$16,000
Beautifully located, overlooking Rosedale Ravine; detached corner, 14 rooms, every improvement.
H. H. WILLIAMS, 10 VICTORIA ST

The Toronto World.

PERFORATED RUBBER MATS
For Public Buildings, Warehouses, Offices and Private Residences. Made in any shape and letter as desired. Unaffected by heat, cold or dampness. Manufactured by
THE GUTTA PERCHA & RUBBER MFG. CO. OF TORONTO, LIMITED.

TWENTY-FIFTH YEAR — TEN PAGES—WEDNESDAY MORNING OCTOBER 5 1904—TEN PAGES — ONE CENT

Senate Reading Room
1904—109
SENATE PO

LET CANADA OWN ACROSS-CANADA LINE
MESSAGE OF BORDEN TO TORONTONIANS

Immense Gathering at Massey Hall Listens Attentively to Extended and Lucid Exposition of Conservative Policy.

FOR THE PEOPLE TO DECIDE OWNERSHIP OF THE G.T.P.

Stands for Extension of Intercolonial to Georgian Bay, Adequate Protection of Industries and Active Preferential Policy.

Toronto warmly welcomed R. L. Borden, leader of the opposition, last night. With the gathering in Massey Hall the campaign in Ontario was inaugurated and no one should doubt that the heart of the metropolis of Ontario beats true to the Conservative cause. The gathering was large, orderly and responsive to the speakers. The body of the house was entirely filled with men, but in the balcony and boxes there was a gathering of wome nthat must have convinced the Conservative leader that it is time for a change in respect to the disposal of the franchise.

Those in charge of the arrangements showed commendable regard to the fitness of things in the decorations. The battle-cry Mr. Borden gave to the Conservatives, "A government owned railway, not a railway owned government," was stretched across the stage, which was heavy with flags. The pipe organ was covered with appropriate ornamentation, the crown, the beaver within a crescent of maple leaves, and a small bust of the late chieftain of the party, Sir John A. Macdonald, being the centrepieces. Two large Union Jacks were draped from corners of the organ. Under its graceful folds was the familiar bulldog and the words "What we have we hold." Around the galleries there were streamers with the following inscriptions: "What we want we'll make," "Protect labor and industry," "Welcome to our leader," "Canada for the Canadians" and "Home markets for the farmers."

From 7 to 8 o'clock the band of the 48th Highlanders succeeded in arousing the greatest enthusiasm by rendering appropriate selections. Popular Scottish airs were rapturously applauded, as well as the vocal "Scots wha hae," by several of the band; but when "The Maple Leaf" and "God save the King" were given there was a tremendous shout of approval.

Dr. Nesbitt in the Chair.

When Dr. Nesbitt, the chairman, appeared at the head of a line of distinguished Conservatives, including in this order, R. L. Borden, J. P. Whitney, E. B. Osler, Hon. George E. Foster, A. E. Kemp, Rev. Dr. Wild and W. R. Brock, the audience burst into cheers. The cheering was prolonged and gained strength as the minutes passed. Several times the tumult ceased, only to be revived when the chairman, Dr. Nesbitt, stepped forward promptly at 8 o'clock, to open the proceedings. His remarks were very brief, and as the chief was introduced the audience in great part rose to its feet. Mr. Borden was undoubtedly pleased with the welcome. Two or three times he attempted to start, when the cheering was renewed. Mr. Borden's address occupied two hours and covered all the topics prominently before the electors. He gave the major portion of his time to the question of transportation, in which great interest was shown; and his lucid exposition of Conservative doctrine was punctuated with liberal hand-clapping. He laid great stress on the public ownership feature of his platform; he reasoned very closely in respect to the obligations undertaken by the people, thru parliament, to built nine-tenths of the railway for the benefit of the Grand Trunk, and concluded this feature of hi sspeech with the declaration, made without evasion or concealment, that in the event of the return of the Conservative party to power he would undertake to take over the railway and construct it for the benefit of the Canadian people and of Canadian seaports. The fiscal question was touched upon and the promise made that the policy inaugurated by Sir John A. Macdonald would be expanded to meet the demands of the country. Mr. Borden explained his position in respect to the Chamberlain program, and his mention of the names of Chamberlain and Dundonald brought vigorous applause.

