

H. H. WILLIAMS & CO.
 Real Estate Brokers - 25 VICTORIA ST.
SNAP - A new square plan residence, ten rooms, modern kitchen, bathroom, hot water heating, oak floor, and finished basement. Have been asking \$2000. Call give big cut for immediate sale.

PROBS. Northwesterly winds; local snow flurries.

\$100,000 LOSS BY FIRE

FIVE STOREY BUILDING IS BADLY GUTTED

WHOLESALE SECTION

Fire Department Had Hard Battle But Confine Flames to Building Occupied by Anderson & Macbeth—Several Occupants Who Suffer Heavily.

LOSSES.
 Anderson & Macbeth, hats, \$45,000.
 Phillips & Wrench, fancy goods and notions, \$20,000.
 Edwin Fisher, manufacturers' agent, \$2000.
 John Fisher, Son & Co., woollens, \$9000.
 J. Howard Stowe, manufacturers' agent, \$2000.
 Damage to building owned by Joseph Ontario, leased by Anderson & Macbeth, \$10,000.
 Alcock, Light & Westwood, \$5000.

The loss by Saturday night's fire, which gutted the three upper floors of the five-storey building at 76 Bay-street, is estimated at about \$100,000. For three hours, until 10.30, the firemen worked hard before they got the flames well under control, and it was not until 2 o'clock Sunday morning that their work was finished.
 Business men who had interests in the wholesale section and who hurried to the scene of the fire, were warm in their praise of the work of the department, which never fought a better battle. Going up against a blaze in a big building, among dangerous material and with a big start on them, they tackled the job in such style that the flames were confined to the one building, and the loss by water to the stock of the firm of Alcock, Light & Westwood next door was confined to a minimum.
 The building was of solid brick, five-storeys and basement, erected since the ever memorable fire of 1894, which, by the way, had its origin but a few feet from the building. Saturday night it was a tough battle to keep the flames from jumping across Mincing-lane into the Anselby building, but they didn't. In 1894, it was the spreading of the fire into the Gillette-Anselby structure on the same site which caused the conflagration.
Started on Second Floor.
 The fire was discovered by Night Watchman Wm. Johnson, who saw the fire burning fiercely in the second floor, occupied by John Fisher, Anderson & Macbeth, who lease the building, occupied the basement and first floor, the rear part of the third floor and the front part of the fourth floor being used by Edwin J. Fisher, manufacturers' agent, while the fourth floor was tenanted by John Fisher, Son & Co., woollens, and J. Howard Stowe, manufacturers' agent.
 He rang in an alarm from box 416 on Wellington-street, near Bay and York, at 7.38. A general alarm was sent in at 7.55.
 The Bay and Lombard-street divisions of the department were assisted in reaching the fire, having been called on a still alarm to the J. D. King building—on Wellington-street, west of York-street, where a sprinkler system had been accidentally flushed, as it had the pump in the building had gone down Bay-street, past the Anderson building, on their way, and there was then no sign of fire. While they were still trying to stop the sprinklers their attention was attracted by the reflection of the other blaze, and they went back, without waiting to pick up the hose that had been laid out in the King building.
Sad Good Start.
 The fire here suddenly began going for some time, for soon after it was discovered there came a noise as of an explosion. This is attributed to the ignition of the smoke which filled the building and which would cause the fire to spread quickly thru the building.
 The flames followed the stairway up and the central portion of the third, fourth and fifth floors and the roof were burned away, leaving the ends well charred.
 Chief Thompson took charge of the work on Bay-street and Deputy Chief Noble handled the force which attacked the flames from the west. The rear of the building, and from the windows of the Anselby building opposite, the private hose being manned by firemen.
 Six streams were got to work in front, while entry was made with a seventh in the second floor, where the fire had started. Fighting here, the men were close against the blaze and in grave danger from the weakening floors. Soon after 8 o'clock there, above the second, crashed thru, falling within a few feet of the firemen in a tangled mass of flaming wreckage. The men, who were of the Queen's street section, stuck to the work and held this pile, while those outside poured in tons of water.
 Aerial truck 1 was run up in front and two streams were played from this. Four streams were run to the roof of the building to the north, while a like number were put on this roof from the rear. The water tower and six streams worked from the lane. Five steamers were at work and the pressure was kept strong.
 The steepest fight was made in the lane, where the water tower was with difficulty rolled up the narrow thoroughfare and erected in the middle of the street. It flooded the third, fourth and fifth floors, however, at critical times.
 The men, especially in the rear, were in great danger from falling walls. Had either the front or rear walls given way, there would have been a catastrophe, as threatened, some of the men must have been killed.
 By 11 p.m. the danger was over, and the outgoing sections were being sent home. There were six truck companies and twelve hose companies in service during the night.
 From that hour until 2 o'clock three truck companies and one hose section, under Deputy Chief Noble, went thru

BLACK HAND MEN
ARRESTED AT
THE "SOO"
Evidence Against Them is Strong—Desperate Characters Were Armed to the Teeth.

