from them.

TRANSFER OF INDIAN LANDS WAS INVALID

Commission of Enquiry Finds St.
Peter's R. serve Indians Tricked
by Late Government.

OTTAWA, Jan. 5.—(Special).—Word was received in the capital to-day from Winnipeg to the effect that the commission appointed by the Manitoba Government of the St. Peter's reserve, near Winnipeg, had declared the transfer of the property from the Indians to other parties to be invalid.

The first objection to the sale was taken by Geo. H. Bradbury, Conservative member for Selkirk constituency, in which the reserve is so called. He contended in the house that the Indians had been tricked of their lands, which had been allowed to fall into the hands of speculators.

Hon. Frank Oliver, in defending the sale, said that all the provisions of the law providing for the sale of Indian reserves, had been strictly adhered to and that the Indians had no cause for complaining. Of the three commissioners named by Manitoba to conduct the enquiry, all of whom are judges, two agree with the member for Selkirk, while the third upholds the contentions of the former minister of the Interior.

The commissioners reporting against the validity of the transaction, find that the Indians, as wards of the government, were not legally qualified to dispose of the land. They also find that the vote was not properly taken, a majority of the Indians not having declared in favor of disposing of the lands.

The whole matter is complicated by the fact that the land purchased from the Indians, has been sold and resold, and the Manitoba Government declines to issue title. A portion of the land of the Indians which occupied the reserve, has been moved to another reserve at considerable cost.

Pending the receipt of the full report, Hon. Robert Rogers, minister of the Interior, declined to make any comment, and the officials of the Indian department were equally reticent.



MAISTER JAFFRAY: John, I've Been Lockin' at Your Bit Bookie wif the Pictures Taken From the "John Ross Robertson Collection," But if Ye'll Stick wif me I'll Put ye in Yon Gallery o' Celebrities That I've Made.

The World's Leap Year Baby Mugs

As was stated in a recent issue, The Toronto World will present a beautiful silver birthday mug to every baby born in Ontario on the 29th of next February. These children will only have an anniversary once in four years, and it is fitting that their first birthday should receive some special recognition. There are so conditions or entrance fees attached to the award, the only regulations to be observed are as follows:

- 1.—Only babies born in Ontario are eligible.
- 2.—Babies must have been born between the hours of 12.00 midnight February 28, and 12.00 midnight February 29.
- 3.—The entry for the award must be made by filling out the coupon which will be found printed in another portion of the paper.
- 4.—The date and hour of each child's birth must be vouched for, in the place indicated on the coupon, by the attending physician.
- 5.—Entries not made on printed coupon will not be considered.

Something more about this award will appear in The World from time to time. Questions addressed to the Silver Mug Department will be answered.

No Navy Bill This Session

OTTAWA, Jan. 5.—(Special).—The government will not bring down any navy bill this session and no announcement of policy will be forthcoming; this may be stated to-night definitely. The failure of the former government to act in regard to the several tenders put in for the construction of a Canadian navy, and the return of the deposits to the tendering firms by the present government, clearing the way for an entirely new start. This will not be made until after the promised conference between the government and the British admiralty, which is not likely to take place till after prorogation.

SHIPMENT PERCENTAGE DECIDED BY BALLOT

Documentary Evidence in Support
of Charge Against the
Packers' Pool.

CHICAGO, Jan. 5.—Documentary evidence in support of the government's charge that the practices of the old packers' pool in fixing the price of fresh meat by means of a system of profit margins and apportioning the business on a non-competitive basis, were continued after the organization of the National Packing Company in March, 1903, was read to the jury to-day in the trial of the ten Chicago packers under indictment for criminal conspiracy in restraint of trade.

The government brought the operations of the alleged illegal commission down to within seven months of the period covered by the indictment. The information was furnished by J. H. Pratt, an employee of Armour & Co. for more than twenty years, and at one time assistant manager of the dressed beef department. He testified to having attended meetings of the old pool between 1896 and 1902, at which he said percentages of shipments to different markets were decided by ballot, and the profit of margin was determined by agreement among themselves.

