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TWENTY-FIFTH YEAR — TEN PAGES——TUESDAY MORNING MARCH 15 1904——TEN PAGES — ONE CENT

Senate Reading Room Ottawa

MAKAROFF BLOCKS UP PORT ARTHUR

SINKS FOUR VESSELS AT MOUTH OF HARBOR

AIMING TO UNITE HIS DIVIDED NAVY

Issues Order That Economy in Coal is Unnecessary, But Ammunition Must Be Saved.

NORTHERN SQUADRON HIDING JAPS' BIG FINANCIAL SCHEME

London, March 15.—A correspondent of The Daily Mail at Newchwang says that after the removal of the battleship Retvizan four Russian steamers, the Harbin, the Hailer, the Ninguta and the Sungari, were anchored at the mouth of the entrance to Port Arthur in proper position and sunk, leaving only a small channel available. Vice-Admiral Makaroff having previously ordered the whole fleet to remain outside with steam up, economy in coal being unnecessary.

This despatch, which is prominently displayed by The Daily Mail, and which the correspondent says is "Russian information," if true, is news of first importance, confirming the idea that Vice-Admiral Makaroff will adopt the offensive and make a desperate attempt to bring together Russia's scattered naval forces or endeavor to inflict damage upon the Japanese navy.

An Approach to Confirmation.

The story must, however, be viewed cautiously, the only approach to confirmation from any other source being in a despatch from a correspondent of The Daily Telegraph at Yinkow, which merely says:

"Vice-Admiral Makaroff has issued orders to the effect that the saving of coal is unnecessary, but that the big gun ammunition in the forts must not be wasted. Evidently this ammunition is running short."

The Daily Telegraph's Tokio correspondent sends an unconfirmed rumor to the effect that Japanese marines have landed and occupied Dalny.

It may be remarked that the British newspapers all regard Vice-Admiral Togo's report that he has laid mines at Port Arthur as a mere bluff, and they say that such a feat would be impossible under fire.

The Daily Mail thinks that if Vice-Admiral Makaroff closed the channel it was in order to prevent the ingress of Japanese torpedo boat destroyers, as was done at Weihaiwei during the Chino-Japanese war.

Where is the Squadron?

It is a subject of unceasing remark and conjecture that nothing has been heard of the Vladivostock squadron, and it is beginning to be believed that it is really inside the harbor of Vladivostock.

The Standard's Tokio correspondent says that, according to a despatch from Gensan, the Russians are believed to be withdrawing from the northeast frontier of Korea and concentrating at Vladivostock.

The Tokio correspondent of The Morning Post throws an interesting light upon Japan's financial intentions and says it is estimated that Japan will be able to maintain a war for eighteen months without borrowing abroad. The policy is to retain the gold in Japan, and it is believed that it will not be necessary to spend abroad more than one-eighth of the cost of the war, this expenditure being chiefly on coal, cordite and steel. The fact that Port Arthur is completely blockaded permits a great saving, because Japan will be able to charter vessels at peace rates.

Running Away From Russia.

It is said that the Hamburg-American Line steamer Penna, which sailed from Plymouth for New York yesterday, has on board several Poles and Finns who are escaping from Russian military service.

THROWN FROM A PONY.

London, March 15.—News has been received here of the first accident to a war correspondent in the far east. Mr. McKenzie, representative of The Daily Mail in Korea, had both his legs broken by a fall from a pony.

JUST A REPORT.

Weihaiwei, March 14.—The Japanese here report that Port Arthur has been captured.

SAW DAMAGED CRUISER.

Port Arthur, March 14.—Two Russian passengers of the steamer Argun, captured by the Japanese off the coast of Korea, Feb. 7, and taken to Sasebo, have returned here. The passengers at Sasebo, Feb. 17, while on board the Toka Maru, to which they had been transferred, saw the Japanese cruiser Asuma being towed into that port. The Asuma was without smokestacks, masts or bridge, and her decks had been plowed up by projectiles. The other Japanese prizes, the Mukden, Russia and Ekaterinoslav, besides the captured Russian whalers Michael, Nicolai and Alexander, were also at Sasebo when the passengers left there. The German steamer at Stolberg, which brought from Vladivostock the survivors of the Japanese steamer Nakonoura, sunk by the Russians, was still at Nagasaki. The two Russians add that they saw pictures at Sasebo representing the destruction of the entire Russian fleet. They say that the wealthy Japanese are refusing to subscribe to the war fund. The president of the Japanese Bank, M. Laiden, sacrificed a gold chain and other presents from the mikado to contribute to the fund.