Mr. Borden a Ready Speaker.

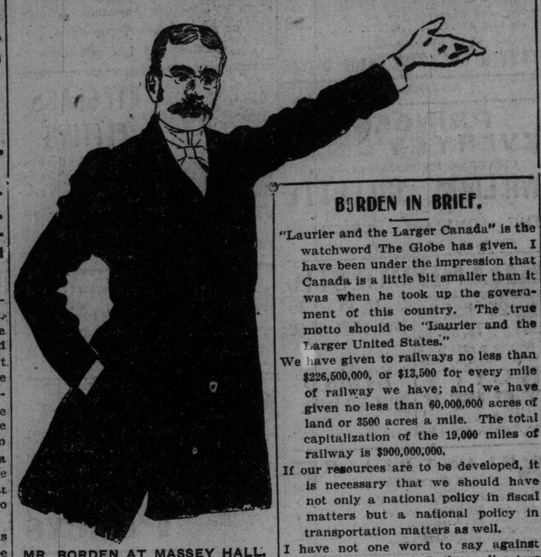
Mr. Borden was quoting from some remarks of a Grand Trunk official named Kyle, who has said that the Grand Trunk will be obliged to fill minor positions with natives, when the leader mentioned the name of Sir Wilfrid Laurier. This raised a clap of the hand in the back of the hall. Mr. Borden turned the cheering nicely by enquiring if it was for the doctrine of Mr. Kyle that Canadians were good enough for minor positions on the Grand Trunk Railway.

The leader of the opposition in Ontario hurried thru a two hours' speech in 20 minutes, detailing the efforts of the Ross administration to hold office in this province. The speech of Hon. G. E. Foster, introducing Mr. Whitney, tho not more than five minutes in length, was full of good things. Mr. Foster's reception was cordial. This is the way he introduced the Conservative leader in Ontario. After an amusing account of the cruise of the pirate brig, the Minnie M. "Now, Mr. Whitney, get up and tell us what you are going to do about it."

NESBITT AND OSLER

Introduce With Brief Speeches the Orator of the Evening.

Eight o'clock had scarcely chimed when Dr. Beattie Nesbitt rose to open the reception given by the Conservative party to their leaders, Mr. Borden and Mr. Whitney, and especially, as he said, to Mr. Borden. Dr. Nesbitt was especially grateful to the ladies for their attendance. It was a protectionist meeting and if the ladies favored anything it was protection. He asked what happier homes in the broad British empire could be found than those of the bright Canadian wives. The battle was now on, and the young men, and the old, who shouldered their crutches to show how old battles were won, would unite with him in a caed mille failthe to their leader, whom he asked Mr. Osler to introduce.



MR. BORDEN AT MASSEY HALL.

E. B. Osler recognized the meeting as the opening of the campaign in Ontario, in Canada. The struggle between the Conservatives and the so-called Liberals had begun. They had to choose between them and a government that had been in power for eight years and been false to every promise it had made before it came into power. During their period of opposition they had come to think of themselves as the only pure people on the face of the globe. Canada was peopled by the best of the sons of the old land, and it was for them to say if they would carry out the traditions they had brought over in the last century. The Conservative party never had hesitated about expenditure when it was for the good of the public, but the good of the general public was the last thing the Liberal government thought of. Canada would stand the lowering of the political morality of the country. He believed the one thing the people had to dread was the lowering of political morals. As a colleague of Mr. Borden, he could testify that Mr. Borden had grown continuously in the estimation both of his friends and his opponents. He was a leader who would make the politics of Canada so clear and so straight that it would be said he had not a man about him taking advantage of his position for private ends. In that behalf he appealed to the citizens for their support.

BORDEN GREETED WITH CHEERS.

Outlines His Policy Regarding Transcontinental Railway.

The Conservative leader received quite an ovation on arising, the applause being renewed several times when he attempted to speak. "If any incident of that kind took place in the house of commons," he said, "it would be called obstruction." Mr. Osler had spoken of the work he had done since he took his place in the commons. He had not been anxious to take the position, being aware of the tremendous responsibility resting upon the leader of the party. But he had preached the doctrine that no Canadian called by his countrymen to a position of responsibility should refuse it. All he could claim was that since he had undertaken it, all he had of strength or energy or ability had been at the command of his country.

