$14,000 if purchased at once, buys three brick houses on Jarvis street, corner Gerrard street, for which I have a rental offer of $1300 per annum for term of three years, all repairs to be done by tenant.
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TWENTY-FIFTH YEAR — EIGHT PAGES—MONDAY MORNING AUGUST 15 1904—EIGHT PAGES — ONE CENT

SKRYDLOFF'S RAIDERS ALSO GONE

RURIK SUNK IN STRAITS OF KOREA, OTHER TWO FLED

BATTLED SUNDAY WITH KAMIMURA

Japan's Mastery of the Sea Unquestioned and Commerce Once More Free.

THE FIGHT LASTED FIVE HOURS

Tokio, Aug. 14.—(4 p.m.)—Vice-Admiral Kamimura encountered the Russian Vladivostock squadron at dawn to-night north of Tsu Island, in the Strait of Korea, and attacked the enemy at once.

The battle lasted for five hours and resulted in a complete Japanese victory.

The Russian cruiser Rurik was sunk and the cruisers Rossia and Gromoboi fled to the northward after having sustained serious damage.

Vice-Admiral Kamimura cables the navy department that the injuries inflicted upon his vessels were slight.

The fate of the crew of the Rurik is not known. It is presumed that many of them were killed or drowned.

The strength of the fleet under Vice-Admiral Kamimura is not known, but it is presumed that he had the Asumi, Idzumo, Iwate, Takashiho and other light cruisers.

Tokio is joyous over the news, as it gives Japan mastery of the sea and restores commerce.

RURIK IS GONE.

Nagasaki, Aug. 14.—Confirmation has reached here of the reports that the Russian cruiser Rurik was sunk in the fighting this morning in the Strait of Korea, and that the Russian cruisers, Rossia and Gromoboi, escaped to the north, having suffered serious damage.

TOKIO REJOICES.

Tokio, Aug. 14.—(8 p.m.)—Flags are flying, lanterns are glimmering and cries of "Banzai" are ringing in the streets of Tokio to-night in honor of victories gained at sea by Admiral Togo and Vice-Admiral Kamimura. Underneath the jollity of the populace lies a feeling of deep satisfaction and gratification at the disposal of a desperately serious problem of the war.

The Russian squadron, which confronted Admiral Togo, refused battle. It was stronger than Admiral Togo's squadron in battleships and armored cruisers, and had it elected to fight the result might have altered the fortunes of war. The strength of the squadron which opposed Admiral Togo compelled him to draw vessels from the squadron under Vice-Admiral Kamimura, and this left the Japanese navy powerless to operate against the Russian Vladivostock squadron and unable to prevent the raids of these vessels.

RAID STILL REMEMBERED.

The raid conducted by the Vladivostock squadron in July was extremely expensive to Japan, and not only was retaliation tempting, but it was demanded by commercial interests. Vice-Admiral Kamimura after months of weary waiting finally got his chance at dawn to-day off Tsu Island. He sunk the Russian cruiser Rurik and sent the cruisers Gromoboi and Rossia fleeing back from the fight.

Japanese guns dominate the dockyards at Port Arthur, and in view of this fact it would seem to be impossible again to make seaworthy or fightable the Russian battleships which have returned to Port Arthur. It is probable that the Russian battleship Czarevitch will disarm at Tsingchou.

ONLY FOUR LEFT.

The best possible naval force that Russia can now concentrate at Vladivostock is four cruisers.

In the fight of Aug. 10 the squadron under Admiral Togo was practically uninjured. The battleship Mikasa suffered the most, but she continues on the fighting line.

The cruisers Yakuma, Nisshin and Kasuga also were hit, but temporary repairs already have been made and they are fully serviceable.

Eleven wounded officers and 66 wounded men arrived at Sasebo to-day.

THE OPPOSING FLEETS.

RUSS ADMIRAL SKRYDLOFF

Gromoboi, armored cruiser, built in Russia 1899; 12,364 tons; 20 knots speed; crew 814; guns, 4 8-in., 16 6-in., 6 4.7-in.

