

10,000

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20 Victoria Street

TWENTY-SEVENTH YEAR

THE TORONTO WORLD  
FOURTEEN PAGES—TUESDAY MORNING NOVEMBER 13 1906—FOURTEEN PAGES

TEETH Oct. 1st to 15th. A full set of English Teeth worth \$3

C. A. RISK, Dentist  
S. E. corner Yonge and Richmond Sts.

ONE CENT

### CARS RUN MID EGG SHOWER CASUALTY LIST LARGE POLICE TARGETS

#### Cataract Power Company Makes Attempt to Resume Service, But Only Passengers Are Law Guardians—Strikers Issue Statement

Hamilton, Nov. 12.—(Special.)—There was a great mob on the scene this afternoon near the corner of King and James-street during the two hours that the street cars were operated. The police appeared to be utterly unable to cope with the situation, for, although the cars were stoned and rotten-eggged, about all the police did was to take the names of two boys, Jack O'Brien, Bay and Cannon-streets, and Archie Ralston, No. 255 North East-avenue.

It is probable that the militia will be required. Tho' not serious, the list of casualties is very long. Chief Smith and Sergeant-Major Prentice were both hit by eggs, and there was hardly a policeman on duty who did not get a cut or a bruise. Windows in several cars were broken, with rotten eggs and rocks.

The York-street car fared the worst. Every window in it was broken, and the motorman was dragged out. One of the strikebreakers, who acted as a motorman, had his eye cut.

The cars will start out early Tuesday morning again and will be operated until 5 o'clock in the evening.

The company pulled 17 cars out of its barns at 2 o'clock, eight from the King-street, and nine from the Locke-street barns. Each carried, in addition to the strike-breaking crews, a constable in uniform, and a detective. No other soul rode on the cars from the time they started at 3 o'clock until they were stopped at 5 o'clock. The police officers did not arrive promptly at the barns, and the crews waited for them. In the meantime small crowds gathered around the barns and shouted in derision.

Board May Intervene. The Ontario Railway and Municipal Board arrived in the city this morning. The strikers would not ask the board's aid.

Continued on Page 2.

### THIEF KILLS SHERIFF

#### Surprised at Work, Fires One Shot and Escapes

Poughkeepsie, N.Y., Nov. 12.—Deputy Sheriff Eugene Cribley of Dover Plains, N.Y., surprised a burglar at work in the office of the meat market of L. L. Colligan late to-night. When the deputy entered the office the burglar pulled his revolver and fired one shot, the ball puncturing the right lung of the deputy, killing him instantly. The burglar disappeared immediately without any plunder. There is no clue to his identity. Cribley leaves a wife and four children.

### OLD LADY BURNED

Cornwall, Nov. 12.—(Special.)—Mrs. Duncan Grant, aged 80, was burned to death at her home, east of Glen Donald, Glengarry County, Sunday night. The old lady, who has been blind for some time, was left alone about 6 p.m. when a girl went to the barn about 5 p.m. On her return the girl found the house in flames and the old lady lying on the floor.

Smoke Taylor's La Voila Cigars 100 Theatre tickets. Get good seats—Rosh House news stand. Phone M. 886.

Kay's hardwood flooring is thoroughly kiln dried, and is guaranteed to be the best in laying and finishing.

### TO-DAY IN TORONTO.

Nov. 13.  
Dr. Sheard addresses Household Economic Association, Normal School, 2 p.m.  
The bounds, the Pines, 3.  
Press Club, St. Charles' Cafe, 6.  
Toronto Dental Society, St. Charles' Cafe, 6.  
Reliefers' meeting to discuss Bloor-street bridge, Danforth Hall, 8.  
City Mission, annual meeting, Chalmers' Church, 8.  
Sixth Ward Conservatives, Brockton Hall, 8.  
Knock College Missionary Society, annual meeting, 8.  
Caledonian Society, St. George's Hall, 8.  
Armed N. Veterans, Occident Hall, 8.  
St. George's Society, Occident Hall, 8.  
George's Hall, 8.

Edwards, Morgan & Company, Chartered Accountants, 26 Wellington St. East. Phone Main 1183.

At Kay's you can buy flat-top desks in Golden Oak, weathered oak or mahogany, at most reasonable prices 36 King Street West.