He had come to regard the whole of Canada as his home, for wherever he went he had been enabled to win a warm welcome. Mr. Whitney had told him he had been very fond of public life until he got into it. It was one of the compensations of the position to meet such a reception as he had just had.

Recalled Three Years Ago.

He had had the pleasure three years ago of addressing an audience in that hall. Many things had happened since. They were face to face now with a general election. "Laurier and the Larger Canada" was the watchword of the Liberals, but he was under the impression that Canada was a little bit smaller than when Sir Wilfrid Laurier took up the reins of government. They had not received all they had been promised under the sunny smiles of the premier previous to the Alaska boundary dispute. He would make a suggestion to the great organ of public opinion in Toronto. Its motto should not be "Laurier and the Larger Canada," but "Laurier and the Larger United States."

Transportation Problem.

Mr. Borden proceeded to deal with the question of the development of the country by transportation. The business of a public carrier was essentially a public function, and was so recognized by many of the great nations. He contrasted the subsidies given to the railway corporations in cash and land with their capitalization reaching a total of $900,000,000. This capitalization had been in many cases excessive. He did not say it was always unnecessary in the past, but surely when the world was awakened to the expansion of Canada, and the resources of the west it was time to have a change of policy. Every railway should be built under such conditions as to make every dollar of bonds and stock available for the construction of the road. If it were not so the country must eventually pay for it. Not only in fiscal matters but in transportation they must adopt a national policy, and establish a cheap and convenient means of transportation from the Atlantic to the Pacific.

As to the G. T. P.

Sir Wilfrid Laurier had proposed to build a railway 3500 miles long, beginning at Moncton and ending at the Pacific Coast. The government had entered into negotiations with a great company having one terminal in the United States at Chicago and the other terminal also in the United States at Portland. He had not a word to say against the Grand Trunk Railway directors for making the best bargain they could as trustees for their shareholders. But the government was also trustee for the people. The government should have taken care that when they spent $150,000,000 it should not go

Continued on Page 1.

BORDEN IN BRIEF.

"Laurier and the Larger Canada" is the watchword The Globe has given. I have been under the impression that Canada is a little bit smaller than it was when he took up the government of this country. The true motto should be "Laurier and the Larger United States."

We have given to railways no less than $226,500,000, or $13,500 for every mile of railway we have; and we have given no less than 60,000,000 acres of land or 3500 acres a mile. The total capitalization of the 19,000 miles of railway is $900,000,000.

If our resources are to be developed, it is necessary that we should have not only a national policy in fiscal matters but a national policy in transportation matters as well.

I have not one word to say against the Grand Trunk Railway directors for making the best bargain they can; they are trustees for their shareholders. But the government are trustees for the people of Canada and should have seen to it that $150,000,000 of the people's money did not go to build up American ports.

I have said that the direct liability of this country in respect to this railway is between $155,000,000 and $171,000,000, including $6,000,000 for the Quebec bridge. The total financial liability of the Grand Trunk is a guarantee of bonds to the extent of $14,500,000.

We are partners of the Grand Trunk in this project. We supply nine-tenths of the capital and the G.T.R. supplies one-tenth, but what is the division of the profits? It would be better for the people of Canada to go just one step forward and pay ten-tenths for that railway and own and operate the whole road.

Will any Liberal tell me if government operation is good from Quebec to Montreal it is not good from Montreal to Georgian Bay?

We have been told by Mr. Blair that the only way to make the Intercolonial Railway pay is to extend it to the Georgian Bay. That is our policy.

Why cannot we free the Intercolonial Railway from political interference? If the Conservative party is returned to power we will free that railway from partisan politics and political interference. In Europe, government railways have been made a success and I'm slow to believe that we in Canada are so incapable or so partisan as not to make a success of government ownership of railways as they do in Europe.

If it is the wish of the people of Canada, expressed by their voice at the polls, that the transcontinental railway shall be a national railway, then the Conservative party will place such legislation on the statute book of this country.

The motto of the Grand Trunk Company in constructing the railway seems to be "No Canadians need apply." We don't want our labor to compete with the pauper labor of the United States. We stand for that grand old national policy which was laid down by Sir John A. Macdonald.