Rossia, armored cruiser, built in Russia 1896; 12,200 tons; 20 knots speed; crew 725; guns, 4 8-in., 16 6-in.

Rurik, protected cruiser, built in Russia 1894; 10,933 tons; 18 knots speed; crew 768; guns, 4 8-in., 16 6-in., 6 4.7-in.

JAPAN ADMIRAL KAMIMURA

Asumi, first-class armored cruiser; built in France in 1899; 9400 tons; 21 knots speed; crew 482; guns, 4 8-in., 12 6-in.

Idzumo, first-class armored cruiser, built in England in 1899; 9750 tons; 21 knots speed; crew 672; guns, 4 8-in., 14 6-in.

Iwate, built in 1900; sister ship to Idzumo.

Takashiho, third-class unprotected cruiser; built in England in 1885; 3700 tons; 18 1-2 knots speed; crew 365; guns, 2 10.2-in., 6 5.9-in.

ACCIDENTALLY SHOT COUSIN.

Youth at Cooksville Pointed an "Unloaded" Revolver.

Cooksville, Aug. 14.—Sidney Miller was accidentally shot by Stanley Roylance at the Revere House this morning.

The men were dressing, when Roylance took a revolver from his pocket and, not knowing it was loaded, pulled the trigger. The ball entered Miller's left side, struck a rib and glanced downwards, lodging in the fleshy part of the hip. It is not thought serious results will follow.

Miller and Roylance are cousins, 21 and 19 years of age respectively, and are here on a two months' holiday. Their home is in London, Eng., where Miller's father is a prominent solicitor. Roylance is the son of a prominent music dealer.

The Canada Metal Co's. Babbit babbit.

Use "Maple Leaf" Canned Salmon the best packed.

20 DROWNED.

British Vessels Collide Off Irish Coast and One Goes Down.

London, Aug. 14.—The British barque Inverkip, from Melbourne for Queenstown, was sunk and 20 persons were drowned as the result of a collision off Fastnet Rock, Ireland, last night, with the British Loch Carron from the Clyde.

BETTER THAN NONE.

(Canadian Associated Press Cable.)

London, Aug. 15.—Out of every 1000 loaves consumed in Great Britain in 1903 Canada sent 119.

Friends' Convention

The Toronto World will be sent to any address in Canada or U.S. during the Friends' Convention for ten cents.

Fill out the following form and leave at World Office, 83 Yonge Street:

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GREATEST MODERN SEA BATTLE CRIPPLING OF THE CZAREVITCH CAUSE OF FLEET'S DISPERSAL

Official Report Received at St. Petersburg—Japanese Casualties.

St. Petersburg, Aug. 14.—A Russian account of the last naval battle between the Japanese and Russian fleets indicates that the Japanese torpedo boats sustained their previous reputation for daring by making a daylight attack upon a squadron in battle formation, and admits the effectiveness of these frail, daring craft, which seriously impeded the movements of the Russian fleet.

The wording of the official report, that the battleship Czarevitch turned to try to go in the direction of Vladivostock arouses comment here. Assuming, as the report seems to indicate, that the battle was off the Shantung peninsula, the turning of the Czarevitch to go towards Vladivostock would most probably indicate that the remainder of the squadron was going back in the direction of Port Arthur.

At the same time the report that the day after the battle four Russian battleships were sighted off Shanghai makes it possible that the battle occurred further south in the Yellow Sea than the report of Capt. Matouzevitch indicates, and that when the Czarevitch "lost sight of the remainder of the squadron" the Russian fleet was actually proceeding south.

Destination Still Puzzles.

This opens an interesting question as to the ultimate destination of the remaining Russian battleships.

Not since the beginning of the war between Japan and Russia has anything so obviously affected Russian spirits as the gradual revelation of the extent of the Port Arthur squadron's reverse. The details of Rear-Admiral Withoft's fatal sorties are not known to the general public, even at this hour, tho the receipt of the report of Capt. Matouzevitch gradually permeated official circles in the course of the day, and the captain's statement was issued late to-night in the form of an official report.