Protection and Assurance. Guarantee bonds issued for the protection and assurance of those filling positions of trust, trusted officials bonded for financial institutions, associations and business concerns. The class of business. Absolute reliability. The London Guarantee & Accident Co. (Address: Canada Life Building, Phone Main 1642.)

There are over 30,000 Dalys used in Canada. Have you one of them? Cluff Bros.

Hunter Cigar, the smooth smoke, 10c Smoke No. 7, very cool. Try it and you will have no other. Alve Sollar &

### HOW TO GET A DIRECT TELEGRAPH SERVICE TO COBALT.

The public are asked to believe that public grievances can only be remedied by more law. The World has long held that nearly every grievance can be corrected by existing law, if the men in charge of public affairs had the courage to enforce it or avail themselves of any other legal or constitutional argument at their disposal. For instance, we don't know that there is any law at present on the statute book which would compel the Great North Western Telegraph Co. to give direct connection with the Ontario government telegraph service at North Bay, where the two systems meet. As The World pointed out yesterday, all messages between Toronto and Cobalt have to be unnecessarily copied at North Bay, carried out of one office into another and then re-sent and re-copied at destination at a great loss of time. But we imagine if Hon. J. P. Whitney sat down and wrote a letter something like the following the direct connection would be effected the next day. Mr. Whitney's letter would be somewhat of this character:

President of G.N.W. Telegraph Company; President Canadian Pacific Telegraphs: Dear Sir: I find there is great delay in the transmission of Toronto-Cobalt telegraph messages by reason of the absence of a direct connection between our system and that at North Bay. The public not only have their messages delayed, but they have to pay 25c to each company for a message of ten words carried 330 miles, or 50c in all, which is twice the rate to Montreal, for about the same distance. This seems to me to be bad business for all parties and to be an unnecessarily high charge; and this toll could certainly be cut down if there was a direct connection between the two lines at North Bay and only one sending operator and one receiving operator employed in the transmission. I take this opportunity of intimating to you that my government is prepared to make a direct connection of its system with yours and to join you in reducing the cost of messages to a reasonable figure. Yours with profound respect, James P. Whitney, Prime Minister of Ontario.

P.S.—Kindly let me have your reply by return mail and before I send to the printers our final draft of a bill we intend bringing in at the approaching session of the legislature dealing with the taxation of telegraph companies.—J. P. W.

### PRESIDENT MADE \$4200 WITHOUT A PERSONAL PAYMENT SELLING BANK'S SHARES

#### Evidence Given that Mr. Cockburn Entered into a Profitable Transaction When New Stock Was Placed on Market—Dividends Paid Interest on His Call Loan.

The discovery that President Cockburn netted a personal profit of \$4200.30 thru purchasing two blocks of Ontario Bank shares, and reselling the stock to the bank, was the somewhat startling disclosure of the proceedings yesterday afternoon in the enquiry into the charges against Manager McGill.

Hon. A. B. Morine was the central figure of the day, coming for the first time into prominence in the role of inquisitor. As an associate of Mr. Bicknell in the process of examining the books, and preparing the special exhibits, Mr. Morine had heretofore remained in the background. But it was different for the space of 20 minutes or thereabouts yesterday. Armed with some significant facts gleaned from the bank's head office ledger, his incisive clear-cut questions brought speedy confirmation and more besides.

In November of 1900, and again in May of the following year, Ontario Bank issued a new allotment of stock in the ratio of one share of new to three of the old. President Cockburn bought of the share, also did Director A. S. Irving. Mr. Cockburn's total purchases were 278 shares, which, at 120, the issue price, represented \$33,360. But, so Mr. Langton testified, no cash was paid, neither was there any security given. Instead, the deal was conveniently engineered thru having the call loan put thru the Yonge-street branch of the bank. Nor was

the president called upon to pay any interest; the dividends on the stock, if it was arranged, should cover that item.

Witnessed to Bank. Mr. Cockburn retained his holdings till 1903. Meanwhile they had appreciated in value. In March of that year he unloaded, not on the public, but on the institution of which he was the head, getting 124 3/4 for half his stock and a point higher for the other block. He received \$27,240.

Mr. Langton assented to the suggestion of Mr. Morine that the president "ran no risk whatever," as the official guarantee fund would have, he said, made up any loss thru depreciation in the stock. The magistrate professed himself unable to see the situation in this light.