The policy of the Liberal party in the west is laid down in a pamphlet. It is directly opposed to the policy of protection. If that be the issue we are prepared to accept it.

The policy of the Conservative party in respect to the tariff is the same in the west as it is in the east. Ours is a policy of adequate protection for the industries of this country.

The British preference was hailed as a proof of the loyalty of the Liberal party, but in reality it was the result of a compromise between the two warring factions in the cabinet in respect to the tariff.

The Conservative party is ready to negotiate with the mother country and the sister nations for the consummation of this great policy (Chamberlainism). Our policy on this question is a policy of action as opposed to a policy of inaction on the part of the Liberals.

It isn't Lord Dundonald who is on trial; it is the government of Canada. Was Lord Dundonald right when he said that the efficiency of the militia was impaired by the interference of politicians? Lord Dundonald is a man who believes in a citizen soldiery and not in militarism.

Let us believe that the votes are counted as they are deposited. I am not charging these crimes against the Liberal party as a whole, but against the machinists on behalf of the Liberal government, who are willing to accept the returns. Remember the machine first belonged to the federal Liberal party.

Let me admit that the very best service you can perform to the country is that you turn us out of power the very first time we are found untrue to pledges we have given.

Frederick's Business Suits — $22.50—118 King-street.

Office Furniture? "Ask Adams." You can't go wrong.

Smoke Alive Bollards Toronto Beauty cigar. 10c smoke for 5c. 128 Yonge-st.

Lead Pipe we make. Canada Metal Co.

HIS EXPERIENCE WITH A "RAILROAD HOG."

THE "COUNTRY" (who is being badly "squeezed"): Well, by gum, I take the Public Ownership line when we get to General Elections Junction.

Japs Moving on Russians Frequent Fights Show It

Tho Col. Goedke, a Berlin Correspondent at Mukden, Declares Oyama Papers For Defensive Operations.

Frequent fighting between Japanese advance guards and Cossacks on the south front of Gen. Kuropatkin's army, reported in despatches to the Russian war office, is regarded as indicative of the near approach of a general forward movement by the forces of Field Marshal Oyama. But Colonel Goedke, The Berlin Tageblatt's correspondent in the far east, telegraphs from Mukden that the Japanese are apparently no longer advancing, but are preparing for defensive operations. It is estimated that since the battle of Liaoyang 40,000 of the guards stationed in Western Russia have been ordered to the far east. No word has been received as to the condition of affairs at Port Arthur.

TARTE ENTERS THE FIGHT CANDIDATE FOR ST. MARY

Brings With Him Contingent of Young Men as Nucleus of His Party.

Montreal, Oct. 4.—(Special.)—Hon. J. I. Tarte has made up his mind to enter the federal contest, and to bring with him a contingent of young men to be his bodyguard and form the nucleus of his party.

Tarte will be candidate in St. Mary's; Marechal, a young lawyer, son-in-law of Senator De Boucherville, will be the candidate in Maisonneuve against Mr. Prefontaine; J. T. Cardinal, lawyer, and ex-president of the Jacques Cartier Club, will be the candidate in St. James' division against H. Gervais.

Those three constituencies form the materially French block in Montreal. Another candidate for the same wing will be E. Pelletier, candidate in Yamaska, against Dr. Mignault.

Such is at present the Tarte party going to the fray.

SIR WILFRID IN QUEBEC.

Quebec, Oct. 4.—Sir Wilfrid Laurier, prime minister of the Dominion of Canada, and member for Quebec East, arrived in Quebec this morning and is stopping at the Chateau Frontenac.

CANADIAN EXHIBITS.

(Canadian Associated Press Cable.)

London, Oct. 5.—The display of Canadian fruits and vegetables at the dairy show attracts much attention. The statuet of King Edward, made entirely of compressed maple sugar, excited admiration.

Money for Alma College.

St. Thomas, Oct. 4.—The $35,000 required to be raised for Alma College before the $15,000 grant is paid over by the city has been subscribed for. It is said the college authorities desire to have a clause inserted in the mortgage which will permit them to pay back at any time a portion or the full amount of the money granted by the city.

His 100th Birthday.