Greatest Battle of Ironclads.

Capt. Matouzevitch makes it clear that the Port Arthur squadron fought what was probably the greatest battle of ironclads since steel replaced wood in naval construction. The effort of the Russians to fight their way thru the Japanese would probably have been successful had it not been for the disaster to the battleship Czarevitch, which compelled the squadron to fight a second battle, ending in the dispersal of the Russian fleet in the darkness.

The awful mortality among the officers of the Czarevitch, which was merely stated in the official report, is due to the fact that Admiral Withoft and most of his officers were gathered on the bridge during the action, in order to set an example to and encourage the men, instead of remaining in comparative safety in the protection of the conning tower. A Japanese shell burst beneath the bridge, wrecking that part of the ship and killing or wounding every officer on duty thereabouts.

Togo Concealed Strength.

One of the most important features of Capt. Matouzevitch's despatch, aside from its grimly brief account of the battle, is the detailed statement of the make-up of Rear-Admiral Togo's fleet, which consisted of six battleships, eleven cruisers of various classes, and approximately thirty torpedo boats. According to this statement there were in line of battle some ships previously reported destroyed. This gives an indication of Japan's naval force, which Admiral Togo has hitherto concealed.

Tokio, Aug. 14.—The following are the casualties sustained by the Japanese in the action of Aug. 10:

"On board the battleship Mikasa, Admiral Togo's flagship, there were four officers and twenty-nine men killed; six officers and twenty-nine men se-

Continued on Page 2.

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200 SHELL HOLES IN ASKOLD BUT CREW IN FINE SPIRITS

Will Dock for Repairs at Woosung—How Others Are Faring.

Shanghai, Aug. 14.—It is expected that the Russian protected cruiser Askold, which arrived at Woosung on Aug. 12 will dock to-night. On the deck of the cruiser everything was to-day found to be in confusion. There were many evidences of a hurried flight, and a running fight. The correspondent had expected to notice a universal depression and a gloom on board the warship, but on the contrary he soon became aware of a remarkable spirit of cheerfulness and confidence on all sides.

Many of the men on board the Askold spoke highly of the bravery of the Japanese and of their readiness to fight. There has been no misgivings as to the ultimate result of the present conflict, however, and this, in spite of the disastrous first six months.

Twelve men and one officer were killed on board the Askold and about fifty men were wounded. The badly wounded have been taken to hospitals and the captain of the cruiser has told them to be ready to sail in a week's time.

Has 200 Shell Holes.

The Askold has nearly 200 shell holes in her. The work of repairing the cruiser is now proceeding night and day. In ten days' time she can be sufficiently patched up to render her seaworthy, but full repairs would take much longer. An 8-inch armor piercing shell entered the Askold forward on her starboard side and lodged in a coal bunker. A 12-inch shell exploded in her starboard hammock netting amidships and another cut its way across the deck and exploded in the officers' quarters, destroying everything within reach. The deckhouse on the super-structure under the forward bridge was riddled by the fragments of a shell which exploded in the forward funnel. All the searchlights on the cruiser are damaged beyond repair.

Torpedo Did Damage.

The bottom of the Askold has several injuries, one torpedo having made a big hole thru her side into a bunker. The cruiser's steering gear is supposed to have been damaged, but her engines and boilers are in practically good condition.

The Russian torpedo boat destroyer Grosovoi, which also reached here on Aug. 12, has no serious injuries, but she is inexpressibly dirty and in a neglected condition. She was towed up the river to-day and took a position alongside the dismantled Russian gunboat Mandjur.

Must Leave When —

Berlin, Aug. 14.—The foreign office says that if the Russian ships which put into Tsingchou do not make repairs and leave that port within time alloted them, they will be detained there the rest of the war. The commanders of the Russian vessels have been notified to that effect. The length of time limit decided upon has not been disclosed here. The repairs to the ships must be made under strict surveillance by the German authorities.