Other Developments. Among the other incidents of the day's enquiry was the statement of Mr. Langton that the head office of the bank had never been inspected while he was with the bank, and that the report of the annual meeting of May, 1900, setting forth that there had been inspection, was, therefore, false. This was also elicited by Mr. Morine, who also laid particular stress upon the items of \$145,000 and \$50,000, which appeared in the statement given to the directors by Mr. McGill as representing sound securities, whereas, he stated, the former stood for a speculative account, and the latter for a \$50,000 debt to Denny & Co., the New York brokers.

The production of a cipher message from McGill to O'Leary, Morgan & Co., which Langton had refused to sign, was an interesting feature.

Mr. Morine has reserved the right to call Mr. Irving, who will probably again be on the stand to-day. Chas. Holland, general manager before Mr. McGill, will also be asked to give evidence.

There was some delay in adjourning owing to the readjustment of bail. It was arranged that P. C. Larkin should be surety for \$1200; John McGill \$600, and J. W. T. Fairweather \$700 on both charges in each case. The enquiry resumes at 11 a.m. to-day.

Directors Present. At the outset of the morning's enquiry, the crown attorney remarked

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### Cobalt's Ore Shipments For Last Nine Months

#### Up to the End of September Government Records Show Export of \$1,600,000 in Silver—Cobalt, Nickel and Arsenic Also Sent Away in Valuable Quantities.

The details of shipments forming the output of the silver-cobalt mines of the Cobalt region have just been issued by the bureau of mines for the nine months ending Sept. 30 last.

The cobalt, nickel and arsenic contents of the shipments are to some extent estimated, since the purchasers of ore in most cases pay nothing for these constituents, and no assays for them are made.

The fact remains, however, that for the nine months there has been shipped 2,542,827 ounces of silver, worth \$1,609,554, and in October 1120 tons additional ore has been shipped. Averaging the price of this 1120 tons at the same rate as for the 2598 tons shipped in the preceding nine months it would come to close on \$800,000, or, say, a total of \$2,400,000 in round figures for the ten months of 1906.

The figures for the Cobalt shipments are as follows:

Quantity.	Value.	
Ore mined, tons.....	138	110,400
Ore shipped, tons.....	2,965	16,560
Silver in ore shipped, ounces.....	2,542,827	\$1,609,554
Cobalt in ore shipped, tons.....	138	110,400
Nickel in ore shipped, tons.....	69	16,560
Arsenic in ore shipped, tons.....	691	13,830
Total for nine months.....		\$1,760,844

The output of other metalliferous

### CAN'T GET AT HIM



THE "COUNTRY": "He stole my fruit all right—but he's right in with the watch dog."

### HALF A HUNDRED KILLED IN WRECK OF IMMIGRANT TRAIN MANY CREMATED IN RUINS

#### Second Section of Passenger Train on B. & O. Railway Crashes at Full Speed into Freight, Engineer of Which Was Not Notified to Be on Guard.

Chicago, Nov. 12.—More than one-half the passengers on an emigrant train on the Baltimore and Ohio railway were killed and injured in a collision to-day between the passenger and a freight train near Woodville, Indiana.

One hundred and sixty-five passengers were on the train. Forty-seven were killed and another eight were burned to death in fire, which broke out in the wreckage immediately after the collision. The names of all the dead probably never will be known.

Number of Passengers..... 145  
Killed outright..... 47  
Cremated in ruins..... 8  
Injured..... 38  
Escaped unhurt..... 80  
Freight train collides with second section of immigrant train on B. & O. railway. Engineer of former not aware that passenger train was running in two sections.

as 45 of the bodies were consumed in the flames or were so badly burned that identification will be out of the question.

Thirty-eight persons were injured and several of these will die. Eighty others escaped unhurt, but lost nearly all their baggage and clothing.

The disaster was caused by a blunder of a railroad employe. The passenger train, which was loaded with Russian Jews, Servians and Poles, all of them recent arrivals in America, and bound for Chicago or places northwest, was the second section of a thru train from Baltimore. The engineer of the freight train, on instructions received at McCook, Ind., waited at a siding at Woodville, to allow the immigrant train to pass.

One report is that the engineer of the freight train had not been informed of the collision.

