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TWENTY-FIFTH Y EIGHT PAGES——THURSDAY MORNING APRIL 14 1904——EIGHT PAGES ONE CENT

Senate Reading Room
5July04—204

CZAR'S NAVAL CHIEF MAKAROFF DROWNS

HIS SHIP STRIKES MINE AND TURNS TURTLE

600 RUSSIANS PERISH IN AN INSTANT

Admiral's Death is Greater Loss to Russia Than Destruction of Many Vessels.

NICHOLAS OVERCOME WITH GRIEF

St. Petersburg, April 13.—The awful disaster to the battleship Petropavlovsk at Port Arthur, with a loss of almost her entire crew of over 600 men, and the death of Vice-Admiral Makaroff has been a terrific blow. It would have fallen less heavily if the ship and the commander-in-chief of the fleet had been lost in battle, but to be the result of another accident following upon a succession of tragedies, of which the Port Arthur fleet has been the victim, it had created something like consternation.

"Reverses we can endure," said a prominent Russian, "but to have the Petropavlovsk meet the fate of Yenesei and the Boyarin in heartbreaking."

Besides, IT HAS JUST BECOME KNOWN THAT THE BATTLESHIP POLTAVA, SEVERAL WEEKS AGO, HAD A HOLE RAMMED IN HER BY THE BATTLESHIP SEVASTOPOL, while the latter was manoeuvring in the harbor at Port Arthur.

Day of Excitement.

The day has been one of intense excitement in St. Petersburg. The first inkling of the catastrophe leaked out on the receipt of a telegram by Grand Duke Vladimir from his son, Grand Duke Boris, announcing the loss of the Petropavlovsk and the wounding of Grand Duke Cyril, who was first officer. Grand Duchess Vladimir was almost frantic on the receipt of the telegram, being convinced that the message was onl ya precursor of worse news,as it was signed by Grand Duke Boris, instead of by the aide to Grand Duke Cyril, Lieut. von Kube. The reason why the telegram was so signed afterwards became apparent, as Lieut. von Kube had gone down with the ship.

The youngest son of Grand Duke Vladimir, Grand Duke Andrew a dashing young guardsman, behind the fastest of trotters, tore off to the winter palace, the admiralty and elsewhere, seeking confirmation of the news, which came two hours later, in a message to the emperor from Rear-Admiral Grigorovitch, the commandant at Port Arthur. A religious service was immediately held at Grand Duke Vladimir's palace, in which thanks were returned to the Almighty for sparing the life of Grand Duke Cyril, but THE EMPEROR WAS SO OVERWHELMED WITH GRIEF AT THE DEATH OF VICE-ADMIRAL MAKAROFF THAT NEITHER HE NOR THE EMPRESS ATTENDED THE SERVICE. Instead, the emperor sent a member of his personal staff to break the sad news to Vice-Admiral Makaroff's widow, who is living in St. Petersburg.

Wildest Rumors Circulated.

Meantime the city was filled with the wildest rumors, but the official despatches were so meagre and private despatches so conflicting that the public was kept in suspense for six hours. Then, altho the report was incomplete, despatches were posted on the war bulletin boards. The grief of the crowds whose worst fears were thus officially confirmed was touching. The ministry of marine was soon surrounded by thousands eagerly asking for more details, including the stricken relatives of those who were on board the Petropavlovsk. What occurred prior to the blowing up of the flagship was only vaguely known, except that Vice-Admiral Makaroff, with his flag flying on the doomed vessel,sailed out to engage the enemy until his reinforcements appeared.

It is thought possible that Vice-Admiral Togo planned an ambuscade by sending in a small squadron in the hope of drawing out the Russian commander and then cutting him off.

Six Unknown Mines.

The Associated Press learns that the location of six of the mines planted by the Yenesei were unknown, the charts having been lost when the vessel went down. Probably it was one of these mines that the Petropavlovsk struck.

Vice-Admiral Makaroff's death is a greater loss than would be that of several battleships. He was the pride of the navy and enjoyed the implicit confidence of his sovereign and of the officers and men of the service.