Oil City, Oct. 4.—A man who has lived 100 years is not often found, hence there was a celebration of more than ordinary interest here on Saturday last, when John Thompson passed the century mark. Oil City is near Petrolea.

Office Furniture? "Ask Adams." You'll get it right.

No Cause for Alarm.

Pekin, Oct. 4.—Further information regarding the unrest in the northwestern part of Shantung Province is of a reassuring nature. The British Legation is of the opinion that there is no cause for anxiety.

Office Furniture? "Ask Adams." They have it good. City Hall-square.

Riley After Yankee Title

New York, Oct. 4.—Riley, Canadian featherweight champion, is here, looking for the American title.

Pig Lead, we sell. Canada Metal Co.

Office Furniture? You'll get the right sort. Just "Ask Adams."

If Not, Why Not?

Have you accident and sickness policy? See Walter H. Blight, Confederation Life Building. Phone M. 2770. 136

A cure for toothache GIBBONS TOOTHACHE GUM. Price 10c. 135

COBOURG FIGHTERS FEAR MARCH IS STOLEN ON THEM

Claim Date of Registration is Fixed Too Early and They Protest.

Cobourg, Oct. 4.—(Special.)—According to representative Conservatives, machine methods are already prevalent in West Northumberland. This morning the Conservatives in Cobourg were startled to see the town placarded with posters fixing Thursday and Friday of this week for holding the manhood suffrage registration courts.

The notice is said to be entirely insufficient, and is moreover at variance with the spirit of the statute. The letter of the act, as is characteristic of much of the hasty legislation of the Ontario government, provides no procedure for towns. The proclamation dissolving the house of commons is dated Sept. 29, and the writ for West Northumberland bears the same date. The notice to the registrars is dated Sept. 30, but does not appear to have been mailed at Ottawa until Oct. 1, and reached Cobourg yesterday, Oct. 3.

When it is known that the Liberals have canvassed the town for manhood suffrage voters, and have a complete list, the real import of the expedition is apparent. Whether or not the injustice thus done the Conservatives will be mitigated by further time allowance remains to be seen. In Toronto, Oct. 13, 14 and 15 are the dates fixed. Why not next week for Cobourg? say Conservatives.

BELCOURT AND BRONSON.

Ottawa, Oct. 4.—At a meeting of the Reform Association to-night, it was decided to hold the convention to nominate candidates on Friday night, the same night as the Conservatives. The proposal to abolish primaries and delegates and nominate in open mass meeting was defeated. The primaries will be held Thursday night. The Free Press to-night published puts of Hon. E. P. Bronson and Hon. N. A. Belcourt, and labeled them the choice of Ottawa Liberals. This is causing considerable talk among Liberals to-night. Mr. Bronson would take the nomination if it were given unanimously.

THE SOVEREIGN BANK OF CANADA
28 King St. West, Toronto.
Savings Department.

Evenings at Home.

Cool weather will now drive people indoors during the evenings, and pipe smokers will sit in front of their grate fires, enjoying the cheerful glow.

Nothing is more refreshing after smoking a little too much than a little Rye or Scotch, with a bottle of cool and invigorating Radnor.

Radnor is purely a Canadian water, and the best of mixers.

David Hoskins, F.C.A., Chartered Accountant, 27 Wellington St. E., Toronto

TO-DAY IN TORONTO.

University senate elections.
Superannuated Methodist ministers, Wesley Building, 2.30 p.m.
R. L. Borden at Kilburn Hall, Toronto Junction, 8 p.m.
Knox College opening lecture, 8 p.m.
Queen's Own parade, 8 p.m.
Princess, "The Admirable Crichton," 8 p.m.
Grand, "Hoity-Toity," 2 and 8 p.m.
Majestic, "Wedded but No Wife," 2 and 8 p.m.
Shea's, vaudeville, 2 and 8 p.m.
Star, burlesque, 2 and 8 p.m.

NORTH PERTH JOINT DEBATE MACLAREN AGAINST MAYBEE

Accepts Challenge Issued by Liberal Candidate, But Date Not Decided on.

Stratford, Oct. 4.—(Special.)—A. F. MacLaren, Conservative candidate for North Perth in the Dominion election, announced at an enthusiastic meeting of his supporters this evening, that he would accept the challenge of his opponent, J. P. Mabee, K.C., Liberal candidate, to debate at a public meeting the Grand Trunk Pacific question.