### CHEAP POWER FOR BROCKVILLE COMMISSION NAMES FIGURE

#### Twenty-five Dollars Per h.p. for 1,000 h.p. is Estimate, and If Prescott, Gananoque and Kingston Join This Will Be Reduced to Twenty Dollars.

Brockville, Nov. 12.—(Special.)—"I am instructed to advise you that the commission have obtained such tenders as will enable them to give you an estimate for power as follows: 100 h.p. at \$25 per h.p., including 30-year sinking fund."

So writes Archibald V. Bax, secretary of the hydro-electric power commission, to Brockville's municipal clerk in reply to an application for figures on 100 and 1000 h.p. ready for distribution. No figures were quoted for 500 h.p., but it was pointed out that should Brockville induce Prescott, Gananoque and Kingston to co-operate, the estimated price would be reduced to at least \$20 per h.p. These prices cover a 24-hour continuous power.

The matter will be taken up and discussed at the next meeting of the Brockville Town Council, together with another proposition for transmitting electric energy to this place, which Mayor Stewart hopes to have in shape by six miles west of Ogdensburg on the American shore and six miles east of Morrisstown, a thriving village, across the line from here, on the frontier, also an expensive plant is being installed for the development of large peat beds. It is proposed to transmit electric power there from Hannawa Falls, which at present supplies Ogdensburg. Mor-

### BATTLE ROYAL OVER COAL VAN HORNE AND COX OUT OTHERS MAY FOLLOW

#### Conference Between Conflicting Elements of Coal and Steel Takes Place Wednesday—Jas. Reid Wilson Issues Elaborate Statement.

Montreal, Nov. 12.—(Special.)—Sir William Van Horne has resigned from the directorate of the Dominion Coal Co. as a protest against the termination of the contract with the Dominion Steel Company for the supply of coal to the latter without the directors of the company being consulted. Sir William is also a director of the Dominion Steel Company.

It is also stated this evening that Hon. George A. Cox, who will reach here to-morrow, will follow Sir William Van Horne's example, and retire from the coal company's directorate. And other directors may follow.

The following are the directors of the two companies:

(Steel: J. H. Plummer, Hon. L. J. Forgest, Hon. R. MacKay, Wm. McMaster, Sir Wm. Van Horne, Hon. G. C. P. Brien, Hon. J. J. Foy and Col. Matheson.

(Coal: J. H. Plummer, Hon. L. J. Forgest, Hon. R. MacKay, Wm. McMaster, Sir Wm. Van Horne, Hon. G. C. P. Brien, Hon. J. J. Foy and Col. Matheson.

Continued on Page 5.

### WARSHIPS FOR TANGIER

#### Gibraltar, Nov. 12.—The British Atlantic fleet is to leave here for Tangier.

In conjunction with a French fleet of warships it will engage in a demonstration in Moorish waters.

The British warships were provisioned to-night on very short notice.

### SNOW FLURRIES

#### Lower Lakes and Georgian Bay—Strong north to northwest winds; mostly fair and cold, with local snow flurries.

### THE BAROMETER

Time.	Bar.	Ther.	Hum.	Wind.
8 a.m.	30.1	34	23.43	W.N.
Noon	30.1	37	23.43	W.N.
2 p.m.	30.1	37	23.43	W.N.
4 p.m.	30.1	34	23.43	W.N.
10 p.m.	30.1	31	23.43	W.N.
Mean of day, 35; difference from average 2 below; highest, 35; lowest, 30; rain and snow, 10.				

### STEAMSHIP ARRIVALS

Nov. 12	At	From
Norman	New York	Rotterdam
U.S.	New York	Copenhagen
Kronland	New York	Antwerp
Hungarian	Quebec	London
Sicilian	Glasgow	Glasgow
Catpote	Boston	Antwerp
Columbia	Boston	Antwerp
C. P. Brien	Christiana	New York
Blecher	Hamburg	New York
Trave	W. der G.	Quebec
Stamendam	Rotterdam	New York
Halla	Naples	New York
Kaiser W. der G.	Cherbourg	New York
Koenigen Luise	Genoa	New York
Baltic	Cape Race	Liverpool

Nov. 13. At 1 p.m., to Prospect Cemetery, Friends and acquaintances please accept this intimation. Hamilton papers please copy.