Three of the letters bore notations in pencil of the shipment percentages and profit margins. The witness positively identified the handwriting of Arthur Meeker and said he was almost certain the other memorandums were written by E. J. Ogden Armour and Thomas J. Connor.

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FATAL CAR ON FIRST TRIP OF DAY

Evidence at Resumed Enquiry
Into Christmas Eve Disaster
Showed That Motorman
Moore Lost Six Minutes Thru
Changing Cars — Manager
Fleming on Stand.

When the inquest into the street car accident of Christmas Eve was resumed at the morgue last evening, it was learned from Christopher Noble, street car inspector, that the fatal car was making its first trip of the day, the one Motorman Moore had been previously operating having been taken into the barns when he went east forty minutes before. It was in changing cars that six out of the seven minutes' time was lost. R. J. Fleming was also cross-examined for over an hour regarding the system in general.

Inspector Noble hesitated very much before answering some of the questions put by the crown, and the general manager was non-committal in many points, saying that those under him were better qualified to speak on many matters.

Arthur Blaney, 62 Herbert-street, who, with his wife and child, were close to the front of the car all the way from the beach to St. Lawrence-street, was also placed in the box, and testified to the actions of Motorman Moore as the car descended the grade east of the Don bridge. The case was finally adjourned until next Tuesday evening.

Told to Close Switches.

Noble said that the motormen were instructed to close all switches immediately after using them and that they are expected to slow up when nearing intersections.

"How are these rules conveyed to the motormen?" asked Crown Attorney Grear.

"By the motorman who trains the new men," answered witness. "Are these instructions or rules in printed form?" "Not that I know of." Noble said he had been in the employ of the railway for twenty years. "Have you ever known those rules to be printed and circulated amongst the men or tacked to the walls of the barn?" "No."

"Then for twenty years the motormen operating Toronto cars have only been verbally made aware of these rules?" "Yes."

The witness was questioned by Crown Attorney Graham on the definition of "switch" and "intersection." He said that there was no difference as there would be no need of a switch where there was no intersection.

Inspector Noble was on the fatal car from Leslie-st. to Broadview-ave. and knew that Moore was seven minutes late, but said nothing about it to him, as Moore had changed cars at the barn and in that way lost time.

Air Brake All Right.

Mr. Noble said that the tracks were in good condition on that night and that Moore was using the air brake while he was on the car and so far as could be seen it was working in first-class order.

The witness and Alexander Macdonald, who testified a week ago, said that the switch at the corner of St.

Continued on Page 7, Column 5.

POSTAL SUPERINTENDENT ROSS WILL LIKELY LEAVE SERVICE

He Has Obtained Six Months' Leave of Absence,
But, Report Has It, He Will Not Resume
Official Duties — Numerous Rela-
tives Hold Civil Service Offices

Supt. George Ross of the Dominion Postal Service has been given six months' leave of absence. The official reason given as sickness, and an application for the six months off was made in due form by the recipient.

According to current rumor, however, the leave of absence is a step towards the superintendent's retirement on the usual pension allowance, he having been in the service for a number of years.

It is also reported that the extensive suite of rooms in the Toronto General Postoffice, occupied by Mr. Ross as a family residence, will be required at an early date to meet the increasing demands of the Toronto postal service for office space. The office has, in addition to the well lighted and heated suite of rooms at the Toronto office, carried with it a salary of \$4000 a year and traveling expenses, Relatives Hold Civil Service Offices.

Supt. Ross is also identified with the public service, by the positions held by other members of his family. His son John C. is postoffice inspector at North Bay, with a salary said to be \$1500. Another son is a clerk in the Toronto Customs House and another in the Ottawa Printing Bureau. His son-in-law, who had other work in summer, has been a temporary clerk each winter in the Toronto postoffice. Supt. Ross' brother, who lives in Hamilton, has had the contract for building mail wagons and repairing postoffice trucks.