THE ADVERTISER, LONDON, ONTARIO, FRIDAY, OCTOBER 28, 1904.

PRICE TWO CENTS.

SHAMEFUL CONSPIRACY TO DECEIVE GRAND TRUNK MEN

They Are Told That Mr. Hyman Defeated a Bill Which Is Now On the Statute Book.

RAILWAY COMMITTEE GRANTED THEIR REQUEST

Discreditable Tactics of the Free Press Exposed-Clumsy and Malicious Attempt to Discredit the Liberal Candidate -Full Facts of Case Based on Official Records.

It is estimated that at least 1,200 employes of the Grand Trunk Railway Company have votes in this city. Like any other class of citizens they are divided in party sympathies; but it so happens that in this campaign the policy of the Government is one that appeals to their self-interest. As Mr. Hyman pointed out in his address at the carshops, the Grand Trunk is now operating in territory in which it has little room for expansion. It must enter the west if it is to flourish and develop with the country; and the addition of 4,000 miles to the Grand Trunk system must react favorably on the fortunes and prospects of its present operatives by swelling the volume of traffic, furnishing more employment, and widening the opportunities for

The Grand Trunk men in London appreciate the situation and hundreds who have always voted the Conservative ticket intend marking their ballots for Mr. Hyman on this occasion. The solid, or almost solid vote, of so large a body of citizens will have an important, perhaps a determining, influence upon the election. Mr. Hyman's opponents have no hope of winning, but the defection of so many Conservative Grand Trunk men threatens a Waterloo. Unable to refute the logic of the Government's policy, they are making a desperate attempt to discredit the Government's candidate through their organ, the Free Press.

For some days that journal has been printing a story to the effect that the railway committee of the House of Commons by a vote of 23 to 22, adopted a bill which gave Grand Trunk employes, or their relatives, the liberty of suing the company for damages in the event of injury or death: and that Mr. Hyman, as chairman of the committee, defeated this legislation by peremptorily leaving the chair and breaking up the meeting. The Advertiser has instituted inquiries and is now in possession of copies of the official minutes of the committee and all the records bearing upon question. What will Grand Trunk men say-what will they think of conduct of Mr. Hyman's enemies-when they are told that so far from the bill being burked by Mr. Hyman or by anyone else, it not only passed the railway committee, but is now upon the statute books? Yet such is the case, There has been a deliberate conspiracy to pervert the truth, to mislead and deceive the employes of the Grand Trunk, and to blacken the reputation of the Liberal candidate. We shall recite all the circumstances, and we challenge the Free Press, or any opponent of Mr. Hyman, to contradict our

The bill in question was number 73, entitled "An act to amend the railway act, 1903." It was introduced by Mr. Guthrie, M. P., in 1903, and reintroduced this year by Mr. Lennox. It came before the railway committee on Thursday, June 30 last, Mr. Hyman in the chair. The bill comprised two

Section one, which gives Grand Trunk employes or their personal representatives the right to sue for damages in the courts the powerful tug Sea Lion. No lives (notwithstanding any agreement with the company) was unani- Mainlander had sixteen passengers and end of a pier. mously passed by the committee, with the understanding that it a crew of thirty. The tug was but little injured, and took the passengers would come into force as soon as the Supreme Court decided that the measure was within the jurisdiction of Parliament.

In order that there may be no misunderstanding we give the full text of the section, which, it will be seen, applies not alone to the Grand Trunk, but to every other Canadian railway excepting the Intercolonial: His majesty, by and with the advice and consent of the Senate and ons of Canada, enacts as follows:

1. Notwithstanding anything in any act heretofore passed by Parliament. no railway company within the jurisdiction of legislative power or control of Parliament shall be relieved from liability for damages for personal injury to any workman, employe or servant of such company, nor shall any action or suit by such workman, employe or servant, or, in the event his death, by his personal representatives, against the company, be barred or defeated by reason of any notice, condition or declaration made or issued by the company, or made or issued by any insurance or provior association of railway employes formed, or purporting to be formed, under such act; or by reason of any rules or bylaws of the company, or rules or bylaws of the society or association; or by reason of privity of interest or relation established between the company and the society or association, or the contribution or payment of moneys of the company to the funds of the society or association; or by reason of compensation or indemnity which the workman, employe or servant, or his personal representatives, may become entitled to or obtain from such society or association or by membership therein; or by reason of any express or implied acknowledgment, acquittance or release obtained by the company or the society or association prior to the happening of the wrong or injury complained of, or the damage accruing, to the purport or effect of relieving or releasing the company from liability for damages for personal injuries as aforesaid.