Speaking of his death, officers here all remarked upon the strange fatality that he should lose his life on a heavily armored battleship, to which he had a particular aversion. This morning for the first time he raised his flag on a battleship, while previously he had gone out on board the cruiser Novik or Askold. It was at the urgent request of his friends that he did not risk his life in this fashion and so transferred his flag to the Petropavlovsk.

Went Rather Unwillingly.

It is now an open secret that Vice-Admiral Makaroff was not anxious to resign his command of Cronstadt,which necessitated his leaving his wife and family, but the emperor held such a high opinion of him that he declined to consider other candidates and would take no refusal.

By imperial command a requiem service will be celebrated at the Admiralty Church at noon to-morrow for the emperor's favorite admiral.

To-night the grief-stricken widow, according to the Russian custom, had a requiem service celebrated at her residence.

The coincidence is generally commented upon that the ice-breaker Yermack, one of Vice-Admiral Makaroff's greatest triumphs, steamed majestically up the Neva to-day, having cut thru the ice from Constadt, her enormous black hull dwarfing the warships moored alongside.

"There's Stefan Osipovich's ship," cried the Moujiks, who knew and loved Makaroff so much that they called him by his patronymis.

Shut Up in Conning Tower.

Makaroff is believed to have been in the conning tower when the Petropavlovsk was blown up.

Grand Duke Cyril probably owes his life to the fact that he is a fine athlete and a splendid swimmer. There is a romantic story connected with the Grand Duke Cyril's anxiety to go to the front. He wanted to win his spurs and marry the woman with whom he is very much in love, but the match with whom had been opposed by his parents. It is an open secret that the Grand Duke's lady love is his cousin, the divorced wife of the Grand Duke of Hesse, and a daughter of the late Duke

Continued on Page 2.

HOW MAKAROFF WENT DOWN.

St. Petersburg, April 13, 6.38 p.m.—The following official despatch has been received here from Rear Admiral Grigorovitch, the commandant at Port Arthur, addressed to the emperor:

Port Arthur, April 13.—The Petropavlovsk struck a mine, which blew her up, and she turned turtle. Our squadron was under Golden Hill. The Japanese squadron was approaching. Vice-Admiral Makaroff evidently was lost. Grand Duke Cyril was saved. He is slightly injured. Capt. Jakovlef was saved, tho severely injured, as were five officers and thirty-two men, all more or less insjured. The enemy's fleet has disappeared. Rear Admiral Prince Ouktomsky has assumed command of the fleet."

The following despatch to the czar has been received from Viceroy Alexieff:

Mukden, April 13.—A telgram has just been received from Lieut.-Gen. Toessel, commander of the military forces at Port Arthur: "I regret to report to your majesty that the Pacific fleet has suffered irreparable loss by the death of its brave and capable commander, who was lst, together with the Petropavlovsk."

Another despatch from Viceroy Alexieff to the czar says: "According to reports from the commandant at Port Arthur, the battleships and cruisers went out to meet the enemy, but in consequence of the enemy receiving reinforcemets, making his total strength 30 vessels, our squadron returned to the roadstead, whereupon the Petropavlvsk touched a mine, resulting in her destruction. Grand Duke Cyril, who was on board, was saved. He was slightly injured. The whole squadron then re-entered port. The Japanese are now off Cape Liaoshan, the southern extremity of the peninsula on which Port Arthur is situated. No reports had been received from the acting commander of the fleet up to the time this despatch was sent."

CRUISER BAYON DAMAGED CHASED BY JAP VESSELS

Port Arthur Bombarded for Fifteen Minutes by Fire of Mikado's Ships.

London, April 14.—The Daily Telegraph's correspondent at Weihaiwei, telegraphing under date of April 13, says:

"The British cruiser Espiegle reports that at 5.45 o'clock this morning she sighted five Japanese warships engaging the Russian cruiser Bayan, making for Port Arthur from the direction of the Yalu. The Russiana cruiser Askold and another cruiser issued from Port Arthur to assist the Bayan.