DUNCAN—At his late residence, 11 Rowanwood-avenue, Toronto, early on Monday morning, the 12th November, 1906, D. J. Russell Duncan, C.E. (late of 28 Victoria-street, London, Eng.), of the firm of Reading & Duncan, consulting engineers, Toronto.

Funeral on Tuesday, the 13th, at 3.30 o'clock, interment in Mount Pleasant Cemetery.

ELDRIDGE—On Monday, Nov. 12th, 1906, suddenly, at his late residence, 40 Fox-street, William, husband of the late Martha Eldridge.

Funeral from the above address, on Wednesday, Nov. 14th, 2 p.m., to Prospect Cemetery. Friends and acquaintances please accept this intimation. Ottawa papers please copy.

McLAUGHLIN—On Sunday, the 11th November, 1906, at his late residence, 905 Queen-street, Edward McLaughlin, in his 61st year, dearly beloved husband of Helen McLaughlin.

Funeral will leave his late residence at 9 o'clock, to St. Mary's Church, thence to Mount Hope Cemetery.

MURRAY—On Nov. 12th, at his late residence, 41 Mercer-street, Andrew Murray, in his 84th year, beloved husband of Helen Murray, thence to St. Michael's Church, at 9 o'clock, to St. Mary's Church, thence to Mount Hope Cemetery.

Funeral will take place Wednesday evening, 8.45, to St. Patrick's Church, thence to St. Michael's Church, at 9 o'clock, to St. Mary's Church, thence to Mount Hope Cemetery.

SHICHER—At 83 Sherbourne-street, on Nov. 12th, 1906, Arthur Spicer, aged 62 years, beloved husband of Mary Spicer, thence to St. James' Cemetery, Private.

### ONTARIO NEVER CLAIMED PORTION OF KEEWATIN TILL A YEAR AGO

#### Premier Roblin Submits Supplemental Memorandum on Claim to Wider Boundaries—Laurier Gives No Word of Hope to Three Premiers.

Ottawa, Nov. 12.—(Special.)—The conference respecting the extension northwards of the boundaries of Ontario, Manitoba and Saskatchewan was held this morning and concluded shortly after noon. Representatives of the three provinces submitted their case in writing and Sir Wilfrid Laurier replied that he and his colleagues present were a sub-committee of the cabinet, to which they would report. He gave no intimation of policy.

Premier Whitney, with Attorney-General Foy and Treasurer Matheson, represented Ontario. Premier Roblin, Attorney-General Campbell and Hon. Robert Rogers represented Manitoba. Hon. Walter Scott and Attorney-General Lamont are here for Saskatchewan.

These representatives were received by Sir Wilfrid Laurier, Hon. A. B. Aylesworth and Hon. Frank Oliver. The Province of Manitoba, as stated in its published memorandum, wants all the territory of Keewatin, and gives a number of arguments in support of the same.

The representatives of Saskatchewan ask for everything north of the Nelson River and presented a memorandum to this effect.

Ontario's Approval. To-day Manitoba presented a supplemental report. The report holds that in the Keewatin Act of 1876 the intention was to place the administration of affairs in Manitoba thru the medium of the lieutenant-governor until the true boundaries of Ontario were ascertained. The memorial then notes the enlargement of the province in 1881, which caused the dispute with Ontario. In this dispute the government and legislature of Ontario expressly approved the inclusion of Keewatin within the boundaries of Mani-

Continued on Page 2.

### WHITNEY AFTER SUBSIDY FOR GOVERNMENT RAILWAY

#### Finance Minister Promises to Give Matter Attention

Ottawa, Nov. 12.—(Special.)—Premier Whitney, the Hon. J. J. Foy and Col. Matheson saw the Hon. W. S. Fielding, minister of finance, to-day, regarding the double subsidy of \$8400 per mile for the Ontario and Temiskaming Railway.

Mr. Fielding promised to give the matter his consideration.

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Kronland	New York	Antwerp
Hungarian	Quebec	London
Sicilian	Glasgow	Glasgow
Catpote	Boston	Antwerp
Columbia	Boston	Antwerp
C. P. Brien	Christiana	New York
Blecher	Hamburg	New York
Trave	W. der G.	Quebec
Stamendam	Rotterdam	New York
Halla	Naples	New York
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