So much for section one of the bill which is now the law of the land. Section two merely provided that the employes of the Intercolonial should be placed upon the same footing as the employes of the other railroads. Mr. Lennox desired to change the wording (but not the meaning) of this section, and moved the following amendment:

"Section 1 of this act shall apply to the Government railways of Canada and his Majesty as owner thereof, and the Intercolonial Railway Employes' Relief and Assurance Association shall be taken to be an insurance or provident association, within the meaning of the said section."

This amendment was agreed to by a vote of 23 to 22. The committee then adjourned-without a dissenting voice-until the following Tuesday, July 5. And yet the Free Press accuses Mr. Hyman of leaving the chair in order to break up the meeting and defeat the bill! The committee met the following Tuesday and proceeded to the further consideration of the measure. Mr. Hyman put the question, "Shall the section (section 2), as amended, be adopted?" The committee then UNANIMOUSLY negatived the amendment, which it had passed on the preceding Thursday, and UPON MOTION OF MR. LENNOX, WHO INTRODUCED THE BILL, substituted the following

Upon the passing of this act the Governor-in-Council shall submit to the Supreme Court of Canada for its determination the question of the competency of this Parliament to enact the provisions hereinbefore set forth: and in the event of the said court determining that the said provisions are within the powers of this Parliament, and the time for appeal having elapsed or in case of appeal being taken and prosecuted, then in the event of it being determined by the Judicial Committee of the Privy Council that the said provisions are within the powers of Parliament as aforesaid-the Governor-in-Council shall thereupon name a day, by proclamation, for the coming into force of this act, and this act shall take effect and come into force upon the day so named accordingly."

This clause (section 2) was unanimously agreed to, and the preamble of the bill was then read and adopted.

The net result is that there now stands on the statute book an act which enables the employes of the Grand Trunk and every other Canadian railroad, excepting the Intercolonial, to sue for damages for injuries in the courts of the land; or in the event of death, their relatives or personal representatives may bring action-the act to go into effect when the supreme court decides whether Parliament had power to pass it. The case comes before the

Oppose Mayor Tlaybury.

With all the facts before them, intelligent people can form their own indignation. It would be charity to presume that the Free Press, in misplanding others, has been itself misled. Unfortunately for itself the record of that journal, its notorious lack of scruple in political warfare, forbids any such explanation. It might have ascertained the truth by the most casual industry and convenient falsehood. It has over-reached itself, and stands convicted before the public of tactics which are a disgrace to journalism and to any candidate who is willing to profit by them.

Oppose Mayor Tlaybury.

Detroit, Mich., Ort. 28.—The Victorfian comparatively warns a membership of 800, passed that the first in the

"BIRKETT AND BELCOURT"

Opposition Organ Concedes Ottawa City to the Liberals.

[Special to The Advertiser.] Ottawa, Ont., Oct. 28.-The Ottawa Conservatives have given up all hope of carrying the city. The Citizen, the opposition organ, says today editorial-y: "Birkett and Belcourt in the lead." They have thrown Champagne overboard. Ottawa will return two Liberals, Belcourt and Stewart.

KITCHENER'S PLANS

Scheme for Defense of Northern Frontier Is Approved.

Simla, Oct. 28. - An army order is on the point of being issued giving effect to Lord Kitchener's scheme of distribution of the Indian forces. This plan will enable a better training for war conditions and the result will be a greater concentration in the north nd northwest provinces. Central and Southern India will be by no means denuded of troops, but the post of lieuten-ant-general of the Madras army will be abolished.