"At 6.45 o'clock the Russians got under the shelter of the forts, but the Bayan was evidently damaged,as quantities of steam were seen escaping.

"At 8 o'clock the Japanese ships opened a heavy gun fire on the forts, which did not reply, and after 15 minutes' bombardment the Japanese retired to the eastward."

WANTS WHITES.

(Canadian Associated Press Cable.)

London, April 14.—Premier Deakin sympathizes with General Booth's scheme as a matter of philanthropy, but Australia, he says, wants efficient and desirable immigrants.

TOGO RULES THE WAVES RUSS FLEET NOW NO GOOD

All Jap Needs Do is to Remain Outside Port Arthur to Clear Route.

St. Petersburg, April 13.—(9.30 p.m.)—It was rumored here to-night that Rear-Admiral Prince Ouktomsky (acting commander of the Russian fleet at Port Arthur), engaged eighteen Japanese warships off Port Arthur this afternoon.

Even if Rear-Admiral Prince Outersky, who is in charge of the fleet at Port Arthur, is able to go to sea with four battleships, which it is not certain he can do, Vice-Admiral Togo could bring against him a greatly superior force. It is pointed out that all the Japanese admiral need now to do is to be outside Port Arthur, and transports can pass with absolute impunity.

The Petropavlovski disaster has created a profound impression in official, naval and military circles, where the feeling is one of consternation. The officers speak of the catastrophe with the deepest emotion. The imperial family and court were also deeply moved. The news has only been circulated among the high and middle classes, and as yet has not reached the populace. Consequently there were no scenes in the streets this evening, and no special editions of the newspapers were issud.

Whole Story Not Yet Told Big Fight Has Been Fought

Russian Reports Not Satisfactory and it is Believed That Greater Damage Has Been Done to the Czar's Fleet by the Japs.

London, April 14.—The late Vice-Admiral Makaroff was well known in England, especially in the Newcastle-on-Tyne district, where he resided while the Armstrongs were building his ice-breaker, the Yermak. The editorials in this morning's newspapers deplore his loss and pay tributes of admiration to the way he met a hero's death in carrying out his own officially-expressed conviction that "he who wishes to ensure victory should determine either to conquer or to die."

As emphasizing the tragedy of the admiral's fate, it is recalled that the question of saving lives on warships that had been torpedoed had been a matter of profound study with him. The editors extend sympathy to the Russian nation in the series of misfortunes which have pursued the navy, and comment on the enormous advantage this catastrophe gives to Japan, even if, as is believed, the Russian disaster is not worse than represented in the official despatches.

Severe Fight Took Place.

No actual news has yet reached London, beyond the Russian official telegrams, but despatches from Weihaiwei induce the confident belief here that a naval engagement occurred off Port Arthur of a severe character, and that later telegrams will show that the Russians suffered a greater loss than is admitted.

Nothing in the way of news has been received here from the Japanese side, but a rumor has reached Rome than Vice-Admiral Makaroff's squadron was attacked by the whole Japanese fleet, concealed behind the Miaokalo Islands, and his retret was cut off, and he was forced to fight against odds, with the result that all his ships weredamaged, while the Petropavlovsk was surrounded by torpedo boats, struck by five torpedoes, and blown up.

Russ Report Unsatisfactory.

Another rumor is to the effet that Rear-Admiral Melas is among those killed aboard the Petropavlovsk. No great attention is paid to these rumors, but the universal opinion here is that the official explanations of the disaster are unsatisfactory. It is reported at Plymouth that the Hamburg-American line steamer Deutschland, which arrived at Cherbourg yesterday from New New York, has made her last Atlantic voyage, and that she will be purchased by Russia.

The Times correspondent at sea, off Port Arthur, under yesterday's date, reports a Japanese torpedo attack followed by a desultory bombardment. He does not mention the disaster to the battleship Petropavlovsk.

His wireless messages, dated yesterday morning and afternoon, state that the Japanese torpedo boats attacked Port Arthur in the early morning. The bombardment of the port began at 9.40, and at 10.40 the fleet was still shelling the forts.