CHAMBERLAIN IN ILL-HEALTH.

Will Address Only Two Big Meetings Before Seeking Rest.

London, Aug. 14.—Joseph Chamberlain has great difficulty in sleeping. To add to his restlessness, his protectionist policy sustained two crushing defeats in parliamentary by-elections at Reading and Lanark last week.

Mr. Chamberlain intends to address only two great meetings this fall, after which he will go abroad for the winter and will not return until March.

He suffers much from insomnia and acute dyspepsia.

Rhens' Water, bottled at Rhens on The Rhine. Bingham's Palm Garden. 1367

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ASK your DRUGGIST for GIBBON'S toothache GUM. Price 10c. 451

RUSS AND JAP DIFFER IN OFFICIAL REPORTS AS TO THE DISARMING

Meanwhile Captured Ryeshitelni Will Be Returned—France to Act for Russia.

London, Aug. 15.—The Chefoo correspondent of The Daily Telegraph, under date of Aug. 13, says: "Admiral Sah states that the Japanese promised to return the Ryeshitelni today."

THE RUSSIAN REPORT.

St. Petersburg, Aug. 14.—The emperor has received the following telegram from Capt. Shestakovsky, commander of the Russian torpedo-boat destroyer Ryeshitelni:

"On Aug. 11 I arrived at Chefoo from Port Arthur with the Ryeshitelni, bearing important despatches, having effected a passage thru two blockading lines.

"According to orders, I disarmed the ship and lowered my flag.

"On the early morning of the 12th, I was piratically attacked by the Japanese, who had approached with two torpedo-boats and a cruiser and who sent a party under an officer, as tho to enter into pour parlers. Not having arms to resist, I ordered the making of preparations to blow up my ship.

Throw Them Into the Sea.

"When the Japanese began to hoist their flag, I insulted the Japanese officer by striking him and throwing him into the water. I then ordered my crew to throw the enemy into the sea.

"Our resistance, however, proved unavailing and the Japanese took possession of the boat.

"Explosions occurred in the engine-room and in the forepart of the vessel, but it did not sink and was taken from port by the Japanese.

"My officers and crew have been saved with the exception of an engineer and a stoker. Four others were slightly wounded.

Crew Acted Well.

Ensign Petroff, who resisted the hoisting of the Japanese flag, received a severe blow in the chest with the butt-end of a musket, causing an internal hemorrhage. I received a wound in the right thigh from a bullet which has not yet been extracted.

"The conduct of the officers and crew was above all praise."

AS TOLD IN TOKIO.

Tokio, Aug. 14.—The navy department has issued the following statement, covering the Chefoo incident:

"According to reports received to date, the Asashiwo and Kasumi, belonging to the first destroyer flotilla, Capt. Fujimoto commanding, were despatched in search of the enemy's ships, scattered during the engagement on the night of Aug. 10. They found a vessel resembling one of the enemy's destroyers and gave chase but lost her in the darkness.

"Continuing the search, they discovered that she had entered the port of Chefoo.

Anticipated Escape.

"The Japanese ships waited outside the port, but the Russian failed to

Continued on Page 2.

HOT SUN DOING WONDERS CUTTING BEGINS THIS WEEK

Some Favored Localities Already at It—Average Will Be Affected by Lowland Losses.

Winnipeg, Aug. 14.—(Special.)—With the temperature between 80 and 90, crop prospects improve every day. No rain has been reported within the last twenty-four hours, which practically ensures saving the hay crop, as cutting generally is completed in Manitoba. The crop is later in the Territories, but even supposing that it should be damaged, the loss will be relatively insignificant, as very little finds its way to market.

Fall wheat cutting is already in full swing in Southern Alberta, and the crop is a good average one. Barley cutting is generally in progress thruout the west, and the crop is excellent both in quantity and quality, especially in the six rows varieties suitable for brewing, to which western farmers at length are paying attention. Plum Coulee district reports barley thrashed at 43 bushels to the acre. Oats where seeded early are doing splendidly and promise a record crop, particularly along the C. P. R. main line between Moosomin and Regina. Cutting has commenced in some parts.