The date has not yet been fixed, but it is the desire of both the candidates that the meeting be held as soon as possible.

The challenge and its acceptance have excited great interest in the city, and, in fact, all thru the riding, and the debate promises to be the most striking feature of the whole campaign.

The dates for registration in Stratford have been fixed for Oct. 13, 14 and 15.

AYLESWORTH IN CABINET.

Will Likely Contest South Oxford in Liberal Interest.

London, Oct. 4.—(Special.)—The announcement of his appointment to the Dominion cabinet without portfolio was made here to-day to A. B. Aylesworth, K.C., who has been engaged at the fall assizes.

Mr. Aylesworth refused to discuss his appointment. He had arisen, he said, from a boy born on the farm to whatever he might be.

Mr. Aylesworth left for Toronto in company with Hon. Mr. Hyman this afternoon.

The Liberals of this city will hold a nominating convention in the Grand Opera House on Oct. 12.

Mr. Aylesworth is 50 years of age. He will likely contest South Oxford in the Liberal interest, taking the seat vacated by Sir Richard Cartwright.

A. B. Aylesworth, K.C., has accepted a portfolio in the Dominion cabinet. This he admitted at his residence last night, after his return from London, but he declined to state anything further in regard to the position he would assume with the Laurier government or the constituency he would contest in the approaching elections.

SHAVED FIFTY HEADS.

Indianapolis, Oct. 4.—Class spirit is running high at the State University at Bloomington, and the matter of hair cutting has assumed larger proportions than it did last year. More than 50 sophomores and freshmen have been caught and had their heads shaved since th eterm opened. Last night the sophomores, armed with clippers, shaved the heads of 25 freshmen. In the snuggle one freshman was badly cut about the face, and a sophomore suffered a broken nose.

RICHMOND HALL SOLD.

Richmond Hall has been sold for $33,000 and all the labor bodies have been asked to get out at once.

The owner was encumbered with a $25,000 mortgage.

BECOMES AN INSPECTOR.

Regina, Oct. 4.—Charles Fisher, M.L.A. for Batoche, tendered his resignation this morning to accept the inspectorship of Carleton Indian Agency.

LISGAR CONSERVATIVES.

Winnipeg, Oct. 4.—Lisgar Conservatives met at Manitou to-day and nominated W. A. Donald for the commons.

Smoke Alive Bollard's cool mixture.

DEATHS.

DIXON—At 72 Rathnally-avenue, on Oct. 4th, William Dixon, for many years carriage manufacturer of Adelaide-street, in his 70th year.

Funeral Thursday afternoon, at 3 o'clock.

HURST—On Oct. 4, 1904, at the residence of her son Fred, 68 Bellevue-avenue, Fanny Elizabeth, widow of the late Henry James Hurst, London, England, in her 88th year.

Funeral from the above address Thursday, 2.30 p.m., to St. James' Cemetery.

Brodericks Business Suits $22.50,—116 King-street west.

GRAND TRUNK OVERBEARING EXACTING THE LAST CENT

Some of Big Company's Best Customers Complain Bitterly of Treatment.

A number of the large shippers of the city claim to have a very strong grievance against the management of the Grand Trunk Railway. They have been submitted to the most pettish annoyances and in consequence already many shippers have transferred their business to the Canadian Pacific Railway. The World was in conversation yesterday morning with a gentleman who has been giving the Grand Trunk Railway several thousand dollars a month, and he declared that he has been held up and menaced by the local officials of the railway until he has been forced to turn to the competing line for relief. The gentleman declined to allow his name to be used, as the Grand Trunk Railway might retaliate even more forcibly than in the past. He pointed out many glaring instances of unfair and unjust treatment which he has been forced to submit to. The policy of the road, in his opinion, was to charge "all the traffic will bear" and thus force the discontented shippers into expensive litigation. The World's informant said that he had a good case against the company, but that he was not in the habit of going to the law and wanted to keep out of it. A short time ago the railway company imported a man from the United States to look after the freight traffic, and this official has been exacting the pound of flesh. If the cars are damped down in the yards faster than the firm to which the merchandise is consigned can unload them, a car rental of $1 a day is charged, and there appears to be no way of getting around this exaction, even when it can be shown that the cars were long delayed and the firm put to considerable inconvenience by several days' or several weeks' shipments piling in together. If a man receives one hundred cars of freight that have been delayed on the road he is expected to unload within 24 hours on pain of a fine of $1 a day for each car. This gentleman instanced some cases that occurred during the blockade last winter, where, thru the fault of the railway company, or the disposition of Providence, consignments were weeks on the road. The firm to which the freight is consigned would naturally look for a little leniency—a little give and take—but the Grand Trunk Railway came down for its last cent.