CHINESE GO NORTH.

Paris, March 14.—The Temps' correspondent at Newchwang telegraphs: "I have just returned here from a tour along the Manchurian frontier. The trains are crowded with Chinese soldiers, numbering upwards of 20,000, on their way to garrison the border. A Japanese attack is expected soon as a thaw occurs, which will be about in 10 days."

The correspondent of The Temps at St. Petersburg says: "The Japanese thus far have captured seven Russian merchant ships, whose commanders did not know war had begun.

"It is considered that the naval strength of Russia still equals that of Japan, including in the estimate the fortresses of Port Arthur and Vladivostock and the Baltic fleet."

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MOVEMENTS OF LAND FORCES.

St. Petersburg, March 14.—Gen. Zilinski telegraphs as follows, under yesterday's date:

"On March 7 our patrol discovered four of the enemy's posts on the Chongchengang River, and a troop of cavalry acting as scouts near Patetchen, northwest of Anju.

"A Japanese cavalry patrol fell into an ambuscade prepared by our patrol, and were dispersed, losing one killed. The Japanese left behind them a quantity of gun cotton and some swords and blankets.

"The population of Manchuria is quiet.

"On the night of March 11 the enemy's ships explored Helena Bay and the shore opposite Serutchine with searchlights.

"According to information which has been verified, the Japanese have not made any attacks north of Gensan.

"The population along the Tumen River is favorable to us."

WOMEN SUPPORT BALFOUR PLEDGED TO UNIONISTS

Motion to Dissolve Association Till Revival of Home Rule Defeated by 99 to 14.

(Canadian Associated Press Cable.)

London, March 15.—The Women's Liberal-Unionist Association, meeting at Westminster, passed Lady Cochrane's motion pledging the association to assist candidates prepared to support a Unionist government.

Mrs. Henry Fawcett declared that Mr Balfour was a political Hamlet, but only Laertes returning from foreign travel could communicate some vigor to the Prince of Denmark. She opposed the resolution, urging they ought to shoot the protectionist tiger. She moved to dissolve the association until the revival of home rule, but the motion was defeated by 99 votes to 14.

Earl Wemyss, in the house of lords, urged the appointment of a small royal commission to enquire if any change in methods were needed to improve the prospects of British trade. He did not ask this in the interests of free trade or protection, but as a commonsense proposition.

Lord Goschen said the country was bewildered by the facts presented by the rival schools, and may have sided with Mr. Chamberlain only because he was the strongest man in the country. There was not a single treasury official among the experts on taxation who had been invited to give evidence on the fiscal question. The crucial question was whether Britain was extending her exports in neutral markets more rapidly than foreigners were. The scope of the enquiry should be limited to the ascertainment of facts.

Lord Lansdowne replied that such a commission would have a colossal and endless task. The government did not think such a commission was needed to justify their retaliation policy. How should retaliation be practiced was the question for the government of the day. Lord Spencer only agreed a commission was necessary if free trade was in danger. The motion was withdrawn.

CAN. NORTHERN EXTENSIONS.

By April 1 the Canadian Northern will have opened a line to Prince Albert, Saskatchewan and, before the end of the year, to Edmonton, Alberta. The Prince Albert extension is about sixty miles long. Work on the southern branch to Edmonton will begin when the weather permits. One hundred miles of this extension will be opened in May. The Canadian Northern is making every effort to strengthen its system before the invasion of the Grand Trunk.

SAM PARKS DYING.