BY ACCLAMATION

Probably Two Quebec Liberals Will Be Unopposed.

[Special to The Advertiser.] Ottawa, Ont., Oct. 28.—One Liberal far has been practically returned by cclamation. This is in Berthier, Que. Telesphore Michand, the Conservative candidate, is postmaster, and has not esigned. He cannot take his seat even f he does run. In Quebec East, Dr. Fiset, of the

nland revenue office, was nominated gainst Sir Wilfrid Laurier. He has forwarded his resignation and its reeipt has been acknowledged, but as it has not been accepted by order-in-council he has not qualified under the Sir Wilfrid has therefore, been as good as returned by acclamation

Sinks in Puget Sound After Being in Collision With a Tug.

Seattle, Wash., Oct. 28.-The steamer. Mainlander, of the Pacific Coast Steamship Company's fleet, lies at the bottom of Puget Sound, four miles north of Seattle, as the result of a collision with crew of thirty. The tug was but and crew off the sinking steamer. Within twenty minutes after the collision, the Mainlander went to the bottom. A dense fog prevailed. The Mainlander was valued at \$100.

000, and was heavily insured. VATICAN AND THE HAGUE

Church Wishes To Be Represented They were warped tightly to the pier the largest in New York harbor. at the Conference.

Rome, Oct. 28. - The Vatican Rome, Oct. 28. — The Vatican is bunding different powers on the subect of the admission of its representatives at the proposed second Hague onference, on the same ground as the suggested admission of the South American republics, which were not epresented at the first congress. The Vatican emphasizes the fact that it vas excluded from the first conference chiefly because of the opposition of the Italian Government, supported by Great Britain, which asked in exchange the support of Italy for the exclusion of re-presentatives of the Boer republic.

BOSTON AND RATZ

Conservatives Fall to Nominate a Candidate for North Middlesex.

or North Middlesex resulted in the contest being narrowed down to two Valentine Ratz, an Independent supporter of the Government, both acceptd the nomination and will go to the polls. After the nomination, stirring speeches were made by Mr. Robert Boston, ex-M. P.; Valentine Ratz, ex-M. P., and Mr. T. H. Purdom, K. C of London. The meeting broke up with the usual cheers for the King, Sir Wilfrid Laurier and the candidates.

CORNELIUS SHIELDS DEAD General Manager of Soo Company

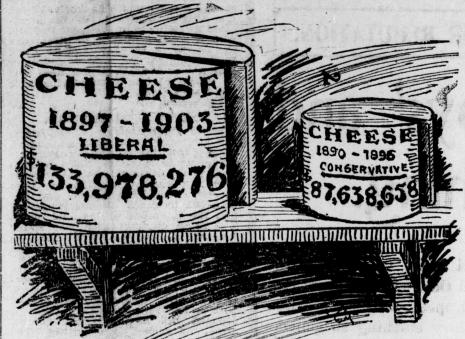
Dies Suddenly. Sault Ste. Marie, Mich., Oct. 28. — Cornelius Shields, general manager of the Consolidated Lake Superior Cor- Sun rises. 6:48 a.m. Moon rises. 8:31 p.m. Moon sets. 10:37 a.m. age as possible and if necessary capitulate. poration, died suddenly early today from heart failure.

He was not feeling very well vesterday and did not go to his office. This morning the town was surprised to

HE FAVORED THE BOERS

Therefore Canadians in Detroit Will Oppose Mayor Maybury.

PROSPERITY EXHIBIT === NO.º 6



Exports of Canadian Cheese.

In the expansion of Canadian trade, nothing is more remarkable than the increase in the exports of cheese. The above exhibit shows that in the seven the proposal to refer the matter to a line responsibility, and expresses the hope, for the honor of Russia, that Royears of Liberal rule at Ottawa, the exports of cheese were much in excess court of inquiry has been accepted in jestvensky is not at fault, but if he of the exports during the last seven years of Conservative rule, the figures for 1890 to 1896 being \$87,638, 658, whereas in the seven years of Liberal Government-1897 to 1903—the exports were \$133,978,275. This increase may be partthe perfection of the cold storage appliances, which it has brought about,

BROOKLYN'S PIERS FIRE-SWEPT: FATAL MILLION-DOLLAR BLAZE

Four Big Liners Badly Damaged.