Forced to Submit.

It is claimed also that the railway company has been making unfair charges on lines where the Grand Trunk Railway at present enjoys a monopoly. In cases such as this the shipper is forced to submit, but the undue exactions of the monopolistic company are causing a loud cry to go forth to the Canadian Pacific Railway to get into the fields where it is not already.

The World's informant expresses the belief that the Grand Trunk Railway's action is due to its having negotiated a one-sided bargain with the government of the Dominion, and that the company has got it fast into its head that it has a hold on the people that cannot be shaken off. The people, he declared, were entitled to better treatment than they were receiving and would resent the policy of the freight department at the earliest opportunity, which would probably arrive when they are asked to concur in the bargain made by Sir

Continued on Page 10.

LABOR TEMPLE DIRECTORS.

Result of Balloting Appointing the Board of Fifteen.

At a meting of the shareholders of the Labor Temple last night the following directors were declared elected by the vote of the previou snight:

Simpson 4140, Raynor 3610, Glockling 3539, Carey 3107, Huddleston 2934, Wilson 2924, Boland 2801, Thompson 2608, Kennedy 2298, Hungerford 2072, McCann 1807, Hannon 1625, Armstrong 1449, Walsh 896, Carmody 878.

The bylaws, as proposed, were adopted and the directors will meet on Friday evening.

Scarfs—Ruffs.

This is the season for fur scarfs, ruffs and boas. They are practically necessary to give the finishing touch to a winter costume. The Dineen Company, corner Yonge and Temperance - streets, has an exceptionally high-class assortment of these in mink, Persian lamb and sable, Alaska sable, chinchilla, baum marten, ermine, etc.

WARMER AND UNSETTLED.

Meteorological Office, Toronto, Oct. 4.—(8 p.m.)—Another cold wave of marked energy has appeared over the Northwest Territories, and is likely to move quickly across Canada. A few light showers have occurred to-day in Western Ontario and also in the territories; elsewhere the weather has been fair to cloudy.

Minimum and maximum temperatures: Victoria, 50—62; Kamloops, 48—54; Calgary, 26—28; Edmonton, 24—30; Prince Albert, 30—36; Qu'Appelle, 34—36; Winnipeg, 36—46; Port Arthur, 36—50; Parry Sound, 38—48; Toronto, 32—48; Ottawa, 34—50; Montreal, 38—52; Quebec, 36—50; Halifax, 36—60; St. John, 40—58.

Probabilities.

Lakes and Georgian Bay—Warmer and unsettled, with local showers or thunderstorms, followed to-night by high northwesterly winds and much cooler again.

Ottawa and Upper St. Lawrence—Showery and a little warmer to-day; Thursday turning cooler, with high westerly winds.

Lower St. Lawrence and Gulf—Southwesterly winds; showery.

Maritime—Fair to-day, followed by strong southerly winds and showers.

Lake Superior—Northwesterly gales and becoming much colder.

Manitoba—Strong northwesterly winds; fair and colder.

Fireproof Metal Windows, Skylights, Roofing and Ceilings. A. B. Ormsby Limited. Queen-George. Phone M1725

STEAMSHIP MOVEMENTS.

Oct. 4.	At	From
Rhein	New York	Bremen
Bremen	New York	Bremen
Anchoria	New York	Glasgow
Nap. Prince	Naples	New York
Algeria	Naples	New York
Vaderland	Antwerp	New York
Montenegro	Bristol	Montreal
Patricia	Dover	New York
Ivernia	Queenstown	Boston
K. Wilhelm	New York	Southampton

Brodericks Business Suits, $22.50 118 King Street West.

Office Furniture? "Ask Adams." Adams sells it for less. City Hall-square.