It is worth noting in connection with oats and wheat that the light lands in Southern Manitoba and in parts of Assiniboia promise this year the best crops in several seasons, owing to the plentiful rains. On the low-lying land, however, a good deal of grain is drowned out, and this will materially affect the average of the entire west.

The hot sun is doing wonders, and the wheat is coloring now in many parts. Cutting will start in Manitoba generally on the 17th, three days earlier than the estimate of a week ago. In the Territories it will begin about the 20th. Some favored localities are cutting already. It commenced in the high lands, among which are Birtle, Oak Lake, Hartney and Fox Warren districts.

"Rhens," beverage by itself or mixed with fruit syrups and wines or liquor.

If you want the best in Filing Cabinets, you can get it at Adams' "for less." City Hall Square.

Broderick's Business Suits. $22.50.—113 King-street west.

EARL'S SON A SWIMMER.

London, Aug. 15.—Many swimmers have endeavored to swim in the sea from the River Dee to the River Don, a distance of ten miles, but comparatively few have succeeded. Dudley Gordon, son of the Earl Aberdeen, has accomplished the feat in the record time of 44 minutes 38 seconds.

The Canada Metal Co., Solder, best made

INDORSES BOURASSA.

Montreal, Aug. 14.—Dr. Goldwin Smith has written a long letter to Henri Bourassa, M.P., endorsing his stand on Canada's position towards imperial defence.

Broderick's Business Suits — $22.50, 113 King-street.

WHY THE PREMIER PROVINCE RANKS "THIRD RATE" IN FEDERAL AFFAIRS.

The World strives to tell its readers something new, something to think about, something that will improve the present condition of affairs. As an example we have laid before the consideration of our readers the fact that Toronto has only one growing end, and that to the northwest. And we have pointed out that the cause of this is largely due to the Don ravines, which have not yet been crossed with sufficient high level bridges. Up Rosedale way, where we have bridged these ravines, the finest section of the city is to be found. The same would be the case if the east end of Bloor-street were connected with the west end of Danforth-avenue by a high level viaduct, making a great thru roadway or street eight miles long from Toronto Junction to East Toronto Town. The city would then grow out over the Don and the nearest available land, namely that across the Don, and near to Danforth-avenue, would be open for building purposes. When we first threw out this idea some years ago little attention was paid to it, now everybody is talking about it, and at last a "movement" in that direction can be spied on the municipal horizon.

But we have a still more important idea to searchlight this morning. It is concerned with things to the east, only much more so. We desire to call the attention of the people of Toronto and Ontario to the comparative lack of influence that this province has and the City of Toronto has in federal affairs at Ottawa. Montreal and maritime influence overshadows everything. Montreal has certain metropolitan characteristics which are lacking in Toronto; but that is no reason why Montreal should so overshadow Toronto as she does in Dominion affairs. The Grand Trunk influence is a Montreal influence. The Canadian Pacific is a Montreal influence, and these great corporations never think of Toronto other than as a very secondary affair. These corporations have an immense influence in Dominion politics. Montreal is also the centre of a consolidated French-Canadian influence, and we make this statement without the slightest intention of unjustly referring to the race issue that unhappily sometimes is raised in this country. The point we simple wish to make is that these great influences and other influences equally great centring in Montreal are in a position to affect Dominion affairs in an overwhelming way at Ottawa as compared with Ontario or Toronto influence. They are so near and present at the capital and the capital is so near them that they are almost one.