Story of a Fight.

The correspondent says: "At 4.30 this morning amid rain squalls we sighted a squadron, which proved to be the Japanese fleet of six battleships, followed by a first-class cruiser squadron of six ships. In line ahead, the third and fourth being the Iwasuga and the Nisshin, which were making their first appearance with the fleet. With the Mikasa leading the vessels were shaping their course for Port Arthur. Forty miles distant from Port Arthur the battleships drew out at full speed. The Kasuga and the Nisshin joined the battleships, the other cruisers remaining zehind, the interval between being maintained by the division of torpedo boat destroyers.

Had Covered Attack.

"As we neared Port Arthur we found two first-class and four second-class cruisers already there. This squadron had covered the torpedo attack in the small hours of the morning.

The battleships now hoisted their fighting flags and steamed in the same formation, the Mikasa leading and the new ships bringing up the rear, to within six miles of Port Arthur's frowning promontory.

"At 10.20 o'clock the shore batteries opened, but the fire was only desultory and it seemed as tho Vice-Admiral Togo was made a demonstration rather than a bombardment.

"Three times Togo's fighting squadron circled in front of the enemy's position, drawing a desultory reply, and at noon the admiral withdrew his battleships to the southward."

TORPEDO BOAT GROUNDS.

All Crew Saved, But Vessel Will Be a Wreck.

Portsmouth, April 13.—The British torpedo boat destroyer Teaser grounded during the manoeuvres here to-night. All the members of the crew were saved. It is feared the vessel will prove a wreck. A night attack on Portsmouth harbor had been arranged for the delectation of Prince Henry of Prussia, who is here on a private visit as the guest of Admiral Sir John Fisher. The prince and the admiral were watching the manoeuvres when the Teaser's officers were dazzled by the searchlights. The vessel crashed at full speed into the sea wall and grounded.

Edwards, Morgan & Co., 26 Wellington Street East, Toronto. Edwards & Ronald, 48 Canada Life Building, Winnipeg, Chartered Accountants.

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Comforts for Election Offenders.

The attorney-general has directed the warden of Central Prison to make the election offenders as comfortable as possible. Col. Gray will not be required to wear prison garb, and books will be furnished him.

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TWENTY-NINE MEN KILLED TON OF POWDER EXPLODED

Disaster on Board the U.S. Battleship Missouri—Listowel Boy Among the Slain.

Pensacola, Fla., April 13.—By the explosion of 200 pounds of powder in the 12-inch turret and the handling room of the battleship Missouri, Capt. W. S. Cowles commanding, 29 men were instantly killed and 5 injured, of whom two will die. The Missouri was on the target range with the Texas and Brooklyn at practice about noon, when a charge of powder in the 12-inch left-hand gun ignited from gases, exploded and, dropping below, ignited four charges of powder in the handling room and all exploded. Only one man of the entire turret and hadling crew survives. But for the prompt and efficient work of Capt. Cowles in flooding the handling room and magazine with water one of the magazines would have exploded and the ship would have been destroyed.

Occurred at Noon.

Lieut. Hammer, the ordnance officer, gave out a statement of the explosion and its probable cause. About noon, after the first pointer of the after 12-inch piece had fired his string and the second pointer had fired the third charge of his string, the charge ignited. The fourth shot was being loaded, and from all indications the first part of the charge had been rammed home, and the second section was being rammed home, when gases from the shot previously fired or portions of the cloth cover ignited the powder. The breach was open and a dull thud gave notice of something unusual. No report was made, but flames were seen to leap from every portion of the turret. A few seconds later another explosion, somewhat srtonger, occurred. This was in the handling room below, where 1600 pounds of powder, or four charges, ready to be hoisted above, had ignited. Fire quarters were sounded and every man of the ship responded, and the magazine and handling rooms were flooded with water. In less than five seconds after the first explosion two streams of water were being played in the rooms, and when volunteers were called for, every man of the ship responded, eager to go into the turrets and rescue the crew. Capt. Cowles gave his commands, and but for his presence of mind and that of the officers of the ship the Missouri would have gone down.