SAULT STE. MARIE, Ont., Nov. 10.—(Special.)—Saturday afternoon the Canadian Soo police made two arrests, considered by them to be the most important here in years.
 The first man arrested was caught red-handed in the act of passing a forged cheque, and the other, when arrested, attempted to draw a revolver.
 The importance of the arrests was realized when it was learned that the authorities are all but convinced that the men are none other than members of the Black Hand, who have been operating here two weeks.
 Their inability to raise money in the manner they hoped compelled them to adopt other means, leading to their undoing. In the baggage taken with the men were found papers, railway guides and other evidence showing they had come to the Soo directly from Medicine Hat, from which place letters to the Soo were mailed.
 The strongest evidence against the men, and which the police hope will give them directly with the crime, was the discovery of hand-writing identical with that contained in the Black Hand letters.
Desperate Characters.
 The men are desperate characters. Grips containing revolvers and ammunition were found on the men when arrested, and the first man attempted to draw a revolver.
 The first arrest was made in the store of H. Megginson, where the man presented a cheque in favor of H. Chandler, and purporting to be signed by the postmaster of the Lake Superior Corporation, Megginson saw the cheque and forged, and the man was induced to return to the store while Megginson went for change. Megginson got Chief of Police Downey and effected the arrest. The man attempted to draw a revolver, but was prevented. When taken to jail and searched, revolvers were found sewed into the waistband of the trousers, and three other worthless cheques were in his pocket.
 It was learned that the man had a companion, the first prisoner, giving the name of H. Smith, but he could not be traced at the Queen's Hotel, where the baggage also was. The place was visited, and when the man came for a revolver was arrested. Says and a revolver were found on him. He gave the name of Howard.
Came From Northwest.
 Papers found on the men showed they came from the Northwest, both having receipts for poll-tax paid in New Westminster. Two suit cases taken with the men were examined, and much interesting evidence discovered, leading to the belief that the men were the Black Hand artists wanted.
 In addition to all kinds of clothes used for disguises, revolvers and ammunition, burglars' kits and papers giving samples of hand-writing were discovered. A railway guide in the grip showed the men had got off at Medicine Hat, and the date of departure was given as June 26. A diary in Howard's grip gave the movements of the men up to their arrival at Medicine Hat, and after that time all trace was lost. It is believed the men came directly from there to the Soo. A note in the diary showed they had been in Fort William, June 26, about the time a large number of forged cheques were passed between Fort William and North Bay.
 To-day the room at the hotel occupied by the men was searched, and a quantity of fuses, nitro-glycerine and other explosives was found, evidencing the fact that the men were either engaged on burglaries or intended to carry out threats against those receiving the Black Hand letters. Yesterday afternoon the man Howard, before his arrest, tried to pass a number of bogus cheques in the Michigan Soo.
Appear to Be Englishmen.
 Both appear to be Englishmen, and their appearance is not suggestive of criminals. Smith is about 24 years old, and Howard does not differ. Last night Smith broke down in jail and made many damaging admissions, which the police decline to disclose. Howard is considered to be the more dangerous of the two. He claimed to have reached the Soo the day before the arrest from the Alcoma Central, where Smith says he worked for the Lake Superior Corporation on the railroad. Howard refused to talk.
 The police believe the men can be connected with a series of crimes committed between Toronto and the coast in the early part of the year. They deserve credit for the arrests, particularly as a provincial officer was here for a week and did not cooperate with the Soo force. He could learn nothing, and returned to Toronto without a clue.

THE FIRST SNOW.
 The first snow of the season was in the air last evening, following the rain which began during the afternoon.
JABEL ROBINSON'S FUNERAL.
 ST. THOMAS, Nov. 10.—(Special.)—The funeral of Jabel Robinson, who died last night, will be held at Middle-

U.S. POSTAL DEPT. PLANNING TWO REFORMS
 Encourage Deposits in P.O. Banks and Extend the Parcel Post System.