Toronto on the contrary is 255 miles from Ottawa, with a comparatively poor train service, or rather a long train service between the places. We have only one railway to Ottawa, and that is the Canadian Pacific, which is 30 to 50 miles longer than it should be. Years ago a federal subsidy was voted, was voted on two occasions, which would have had the effect of reducing the distance between Toronto and Ottawa some 30 miles; but for some reason Montreal influence has headed off the improvement, notwithstanding the bonus. The Grand Trunk could do a splendid business between Toronto and Ottawa if it would build an air line from Belleville or Kingston or some place between those two points to Ottawa, making connections with the fast services between Toronto and Montreal, but so far the Grand Trunk has made no move in this direction. Mr. Hays thinks there is lots of time yet. As a consequence we are nine hours from Ottawa at night time, and practically 12 hours when you consider how long we have to wait for offices to open, while Montreal business men and Montreal public men and Montreal influence are in direct touch with Ottawa at the most of an interval of three hours. Toronto could be put in touch with the capital at Ottawa within five hours if the Canadian Pacific and the Grand Trunk improved their roads in that direction, but apparently they don't desire to let Toronto have her proper influence at Ottawa, so they are "fencing her out."

Anyone looking at the Grand Trunk Pacific proposition, outside of the fact that its main pusher is Senator Cox of Toronto, must notice that it is a Montreal proposition, and the senator to all intents and purposes has gone into a Montreal alliance. Toronto is absolutely out of that proposition as far as we can note at the present time; and again we say that the reason of it is largely due to the lack of railway facilities between Toronto and Ottawa. We should be able to take the train at six in the morning, be at Ottawa at eleven, attend parliamentary committees or visit the departments or see the public men, and at seven o'clock take the train for Toronto and be in bed in Toronto by midnight. As things now are it is an all night journey, a whole day in Ottawa and a night journey to return. A Montreal man takes the train in the morning after breakfast, has a quick run to Ottawa in three hours, sees everybody and does everything he wants to do, and is home in Montreal for dinner if he wishes. And contrariwise the public men at Ottawa and the members of parliament and the growing commercial and financial interest centring there jump down to Montreal in the morning, spend the day there and are back in the evening. There is no such fluidity, if we may use the word, as between Toronto and Ottawa.

We do not know that any other newspaper has ever pointed this out. We do not know if Sir William Mulock, Sir Richard Cartwright, Mr. Sutherland, Mr. Paterson and Mr. Hyman, all or any of them, appreciate the significance of this fact in their comparative lack of influence in Dominion affairs. They don't seem to have anyone behind their backs, let alone a great province. And when you think of the way Ontario is divided between two political parties, you can well see where the overpowering influence in Dominion affairs at present exists. So pronounced is this overpowering influence and so complacent are some Ontario public men in respect to it that there is a certain sneering attitude toward Toronto men and Ontario men to be observed in certain journals and public men of the east—we are sorry to say that this is characteristic of both political parties at the present time.

The one redeeming feature in this whole situation is that, much as has been said against William Mackenzie, he has been a strong man for Toronto, and apparently anxious and desirous of making this city the headquarters of a third transcontinental line and of playing a Toronto game as against the great Montreal influences which are opposing him.

The people of Ontario can think about these things and when they have digested them they have it in their hands to put an end to them and to demand and secure Ontario's proper influence in federal affairs. As far as we can make out Ontario is still the centre of political thought and the home of any public conscience that is left in this country, notwithstanding many of the regrettable things that are to be charged up to our people. And this being the case we ought to have our fair share of influence. And as Toronto has a dead end to the east instead of a growing end, because of a lack of straight and high level thorofares over the Don, so Toronto is lacking in its influence in federal affairs because of a lack of quick and straight railways between here and the capital, where such affairs are determined. Straight roads play many parts.

The World will tell you more about Toronto's lack of political influence and Ontario's lack of influence at Ottawa as the calendar moves along. But these remarks on high level viaducts over the Don and straight railways to the capital are sufficient for to-day. But think about it, and if you meet Sir William Mulock ask him for an explanation, or better still, the Honorable James Sutherland, nominal minister of public works, could give a reason. He was overpowered not long ago by eastern influence.

TARTE MAKES SUMMING UP OF THE POLITICAL SITUATION

Says Sir Wilfrid Will Imitate Sir John A. With "A Last Appeal."