New York, March 14.—Samuel Parks, formerly walking delegate of Local Union No. 2 of the Structural Iron Workers' Association, is dying in the hospital in Sing Sing Prison. Dr. Robert T. Irvine, the prison physician, says his trouble is incurable, and for thirty days he has been in a rapid decline. His death may come any day. Parks was sent to Sing Sing to serve a sentence of two years for extortion, of which crime he was convicted after a trial replete with sensations. Parks has consumption. He stood prison life fairly well until late in January, when he began failing rapidly.

78 PERSONS LOST.

Brisbane, Queensland, March 14.—The British steamer Aramac was wrecked on the Break Sea Spit, off Queensland, Sunday morning. Six boats were launched and two were safely landed with sixty exhausted passengers and members of the crew. Four other boats are still missing, containing seventy-eight persons. It is believed that these boats were not provisioned. The weather is bad and steamers sent in search of the boats have found no trace of them.

GREAT JAP INFLUENCE.

London, March 15.—The correspondent of The Times at Seoul comments on the remarkable influence which Japan has brought to bear upon Korea without adopting an attitude of overbearing coercion. The correspondent says on the contrary everything is being done to conciliate the Koreans, but points out from Chemulpo to Seoul every controlling influence is Japanese—railway, police and telegraph. He adds that Japan must have been laying the foundation for this condition of affairs for many months.

Vetoed Bill for Negro School.

Jackson, Miss., March 14.—Governor Vardeman to-day sent to the house his veto to the bill appropriating $2200 for the support of the Holly Springs Normal School, a colored institution. The governor, in his veto message, takes ground against negro education, stating that it is not the best thing for the negroes. The governor also gave what he termed a constitutional reason for vetoing the bill.

Miles a Prohibitionist.

Oil City, Pa., March 14.—David C. McCalmont of Franklin, chairman of the Venango prohibition committee, is in receipt of a letter from Gen. Nelson A. Miles, in which the general announces himself indirectly as a candidate for the nomination for president by that party.

Seedsmen See Minister.

A deputation of local seedsmen, headed by R. C. Steele, waited upon Hon. Sydney Fisher, minister of agriculture, at the King Edward Hotel yesterday afternoon in reference to matters affecting their business.

TO SPEND WEEKS IN ITALY CHAMBERLAIN IN NO HASTE

If Unionists Are Defeated, Joseph Will Be Leader of Opposition in Next House.

London, March 15.—In the lobby of the house of commons last night there was much comment on the unexpectedly early departure from Egypt on his return to London of Joseph Chamberlain. Many members of the house supposed he was hurrying home in anticipation of an early dissolution of parliament, but Right Hon. Jesse Collings and other of Mr. Chamberlain's intimates maintained that he would spend two or three weeks in Italy and thus extend his holiday, as it was originally contemplated, to two months.

The Chamberlain section of parliament predict that if the Unionists are defeated in the general election Mr. Chamberlain and not Mr. Balfour will be the leader of the opposition in the next parliament. They also talk of asking the government in the coming budget to reimpose the shilling duty on grain. Mr. Balfour has for several days been suffering from a severe attack of neuralgia.

DEATH OF WILLIAM WILSON.

Prominent Business Man Succumbs to Appendicitis.

The death occurred early this morning of William Wilson, the well-known manufacturer, after an operation for appendicitis. He had been enjoying splendid health until a week ago when he had a slight attack, which subsided, but came on again Sunday.

Mr. Wilson was born in Tyanee, County Derry, Ireland, in 1830. Coming to this country when a young man he engaged in the building business in Toronto and Collingwood, afterwards going into the vinegar business in 1865, which is now the Wilson, Lyde Badgerow Co., Limited. Outside his business he took a great interest in charitable work, being one of the founders of the I.P.B.S., president in 1898 and treasurer since its formation. Many a young man coming from Ireland has been helped in his first struggle by the warm welcome and good advice and assistance of deceased. He also took great interest in church matters, being elder in the Presbyterian Church for 40 years, and was representative elder at the assembly. His jovial nature and kind heart endeared him to all who knew him.