Brass Work Melted.

The second explosion occurred near one of the magazines, and so hot was the fire that the brass work o the magazines was melted. Smoke and the fumes of the burned powder made it almost impossible to enter either the turret or handling room, but officers and men with handkerchiefs over their faces made efforts to rescue the men in side. Leading the rescuing party was Capt. Cowles. The officers endeavored to keep him from going below, but, unheeding their advice, the commanding officer rushed below, followed by Lieut. Hammer, the ordnance officer, and Lieut. Clelland Davis. Capt. Cowles caught up a dying bluejacket in his arms and staggered to the deck with him. The bluejacket with two others from the handling room had crawled partly from their place of duty when they had become overcome. The fumes of the burning powder had left the turret, officers and men were lifting out the dying and dead men. Three minutes after the explosion all were on deck and the surgeons from the Missouri, Texas and Brooklyn were attending to those not dead.

Lying in a Heap.

The 25 men of the turret were found lying in a heap. They had started for the exit when the first explosion occurred, and had just reached there when the more terrible explosion in the handling room occurred, which burned and strangle dthem to death. Lieut. Davidson, the officer in charge of the turret, evidently had given some command to the men, as he was on top of the heap of men, having fallen there after he had allowed them to pass him to get out of the turret. The bodies were hardly recognizable the terrible and quick fire having burned the clothing from the bodies of the men and the flesh hung from them in shreds. The faces were mutilated by the by the flames only. Only one man was breathing when the turret crew was reached ,and he died a moment after he had reached the deck.

Coxswain Franks was among the killed. He enlisted in Buffalo, N. Y., but his father lives in Listowel, Ont.

CRICKET ON SUNDAY.

(Canadian Associated Press Cable.)

London, April 13.—General Sir Reginald C. Hart, V.C., commanding the Thames District, presiding at a meeting in aid of the movement for the Sunday closing of saloons, said that Sunday was a day of sin and debauchery. In the interests of religion and temperance he pleaded for the allowance of cricket, football and tennis after church hours. The movement was started.

Geo. O Merson, Chartered Accountant, Auditor, Assignee, 27 East Wellington Street, Toronto. Phone M 4714. 246

Spring Poetry.

There was an Ontario beau,
Who wanted a smart spring chapeau,
But he tried all in vain
His desire to obtain,
And declared it was plainly no go.

But his friends said, "My boys, you are green,
You should purchase your hats from Dineen;
For the hats that he sells
Turn dubs into swells,
And are fit for a king or a queen."

The Canada Metal Co., Solder, best made 246

TO-DAY IN TORONTO.

Arts and handicrafts exhibition, O.S.A. gallery.
Civic investigation resumes, city hall, 10 a.m.
Women's Musical Club, Conservatory of Music, 11 a.m.
Empire Club, R. F. Stupart on Hudson Bay, McConkey's, 1 p.m.
Ward One Conservatives, Dingman's Hall, 8 p.m.
Ward One Liberals, 734 East Queen-street, 8 p.m.
Laurier Club, Broadway Hall, 8 p.m.
Royal Grenadiers' parade, armories, 8 p.m.
M.Y.M.A. mass meeting, Parkdale churches, 8 p.m.
Massey Hall, National Chorus, 8 p.m.
Association Hall, Marie Nichols, violin recital, 8 p.m.
Princess, "Red Feather," 8 p.m.
Grand, "By Right of Sword," 8 p.m.
Majestic, "In Convict's Stripes," 2 and 8 p.m.
Shea's, vaudeville, 2 and 8 p.m.
Star, burlesque, 2 and 8 p.m.

The Canada Metal Co's. Babbit babbits 246

MARRIAGES.

BAIN—NELLIS—At new St. Paul's Church, Woodstock, Tuesday, April 12th, by Rev. Canon Farthing, John Francis Bain of Toronto to Lillian Emily,only daughter of J. H. Nellis of Woodstock.

IN A PROMISING MOOD.

MINISTERIAL COUNSELLOR: Truly, I think he is sincere—but he is very sick and very very scared.