WASHINGTON, D.C., Nov. 9.—Great interest is being taken in the recommendations of the postmaster-general for the improvement of the parcel post and the postal savings bank systems.
 An excellent summary of the proposed changes is contained in today's "Outlook," as follows:
 Recommendations, for the consideration of congress, of improvements in the postal service are a recognized feature of the annual report of the postmaster-general. But the recommended changes have often been either too many in number, or too complicated in their nature, or too open to opposition from hostile interests to receive serious attention.
 Postmaster-General Meyer, however, is carrying out a plan for the presentation of his suggestions which has definite practical advantages. He limits his recommendations to two; he has so framed them as to forestall opposition; and he has taken the people into his confidence, and is seeking to arouse a public sentiment in favor of his proposals before they are formally adopted. He has announced his recommendations thru the press and in speeches, such as those which he made at a convention of postmasters held in Washington, and at a dinner given in his honor at the Union Club in Philadelphia.
Postal Savings Bank.
 Mr. Meyer's first suggestion is for postal savings banks. The object of these banks will be to bring into the channels of commerce and trade the large class of people in all parts of the country. The majority of the immigrants who come here are ignorant of our language and institutions, and the only thing which they trust is the government. Many of them are continually putting their savings into postal money orders payable to themselves, showing that they prefer to pay a fee to the government for carrying care of their money rather than to entrust it to a bank and receive interest on it. The postal savings bank would enable them to afford facilities for people living in out-of-the-way parts of the country, where savings banks are not accessible. The opposition to the postal savings bank has always come from the country banks, who feared that the competition of the government would harm their business. The postmaster-general, however, meets this objection by proposing that the government pay only two per cent on the deposits in the postal banks, eliminating the element of competition. He also proposes that the money received be deposited again in interest in local National banks, thus making the money earn more than enough to cover the low rate of interest to be paid by the government, and putting the money into circulation again for the purpose of trade.
 Mr. Meyer's proposal is shrewd, for it is calculated to turn the former opponents of the postal savings bank plan into strong supporters of it. That it is practical is indicated by the promise made to him by National bank presidents in various districts of 2 to 2 1/2 per cent interest on such special postoffice deposits.
Extending Parcel Post.
 The second recommendation is for a parcel post, or, as Mr. Meyer points out, for an extension of the parcel post system that we already have. He proposes that the present rate of 16 cents a pound on parcels be reduced to 12 cents a pound, and that the rate on parcels sent to any one of 22 foreign countries with which we have

OHIO JUSTIFIES THE 2 CENT FARE

RAILROAD EARNINGS INCREASED

OFFICIAL RETURNS SHOW GAINS

Name of road.	Passenger receipts per train mile-1907.	Passenger receipts per train mile-1906.	Average passenger earnings per train mile-1907.	Passenger earnings per train mile-1906.
Ann Arbor	\$ 5,270	\$ 4,475	2.2	1.9
Baltimore & Ohio	3,322,540	1,702,083	1.5	1.3
C. & O.	215,235	229,461	2.1	1.8
C. & T.	199,825	1,654	1.7	1.5
C. & L. & K.	50,915	92,266	1.6	1.5
C. & H. & D.	1,122,789	1,120,487	1.6	1.6
C. & S. & W.	2,433,211	1,428,225	1.4	1.3
Cincinnati North	132,948	158,226	2.0	1.8
P. & E.	123,109	120,041	2.0	1.9
P. & L. & E.	48,300	78,788	1.8	1.6
D. L. & C.	8,125	9,348	1.0	1.0
K. T. & I.	131,242	131,242	1.6	1.6
Erie R.R.—Chillicothe	62,872	276,827	2.0	1.7
N. Y. P. & O.	1,235,791	1,235,791	1.1	1.1
C. & M. S.	2,471,205	2,774,432	2.0	2.0
L. E. & W.	190,739	171,491	1.8	1.8
Northern Ohio	20,316	21,471	2.3	2.1
P. & L. E.	1,783	2,744	1.7	1.7
N. E. & W.	37,357	38,229	2.3	2.0
N. Y. C. & S. T. L.	949,798	686,124	1.5	1.4
Norfolk & Western	448,216	484,956	1.8	1.7
Ohio River & Col.	9,451	7,906	1.4	1.3
Ohio River & W.	39,537	132,714	1.6	1.6
Penn. Co. N. W.	3,633,415	4,196,745	1.9	1.8
S. W. P. C. & S. T. L.	2,433,563	2,570,715	1.9	1.9
St. L. & N. O.	3,572	4,517	1.7	1.7
C. & M. V.	187,621	175,832	1.1	1.1
C. A. & C.	386,371	406,023	1.6	1.6
P. & L. E.	4,783	7,138	1.8	1.8
C. & L. & W.	12,141	9,388	2.4	2.2
P. & O. C.	639,709	229,404	1.9	1.9
K. T. & I.	127,846	132,714	1.8	1.8
T. S. L. & W.	115,326	116,239	1.0	1.0
Wabash	488,228	488,228	1.8	1.8
Wabash P.	32,070	33,558	1.8	1.8
W. & L. E.	463,718	464,725	2.0	1.9
Z. & W.	52,927	49,749	1.8	1.8