He was president of the Wilson, Lytle and Badgerow Co., Limited; president of the Universal Knitting Co., Limited; president of the Wilson Lumber Co., Limited; director of the Fire Insurance Exchange and Queen City Fire Insurance Co., and director of the United Factories, Limited.

He leaves a widow and one daughter, the wife of Dr. J. R. Gordon, and three sons, W. D. Wilson, managing director Wilson, Lytle Co.; R. S. Wilson, managing director Wilson Lumber Co., and B. H. Wilson.

The ISLE OF SPICE

TRIED TO SHOOT AN ACTOR.

New York, March 14.—Great excitement was caused at the American Theatre to-night by what appears to have been a deliberate attempt to shoot one of the performers by a man who sat in a stage box. Prompt action of the house manager, who rushed out on the stage and assured the audience that no harm had been done, prevented a panic in the audience.

YESTERDAY'S FIRES.

A small explosion at the Menzie Manufacturing Company in Parkdale yesterday blew out 40 windows and caused about $15 damage. A still alarm was sent in to the fire department.

Last evening at 7.04 fire did $150 damage to building and $350 to contents at McGill & Co.'s coal and wood yards.

Increase of Over 1000.

In eight months the average daily circulation of The Ottawa Free Press has increased by over 1000. "I expect to reach the 10,000-mark before the end of the present year," said the managing director. The Free Press is a strong, vigorous paper, with an average of one libel suit per fortnight.

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

Fast Ocean Trips.

Hamburg-American and North German Lloyd Lines (5 1-2-day steamers) are represented in Toronto by Stanley Brent, 8 King St. East Toronto, M 275.

David Hoskins, F. C. A., Chartered Accountant, 207 Manning Chambers, City Hall Square. Phone Main 5026. 216

TO-DAY IN TORONTO.

Bishop DuMoulin at St. James' Cathedral, 12 p.m.
The Legislature, 3 p.m.
House of Industry Board, 4 p.m.
Board of Trade, annual meeting, 4 p.m.
Old Halton Boys, King Edward, 8 p.m.
Rev. Sol Cleaver, on "Jean Valjean," at West Presbyterian Church, 8 p.m.
A.O.U.W. concert, Association Hall, 8 p.m.
Theatres—See Public Amusements.

GIVING HIM HIS SECOND WIND.

KUROPATKIN TO RUSSIA: Brace up, Ivanoffskiavich, and on to Japan!

Gen. Kuropatkin is quoted as saying: "After crushing the Japanese in Korea and Manchuria we will take their island. If I have anything to say in the matter the treaty of peace will be signed in Tokio and nowhere else."

NO REVISION OF TARIFF THIS SESSION

SIR WILFRID MAKES THIS FAIRLY CLEAR

JOINT HIGH COMMISSION NOT TO MEET

Mr. Borden Attacks Government for Appointing Mr. Blair to Railway Commission.

EAST YORK MEMBER ADVOCATES NATIONALIZATION OF RAILWAYS

Ottawa, March 14.—(Staff Special.)—Without definitely committing himself, Sir Wilfrid Laurier made it fairly clear in the house to-day that there will be no tariff revision during the present session of parliament. He also announced that the questions of the admission of Newfoundland into confederation and of provincial autonomy for the Northwest Territories would come up in the course of the session. The prime minister's only other important intimation to the house was the practical assurance that the joint high commission would not meet again.

The debate following the moving of the address by George D. Grant, and the seconding by Mr. Rivet of Hochelaga was participated in by R. L. Borden, Sir Wilfrid Laurier and W. F. Maclean. Mr. Borden attacked the government along various lines, but chiefly on the appointment of Mr. Blair to the railway commission and the Alaskan boundary award. The leader of the opposition was in fine form, and his criticism at times went home with effective force.

Sir Wilfrid Laurier, whose improved health was apparent to everyone, spoke with a good deal of his old-time vigor. He defended the appointment of Mr. Blair on the ground that the former minister's ability was sufficient warrant for the government's action.

W. F. Maclean talked chiefly on the railway problem. He advocated the nationalization of the Grand Trunk Railway, its consolidation with the Intercolonial, and connection between this combined system and the Canadian Northern, thus giving immediate relief to the west.