BLAIR PLEADED FOR PUBLIC OWNERSHIP

BEFORE G.T.P. PROJECT WAS LAUNCHED

IN A SECRET NOTE TO HIS COLLEAGUES

Favored Extension of the I.C.R. to Georgian Bay to Connect With Canadian Northern.

Ottawa, April 13.—(Staff Special.)—The World's position and the position of the member for East York in favor of government ownership of railways has received a striking endorsation in the publication of a secret memorandum prepared by Hon. A. G. Blair in 1902 for the guidance of his colleagues. The Montreal Star of to-night contains the memorandum. It covers several columns and even then is summarized in places. How the document got out is not explained. But there is no doubt of its authenticity. It is a sensation here.

THE MAIN POINT IN IT IS THAT MR. BLAIR PROPOSED TO HIS COLLEAGUES TO MAKE THE INTERCOLONIAL THE BASIS OF A NATIONAL TRANSCONTINENTAL SYSTEM, FIRST BY EXTENDING THE INTERCOLONIAL TO GEORGIAN BAY BY ACQUIRING THE CANADA ATLANTIC FROM OTTAWA TO GEORGIAN BAY, CONNECTING IT BY BOAT WITH THE CANADIAN NORTHERN AT PORT ARTHUR AND GRADUALLY BUILDING GOVERNMENT LINES ACROSS THE CONTINENT.

The memorandum was submitted by Mr. Blair to his colleagues on Sept. 10, 1902, some months before the Grand Trunk Pacific Railway scheme was unfolded to the public. Mr. Blair must have "winded" the Grand Trunk deal, for the memorandum was obviously designed to head off Mr. Cox and his fellow-promoters, and extend the system of government railways. The document also explains why Mr. Blair was left out in the cold when the informal negotiations between the government and the Grand Trunk Pacific promoters took place and considerably simplifies the mystery of his resignation from the cabinet.

For Government Ownership.

Mr. Blair begins his memorandum with a strong plea for government ownership of railways. He attributes the financial factor of the Intercolonial Railway not to government management but to lack of an extension to Georgian Bay. He then goes on to show how public ownership of railways has succeeded in various European countries, in India, in South Africa and in Australia.

"Under conditions just as serious as those prevailing in Canada," says Mr. Blair, "these railways have been uniformly successful. Why is it, one may fairly ask, that in Australia, where it is known the stress of political pressure is undoubtedly as great as if not greater than in Canada, these railways not only pay all operating charges, but yield a return on an enormous capital outlay of from 3 to 5 per cent., while the government railway in this country until very recently has failed to meet its operating expenses out of earnings? The reason must be sought in other directions than along political lines. So great is the disparity between the results in this country and those in Australia that no amount of waste, leakage and inefficiency, even corruption, if you will, can possibly account for it."

Mr. Blair emphasizes the fact that the policy of public ownership cannot be declared unsound, because the Intercolonial Railway does not show a respectable surplus. He points out that the location of the Intercolonial Railway was not governed by commercial but by political considerations. No one ever expected that the road as located would yield any direct return upon its cost. For military reasons, it was constructed as far away as possible from the American boundary. "It pursues an extremely roundabout and tortuous route in reaching its western terminus, and in so doing it passes along a large portion of its line thru the most sparsely settled and least productive portions of the country. Neither of the two great railway systems in Canada with which the Intercolonial is compared has been so handicapped; but on the contrary, they have traversed the most productive, populous and promising portions of the country. Under such circumstances, if there were no other reasons to be assigned, can the Intercolonial be considered as affording a fair test of the possibilities of government ownership?"

Moderate Rates.

Furthermore, Mr. Blair points out that there is scarcely a section of the government railway which is not handicapped by a keen and active water competition. He also notes that the operation of the Intercolonial by the government has secured to the people of all Canada who have access to it, moderate and stable routes of transport, applied to all alike, and absolutely free from discrimination, and there are no discriminating rates. On other great railway systems there are short and preferential rates, while on the government the public are assured of fair and equal treatment. Mr. Blair discusses the tolls charged on the Intercolonial as compared with the tolls charged on the C.P.R. and G.T.R., claiming that if

Continued on Page 12.