The following copy of a letter received by The World and extracted from a recent issue of The Columbus (Ohio) Sun, are self-explanatory. They will afford information of special interest to the people of Canada.

RAILROAD COMMISSION OF OHIO.
 Commissioners:
 O. H. Hughes, (chairman),
 O. P. Gohlbin.

Columbus, Nov. 5, 1907.

Your request for information concerning the results of two-cent fare in Ohio, I hand you herewith a copy of The Ohio Sun, containing two tables prepared by this commission. The article accompanying these tables sets forth the views of the commission, and the reasons in large part on this subject, and there is not much more that I can add beyond this one fact. The criterion by which I judge the results of the reduced maximum passenger rate statute is the earnings per passenger train mile for the year in comparison with the year 1906. The average passenger earnings per train mile for 1907 were \$1.08, as against \$1.02 for 1906.

H. D. Manington, Secretary.

From The Ohio Sun, Columbus, O., Oct. 6, 1907.

The railroad commission of Ohio has compiled from the annual reports of the railroad companies doing business in Ohio for the year ending June 30, 1907, the passenger earnings. These statistics are of especial interest, not only to the people of Ohio, but of the other states of the Union because of the action of various legislatures and commissions in reducing the maximum passenger rate statute in the earnings per passenger train mile for the year in comparison with the year 1906. The average passenger earnings per train mile for 1907 were \$1.08, as against \$1.02 for 1906.

14,000 KILLED IN THE QUAKE
 Report From Turkestan Indicates Appalling Loss of Life in Recent Disturbance.

ST. PETERSBURG, Nov. 10.—The first direct reports from the scene of the great earthquake at Karatagh, Russian Turkestan, about three weeks ago, reached this city to-day from a correspondent who accompanied the relief expedition sent from Samarkand. Telegraphing under date of Nov. 9, this correspondent says:
 "The town of Karatagh was completely destroyed. The victims numbered about 4000 in Karatagh and about 10,000 in the adjoining districts of Demashk. All household articles were wrecked. It is probable that there are hundreds more dead in these villages, but investigation is only now determining the approximate number."



MR. JAFFRAY: A graun', wise fowl, yon. Ye canna' dae better than heed till his advice, ma' guid mon.

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FOUL ATTEMPT AT CZAR'S LIFE

Wires Ahead of Royal Train.

ST. PETERSBURG, Nov. 10.—What is believed to have been a carefully conceived plot to take the life of the emperor, while he was en route from Peterhof to his winter palace at Tsarskoe-Selo Saturday, was frustrated by the vigilance of the railway guards.
 Early in the morning a guard discovered six men trying to cut the wire of a semaphore signal at Ligovo Station, at the junction of the railroads, to Peterhof and Tsarskoe-Selo.
 The guard attempted to arrest the men, but was fired upon and wounded. The shots, however, aroused the officers and guards at the station, and several volleys were exchanged between the outlaws, and the soldiers, the former escaping without injury.
 The police profess to be unable to understand the attempt to cut the semaphore, as such an act could hardly work any harm to the imperial train, which was due to pass a few hours later. It is generally believed, however, that the outlaws intended to prevent the use of the signal with the object of bringing the train to a stop at that point.
 No arrests have been made.