R. L. Borden opened with a feeling reference to the late Oliver Simmons of East Lambton. He extended his congratulations to Sir Wilfrid Laurier on his restoration to health and bestowed generous praise on Geo. Grant and Mr. Rivet, the mover and seconder of the address. From these gentle amenities Mr. Borden swung into vigorous criticism of the government grants. Boasts about soaring revenues and giant surprises drew from the opposition leader that Sir Richard Cartwright in the old days denounced surpluses as plunder extracted from the pockets of the people. As for the faces of the farmers to which Mr. Grant alluded, Mr. Borden said those smiles were never so broad as when the government claimed credit for making the farmers prosperous.

Why Was Parliament Summoned?

Mr. Borden demanded from the premier an explanation for the late summoning of parliament. He suggested as a probable reason that the government intended to go to the country. If so, the reason, in view of the result of the recent by-elections, could not but be regarded as a strong one. Why if the government was perfect had East Bruce, East Lambton and St. John shown such marked want of confidence in the administration.

Mr. Borden referred in very plain language to the appointment of Mr. Blair to the railway commission. For such an important tribunal able men, men above suspicion, should be chosen. Quoting from Mr. Blair's speeches hotly directed against the Grand Trunk Pacific Railway scheme and impugning the government motives, Mr. Borden showed how this criticism has been answered by members of the administration. The minister of justice had characterized Mr. Blair's suspicions as vile and contemptible. He had defied Mr. Blair to make good his accusations. Yet Mr. Blair had not retracted a single word. Was it not strange that Mr. Blair having made no retraction should be appointed to a position of confidence and trust?

Quoting Blair Against Himself.

It might be supposed, said Mr. Borden, that the man appointed to such an important position as the chairmanship of the railway commission would have sound views on the transportation questions. Yet what had Mr. Blair not said against the Grand Trunk Pacific Railway? Following this line of reasoning, Mr. Borden made some choice quotations from Mr. Blair's speeches. "Unwise, injudicious, unbusinesslike, unworkable, senseless, hysterical frenzy, wholly unpublic and impractical," were some of the terms used by the present chairman of the railway commission in stating his views on the government railway policy. Not only this, but the government had charged Mr. Blair with unworthy motives, when Mr. Charlton, M.P., who has been put up to defend the government, made the broad insinuation that Mr. Blair resigned because he was not to have the disposal of contracts in connection with the undertaking. It became necessary, however, in order to disarm and silence Mr. Blair, to overlook the charges of unworthiness made against him, and with these charges still ringing in the government's ears to appoint him to one of the highest judicial positions in the country. Was it or was it not, asked Mr. Borden, the government's object to remove Mr. Blair from their path in New Brunswick?

Personnel of Commission Criticized

Mr. Borden energetically criticized the appointments to the railway commission. Big salaries had been voted by parliament on the ground that the best ability was to be obtained. The fact was, however, that neither Mr. Bernier nor Mr. Mills were intimate with the question of railway transportation. Men with at least as much ability could have been secured for half the salary that is being paid Mr. Bernier and Mr. Mills.

Mr. Borden made a general criticism of the Grand Trunk Pacific Railway scheme. If the original bargain was as good as the ministers had declared it to be, had the government thrown away a good bargain? If, as ministers asserted, the railway officials who had signed the contract were men of high repute, why had they not carried out the obligations they assumed? "Every change made in the contract," said Mr. Borden, "is a concession to the Grand Trunk Pacific Railway Company." No changes had been asked for when the Grand Trunk Railway Company put up five millions of guaranteed stock, declared by Mr. Hays to be as good as cash. It needed only legislation confirming this deposit to make the contract binding, yet on the face of this fact important modifications had been made in favor of the company. Why had the government gone to the company and pressed further concessions upon them?

Explicit Explanations Needed.

Some very explicit explanations would be required if the government declared Borden as a parting shot at the government railway policy. Discussing the tariff Borden commented on the conflicting fiscal principles held by members of the government. He read from Liberal campaign literature circulated in Manitoba and the Northwest positive statements that the government was on straight opposition to protection.