A. G. BLAIR, K.C., EX.M.P.
Says, who while he held office advocated public ownership.

The World as a Medium for Selling Real Estate

The World has received the following letter from Messrs. John Macdonald & Co., wholesale drygoods merchants, of this city, which speaks for itself:

Address all Communications to the Firm
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TRADE J.M.D. T. MARK

TORONTO, April 13th, 1904.

The Toronto World, City:

DEAR SIRS,—We have much pleasure in recommending your paper as an excellent medium for advertising real estate. A few months ago we had nineteen houses for sale in the city. We advertised them exclusively in The Toronto World and to-day we have only seven left unsold, which we expect to sell in a few days, two on Cottingham-street, two on Peter-street, two on Wellesley-street and one on Bathurst-street. We are,

Yours truly,
JOHN MACDONALD & CO.

400 ACRES OF DRIFTING ICE.

Property Along Waterfront Threatened by Immense Floe.

There are 400 acres, more or less, of ice, in one great big chunk, 2 or 3 feet thick, floating around in Toronto Bay. The mass is being drifted around whither wind and water listeth. Men with property along the waterfront last night were rather seriously disturbed. The damage that the big floe could do to steamers and other craft, and even to the wharves, can readily be imagined if it was drifted in toward the city.

The floe was formed by the loosening of the ice from the shores and being drifted and piled and welded together. It is feared that damage will be done at the island, where, if the wind should become violent across the bay, the ice may be caused to pound over the breakwater.

Experienced waterfront men say they never saw anything like it before. The immense power in this floating mass, if sufficiently agitated, can readily be imagined. The city should take some steps to dynamite or otherwise disintegrate and demolish the ice.

The Ada Alice of the Ferry Company's fleet will come down from Oakville to-day to go into commission.

Use Fletcher's Economic Fuel Grate.

CLUB FOR CHAMBERLAIN.

(Canadian Associated Press Cable.)

London, April 14.—Joseph Chamberlain's supporters, both in and out of parliament, propose to establish a club on imperial lines with the object of promoting imperial federation. The club will be similar to the Eighty Club, and will have no club house, but will do an active educational propaganda.

Nothing but the best at Thomas'.

FAIR.

Meteorological Office, Toronto, April 13.—(8 p.m.)—The weather to-day has been fair thruout the Dominion, except that a few local snow flurries have occurred in Ontario. The temperature has been 70 and upwards in Alberta and Western Assiniboia, but from Manitoba to Quebec it has been very near or even below the freezing point. In parts of Nova Scotia it has been mild, with temperatures above 50.

Minimum and maximum temperatures: Edmonton, 34—70; Calgary,28—70; Medicine Hat, 30—72; Prince Albert, 22—44; Qu'Appelle, 22—40; Winnipeg, 28—34; Port Arthur, 22—34; Parry Sound, 20—30; Toronto, 26—36; Ottawa, 18—30; Montreal, 22—30; Quebec, 26—28; St. John, 34—44; Halifax, 36—54.

Probabilities.

Lakes and Georgian Bay—Moderate winds; fair; stationary or a little higher temperature.

Upper St. Lawrence and Ottawa Valley—Moderate winds; fair and cool, with a few local snow flurries.

Lower St. Lawrence and Gulf—Westerly winds; fair and cool, with a few local snow flurries.

Maritime—Westerly winds; mostly fair and a little cooler.

Lake Superior—Moderate winds; fair and cool.

Manitoba—Fair; becoming milder.

Read Raymond's Record.

STEAMSHIP MOVEMENTS.

April 13.	At.	From.
Victoria	New York	Marseilles
Bovic	New York	Liverpool
Umbria	New York	Genoa
Deutschland	Cherbourg	New York
Ionian	Liverpool	St. John
Oceanic	Liverpool	New York
Lake Champlain	Liverpool	Halifax

Try the decanter at Thomas.