Montreal, Aug. 14.—(Special.)—Hon. Mr. Tarte contributes the following election editorial:

"The promoters," he says, "after taking a few days' rest, will decide the date of the general election if it is to take place this fall. There are arguments for and against an election, like all other important questions. That the government has lost ground there can be no doubt. This is admitted by their most astute supporters. Have they, however, lost sufficient to expose them to defeat? It does not belong to La Patrie to reply to this question.

"Already tons of political literature are being put in circulation. Mr. Fitzpatrick, who is an able and active man, is leader of the Liberal organization in the Quebec district. He had decided in the first place that his career as a public man should be short, and that he would occupy a seat on the bench whenever the circumstances permitted. He has, however, changed his mind, the considerable success which he has met having sharpened his ambition.

"In Montreal the Liberals are at work in groups. Mr. Prefontaine is surrounded by his former friends of the city hall and he has created new relations. Mr. Brodeur has gone conscientiously to work and he has the support of a very respectable element. The cabinet has the active sympathy of La Presse, The Herald and also The Witness to a less extent.

Conservatives Not Idle.

"On the other hand, the Conservative camp has not remained idle. Mr. Borden has quite recently written a letter to a great number of partisans, inviting them to begin work. Rufus Pope,

Continued on Page 2.

TO-DAY IN TORONTO.

Friends' convention—9 a.m.

Bowling tournament, Granite Rink—10.

Hanlan's Point, vaudeville—3 and 8.

Munro Park, vaudeville—3 and 8.

Majestic Theatre, "The Peddler"—2 and 8.

Star Theatre, burlesque—2 and 8.

$4000 for Parkdale Residence.

An elegant ten-roomed residence in best part of South Parkdale is offered at $4000. Ready for occupation. Apply to J. L. Troy, 52 East Adelaide. 6

CANADIAN GIRL SUICIDE

Governess to Edison—Her Home in Norval.

Orange, N.Y., Aug. 14.—(Special.)—Miss Ethel K. Pardoe of Norval, Ont., 25 years old, who was employed by Mrs. Thomas A. Edison, wife of the inventor, as a governess for the Edison children, committed suicide to-day at the residence of Mrs. Annie G. Miller, by turning on the gas. She worried much in the discharge of her duties as governess.

Three years ago anonymous letters were received by the Edisons, containing threats to kidnap the children. The children were never molested, but the threats made Mrs. Edison extremely nervous, and she frequently cautioned Miss Pardoe to be careful. Miss Pardoe was of a nervous disposition. Her fears for the children became intolerable and she told a friend she could stand it no longer. For that reason she left Mrs. Edison.

Letters found in her room indicated that her father, a Canadian clergyman, died last winter, and it is surmised that her grief for him was a contributing cause to her suicide. A savings bank book was also found.

Mrs. Edison spoke highly of the young woman. She made arrangements for the funeral and communicated with her relatives.

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

DEATHS.

FREYSENG—At his late residence, 356 Sumach-street (corner Carlton-street), Toronto, on Friday, the 12th August, 1904, John Freyseng.

Funeral from above address on Monday, the 15th, at 2.30 o'clock. Interment in Mount Pleasant Cemetery.

ELKINS—On Aug. 5, at Vancouver, William Elkins, father of Mrs. J. W. Cowan, Toronto.

McMASTER—At Milton, on Sunday morning, 14th inst., of appendicitis, Charles Campbell McMaster, only son of William J. McMaster, 14 Sylvan-avenue, Toronto, aged 13 years 9 months.

Funeral notice later.

FLANNAGAN—On Aug. 13th, 1904, at 20 Trefann-street, Raymond Raphael, dearly beloved child of Minnie and J. J. Flannagan, aged 6 months.

Funeral on Monday, Aug. 15th, at 2.30, to St. Michael's Cemetery.

THREE DEATHS IN STORM AND MANY BARNS STRUCK RAINFALL WAS VERY HEAVY

Toronto Was Centre for the Disturbance, But Escaped Without Any Serious Damage.

STORM'S DEATH ROLL.

Cayuga—Mrs. Edmond Cousins.

Welland—Robert Misner, farmer of Thorold Township.