Mr. Borden promised to give support to any reasonable effort to improve the militia.

He remarked the absence from the speech from the throne of any mention of provincial autonomy for the Northwest Territories. He could see no reason why the northwest should not have all the rights of provinces.

He mentioned the limitations under which the territories labored in the way of local government, and declared that these conditions should not be allowed to continue.

Mr. Borden regretted that it was not proposed to amend the election laws so as to put an end to the scandals that have been frequent occurrences in recent years. The question had been taken up last year with a great many professions of earnestness on the part of ministers, but nothing had come of it, and now it had apparently been dropped.

Another omission from the speech from the throne which Mr. Borden regretted was the question of a fast Atlantic service. Many promises had been made, many positive assurances had been given, but as yet nothing had been accomplished.

Mr. Borden heartily approved Mr. Grant's remarks favoring the admission of Newfoundland into the Dominion. He hoped the government had not been idle in regard to this important question. Newfoundland had been termed the sentinel of the St. Lawrence. He would like the island to be known as the sentinel of Canada on the St. Lawrence. The admission of Newfoundland was necessary to round off confederation.

Mr. Borden then referred to the joint high commission. Was that tribunal

Continued on Page 4.

Geo. O. Merson, Chartered Accountant, Auditor, Assignee, 27 East Wellington Street, Toronto. Phone M 4744. 216

NOW 15 DAYS OUT.

Halifax, N.S., March 14.—No tidings have reached here from the missing steamer Propatria, now out 15 days from St. Pierre. The Halifax agent thinks that the steamer has been disabled by the ice and drifted off the coast. If the Propatria does not turn up by Wednesday a steamer will be despatched from here in search of her.

W. H. Muckle, General Cartage Agent, 92 Lombard St. Tel. Main 730 and Main 1484. 216

BIRTHS.

CONBOY—On March 14, 1904, at 113 Close-avenue, a daughter to Mr. and Mrs. W. C. Conboy.

DEATHS.

HENNING—At her residence, 469 Church-street, Mrs. Janet Henning, relict of the late Capt. John Henning.
Funeral private.

COLLINS—On the 13th inst., David J. Collins, hotelkeeper, Oakville House, Oakville, in his 43rd year.
Funeral to Mount Pleasant Cemetery, from the residence of Mr. Wilson, 142 Broadview avenue, city, at 2.30 p.m., Tuesday, March 15.

KING—At the General Hospital, on Sunday, March 13, 1904, George King, aged 78 years.
Funeral from his son's residence, 128 Van Horne-street, on Wednesday, the 16th inst., at 2.30 p.m., to Prospect Cemetery.
Members of the Army and Navy Veterans please accept this notice.

OGILVIE—At Coppercliff, Ont., on the 14th inst., Mary Ogilvie, beloved wife of Alex. Ogilvie, late of Parkdale, in her 69th year.
Funeral Wednesday at 2 o'clock from her son's residence, 125 Macdonell-avenue. Friends please accept this intimation.

WILSON—At his late residence, 141 College-street, Toronto, on March 15, 1904, William Wilson, in his 73rd year.
Funeral notice later.

STORM ONCE AGAIN TIES UP TRAIN SERVICE IN NORTH

Rear-End Collision Near Seaforth Causes Destruction of Stratford Pay Car.

The railway situation has once again assumed a serious aspect. Last week the usual blizzard failed to materialize, or was, at any rate, a mild sort of visitation, thereby breaking the long chain of what officials have been terming "Sunday weather breeders." The old order of things was again established yesterday, when, following a Sunday of well-nigh perfect railroad weather, there sprang up a storm of the old familiar type. Like nearly all preceding ones, it selected the northern district for its field of operations, attacking the network of Grand Trunk lines to the north of Guelph, Palmerston and Stratford, and the Teeswater and Owen Sound branches of the C.P.R. with a fury and steady persistence that disheartened the gangs that have been at work there intermittently for weeks.