THE KELLY-SPRINGFIELD
 SOLID RUBBER GARRIAGE TIRE
 The tire that lasts. Not only gives the greatest comfort, but the longest wear.
 THE GUTTA PERCHA & RUBBER MFG. CO.
 of Toronto, Limited.

PREMIER SUMS UP RESULT AT HAGUE

Britain Worked Hard in Cause of Arbitration

-- A Defence of the Navy.

LONDON, Nov. 9.—The celebration of the 66th anniversary of King Edward VII.'s birthday was brought to a fitting close at the inaugural banquet of the new Lord Mayor of London, Sir John C. Bell, at Guildhall, to-night. For the first time since the brief regime of Lord Rosebery, in the early '90's, a Liberal prime minister occupied the post of honor. The premier, Sir Henry Campbell-Bannerman, who last year was unable to attend the Lord Mayor's banquet owing to the death of his wife, was in his place to-night and delivered the principal speech of the evening in reply to the toast of his majesty's ministers.
 Departing from the usual rule, the premier referred in his opening remarks to domestic affairs, and especially congratulating David Lloyd-George, president of the board of trade, on the settlement of the dispute between the railways and their employes. Turning on foreign affairs, Sir Henry said that the results obtained at the recent Hague peace conference had not come up to his most sanguine hopes, and that he was glad he had been over-sanguine in his expectation, for he had spoken for a nation which had no aggressive designs upon its neighbors, and desired only to live in peace and amity towards all.
 The Hague conference, declared the premier, was a plan of slow growth, but one in which he had great confidence, and he believed in the possibility of some day seeing a world of peace when there would be no arms in the mad race for armaments which was the scourge of our common civilization. In a review of the work accomplished by the conference, Sir Henry said that it had by no means been insignificant.
 The British delegates had done all that they could to advance the question of arbitration. If they had attempted to force the issue, he declared, the result would have been negative or even worse—friction. An international prize would be a notable step in advance, he said, and it might be necessary for the leading maritime powers to come to an agreement for the establishment of such a court, and the adoption of rules thereof. Great Britain had also left matters in shape for a future amicable discussion of the abolition of contraband of war, and the restriction of floating mines.
Situation in Congo.
 The colonial conference, the Anglo-Russian treaty and the steps taken to prevent the plague and sedition in India having been disposed of, Sir Henry took up the Congo question. As great as the contrast between the hopes of the English people when the Congo was established, and the conditions existing there at the present time, he felt that he must speak with the greatest reserve, because the Belgian parliament will shortly be asked on what terms the administration of the Congo State of the Congo Free State will not interfere in the negotiations, he declared, but the government was deeply impressed with the responsibility that it in common with France felt that the government of the Congo should be put on a footing with the colonies administered by other nations, and in accordance with the treaty under which the Congo came into existence.
 Britannia Still Rules Waves
 Sir John A. Fisher, senior naval lord of the admiralty, in replying to recent attacks upon the navy, pointed out that the recent North Sea manoeuvres there were gathered 28 British and 100 foreign battle ships in the world and 26 cruisers of which were superior to anything that has ever been seen. The efficiency of the English fleet surpassed all records and was a matter of wonder and admiration. "The object of the admiralty," said Sir John, "has been one of instant readiness and efficiency. It is not to be disturbed by the talk of invasion. One might as well talk of embarking St. Paul's Cathedral on a penny steamer as embarking 100,000 German soldiers to invade England."
 In conclusion Sir John declared that the fleet in the number of fighting ships and in general capacity was never so satisfactory as at the present time.

ROYAL ACKNOWLEDGMENT

His Majesty Thanks Former Soldiers For their Birthday Wishes.

The following cablegram, in reply to one forwarded from Toronto on Friday night to his majesty, was received yesterday.
 Sandringham, Nov. 9.
 "Major Collins,
 "President Army and Navy Veterans,
 "Toronto.
 "The King sincerely thanks Army and Navy Veterans for their loyal congratulations."
 (Signed) Knollys.

COMFORT IS A CONSIDERATION.
 Personal comfort is a consideration well worth a small outlay, and a man should have a hat for all kinds of weather. Dineen's can provide the hat no matter what style you want. The Dineen Special, in soft felt, at \$2.50 and \$3. Is the best hat made in Toronto. English and American hat makers, and renowned quality as well as the latest fashion. Dineen's, at Yonge and Temperance-streets, is hat headquarters in Toronto.

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