Wingham—Mrs. Alex. Bruce, 72 years of age.

The storm which struck Toronto on Saturday afternoon was not a mere local disturbance. From the viewpoint of fatal results occasioned it is to be regarded as possibly the worst in many years. At the observatory it was stated last night that thunderstorms were general along both Lake Erie and Lake Ontario on Saturday, altho Toronto was honored with the most pronounced visitation in the entire area affected. The rainfall here was 1.12 inches, and it might be remarked that only once before this summer has a greater deluge been noted, namely, on May 18, when 1.63 inches was recorded. On May 31 there was a fall of 1.08 inches, and on July 12, 1.03 inches.

The origin of the storm sweep is declared to have been to the west of Lake Michigan. On Friday night there were electrical disturbances, and the storm area has since been traveling in an easterly direction. Yesterday morning it reached Quebec, and umbrellas were needed in Montreal all day.

The weatherman could see no menace to crop conditions in the storm itself, considered apart from the fall of hail, which, in some quarters was an added feature. The grain was bound to suffer a certain amount of flattening thru this latter, and this was noticeable in the fields between Lorne Park and Long Branch.

There were several local features about the storm. The flagpole on Cosgrave's brewery was struck at about half past four, and splintered. The report was like unto that of a Gatling gun fired at close range, and considerably startled residents in that vicinity. The storm was at its worst just about this time. At 4.33 the Cortland fire protection system on the Christie-Brown building was struck by a passing bolt. The Lombard-street firemen were promptly on the spot, but had little to do, the cause of alarm having spent itself.

The west end did not escape without some tangible reminder of the storm king, the lightning in one of its freaks boring into the earth at a spot on Defoe-street. The street cars suffered damaged fuses. The Toronto Electric Light also suffered in this way. There were washouts on the Sunnyside and eastern beach roads.

Continued on Page 2.

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The first advance shipments of men's fall hats are now on sale at Dineen's. They include the best hats made, either by English or American makers, including those by Dunlap of New York and Heath of London, England, for which Dineen is sole Canadian agent. It would pay you to have a new fall hat at once, because of the remarkable change in styles.

FINE AND WARM.

Meteorological Office, Toronto, Aug. 14.—(8 p.m.)—Showers and heavy thunderstorms occurred in Ontario and Quebec during Saturday and have spread to the Maritime Provinces to-day. Fine weather has prevailed in the Northwest Territories, and temperatures have been high.

Minimum and maximum temperatures: Port Simpson, 48—58; Victoria, 54—62; Calgary, 40—84; Swift Current, 46—88; Winnipeg, 54—80; Port Arthur, 52—80; Parry Sound, 52—72; Toronto, 54—78; Ottawa, 60—76; Montreal, 62—74; Quebec, 60—70; Halifax, 54—70.

Probabilities.

Lower Lakes and Georgian Bay—Moderate to fresh westerly and southwesterly winds; fine and quite warm.

Ottawa and Upper St. Lawrence—Fine and warm.

Lower St. Lawrence and Gulf—Fresh to strong southwesterly to westerly and northwesterly winds; clearing, with not much change in temperature.

Maritime—Fresh southerly to westerly winds; partly fair and warm, but some showers and scattered thunderstorms.

Lake Superior—Fair and warm.

Manitoba—Fine and warm.

STEAMSHIP MOVEMENTS.

Aug. 13.	At.	From.
Etruria	New York	Liverpool
Cedric	New York	Liverpool
Virginian	Antwerp	Montreal
Celtic	Queenstown	New York
St. Paul	Plymouth	New York
Cestrian	Liverpool	Boston
Columbia	New York	Glasgow
Germanic	New York	Southampton
Hamburg	New York	Dover
Roma	New York	Marseilles
Rotterdam (Aug. 12)	Bologna	New York
Ionian (Aug. 13)	Liverpool	New York
Lake Manitoba	Liverpool	Montreal
Umbria	Liverpool	New York
Siberian	St. John's, Nfld.	Glasgow

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