The morning and afternoon train arrivals at the Union were not as a whole very much behind time, since the storm had not had time to get in its work, but all evening trains from the district included in the storm area were late. On the Grand Trunk those from the west and north and the Midland train, due at 7.40, 8 and 9.05 p.m., respectively, were each one and one-half hours late, while on the C.P.R. the Orangeville and Teeswater trains were each recorded two hours behind schedule, the former being slated at Orangeville Junction and the latter half a mile south of Alton.

Chaos in the North.

The G.T.R. had got its northern district in fair shape prior to the storm, it being officially reported that every branch was clear save only a small portion of the Durham and less than two miles of the Kincardine branch. Chaos once again reigns in the north. Yesterday afternoon instructions were issued that no tickets were to be sold for points north of Guelph and Stratford. This was explained to be a precautionary measure, and not an admission that the lines above were blocked.

"We can't tell until to-morrow," said an official. "We have not yet been advised. For all we know, the whole system up there may be snowed under, and then again it may not prove a serious difficulty. All we have been apprised of is that there is quite a heavy fall in progress, and that the wind is blowing with great force."

The C.P.R. supplied the information that yesterday afternoon trains leaving Toronto for Owen Sound would only reach Orangeville, but that they were billed to reach their destination to-day. Their main lines were still in smooth working order.

Moved 1700 Freight Cars.

"We had the biggest day in Sunday freight in six months," declared an official, "between 1600 and 1700 cars were moved on the main line between Windsor and Smith's Falls."

It was announced by a C.P.R. despatcher that work on the Owen Sound line had been temporarily checked by the snow plow being thrown off the track about 1½ miles north of Rockford, the cause of the mishap being the striking of a solidly frozen spot, which hurled the plow to one side. They have only six miles farther to go, and, the storm is heavy, expect to cover the distance to-day.

The Elora branch is still kept open despite the wind and weather, according to last advices last night. On the Teeswater

Continued on Page 4.

ANOTHER ATLANTIC LINE.

Transport Canadien Liners Will Run From Montreal and Halifax.

Montreal, March 14.—Montreal and Halifax are to be made the Canadian termini of another steamship line, and the service will be commenced in April. The line will be known as the Transport Canadien, and will run in summer between Montreal, Bordeaux and Antwerp. Four steamers have been secured and a fortnightly freight service will be operated at first. A passenger service may follow. The steamers already secured are: The Ebro, Minho and the Lady Strathcona, the latter being a new boat.

THE NEW SPRING HATS.

New York and London Make a Move in Fashion.

For some years now styles in Derby stiff felt hats have kept pretty well in line, but this season the big makers of New York and London have attempted some startling departures. To realize what these mean you should visit Dineen's show rooms, where all the very latest English and American Derby hats are on view. To wear an old style Derby hat is to be out of fashion.

UNSETTLED.

Meteorological Office, Toronto, March 14, 8 p.m.—A disturbance which was situated last night in Alabama, has already moved into the lake region, accompanied by considerable snowfalls. Elsewhere in Canada the weather has been generally fair and continued moderately cold.

Minimum and maximum temperatures: Victoria, 28—44; Calgary, 4 below—16; Qu'Appelle, 14 below—10; Winnipeg, 8—16; Port Arthur, 16—30; Parry Sound, 10—34; Toronto, 16—30; Ottawa, 12—30; Montreal, 14—30; Quebec, 16—32; Halifax, 18—38.

Probabilities.

Lower Lakes and Georgian Bay—Unsettled; occasional snow.

Ottawa Valley and Upper St. Lawrence—Unsettled with snow.

Lower St. Lawrence and Gulf—Fair and not much change in temperature.

Maritime—Fair; not much change in temperature.

Lake Superior—Cloudy; not much change in temperature; light local snowfalls.

Manitoba—Fair; not much change in temperature.

Nothing but the best at Thomas'.

STEAMSHIP MOVEMENTS.

March 14.	At.	From.
Kroonland	New York	Antwerp
Noordam	New York	Rotterdam
Saguenay	Boston	Liverpool
Armenian	Liverpool	New York
K.W. der Grosse	Bremen	New York

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