New York, Oct. 28.-Fire believed to worth of cotton. have been of incendiary origin swept | Much ill-feeling is said to exist be- its destination. where the piers, warehouses and shipping at the Bush Terminal Company's because the company desires to close because the company desires to close of the residents of the neighborhood, because the company desires to close of the residents of the neighborhood, because the company desires to close of the residents of the neighborhood, because the company desires to close of the residents of the neighborhood, because the company desires to close of the neighborhood, because the company desires to close of the neighborhood, because the company desires to close of the neighborhood, because the company desires to close of the neighborhood, because the company desires to close of the neighborhood, because the company desires to close of the neighborhood, because the company desires to close of the neighborhood, because the company desires to close of the neighborhood, because the company desires to close of the neighborhood, because the company desires to close of the neighborhood, because the company desires to close of the neighborhood, because the company desires to close of the neighborhood, because the company desires to close of the neighborhood, because the company desires to close of the neighborhood of the neighborhood, because the company desires to close of the neighborhood of the n over the piers, warehouses and shipstores, South Brooklyn, early today. certain South Brooklyn streets. After peror has approved the proposal to submit the North Sea incident to an Great Britain will not lead to \$1,000,000. One life, that of a police- private detectives. man, is known to have been lost, and as being astounding. In ten minutes other dead may be found later. A the long pier was blazing from end to

Four fine ocean-going steamships were badly damaged, having been reached from land, for the flames archablaze from bow to stem, and hundreds ing over the high steamship fell upon of thousands of dollars worth of cotton, the lighter Adelaide, and over to Pier hemp and the general cargo that the China ships bring in were partially After a battle of more than three hours by the entire Brook-lyn department, for fames were pre-

fireman was badly injured.

The known dead: Policeman Patrick were lost, despite the fact that the Cushing, of Brooklyn, caught at the Injured: Benjamin Walsh, fireman, skull fractured in a fall down a hatch- made a reckless dash through the stitution of this commission have not Walsh lay in the hold of the

Rich Cargoes Destroyed and and tugs could not get alongside ow- arranged is the permission of Spain for ernment at St. Petersburg regarding the ing to the intense heat.
That the fire is of incendiary nature is the belief of two private detectives concerned in the North Sea incident, municate to his colleagues

The spread of the fire was described end. The flames had caught the Ne- Question of Responsibility May Be braskan. The calls of the men aboard No. 6, where were stored thousands of the few tugs available to approach the dissipated. burning ships, bound as they were to The cabinet today considered the istry. the blazing piers, and throwing off the Russian preparation to submit the most intense heat. Policeman Cushing question of individual responsibility to lost his life, it is believed. when he a commission. The details of the conflames out to the pier to give alarm to yet been quite determined upon, but

way. Waish lay in the hold of the Citta Di Palermo for two hours while the fire on the vessel was all around him.

As to the fate of the crews of the over the spot. An unknown fireman, and a mover the spot. An unknown fireman, individual officers as may be found to the directing that the torpedo boat destroyer flotilla be kept in readiness to detach the commander of the second Pacific squadron and such other individual officers as may be found to the directing that the torpedo boat destroyer flotilla be kept in readiness to detach the commander of the second Pacific squadron and such other individual officers as may be found to the directing that the torpedo boat destroyer flotilla be kept in readiness to detach the commander of the second Pacific squadron and such other individual officers as may be found to ships nothing definite is known. The caught in the same manner, jumped have been directly concerned in vessels were the American, Arizonan into the water. His fate is unknown. firing, for examination by the commisand Nebraskan, of the American and The Camaged vessels were all new, Hawaiian Steamship Company, and the except the Citta Di Palermo, of the dict of this commission, Russia would

"PORT ARTHUR IS MY GRAVE!" WIRES STOESSEL TO THE CZAR

Japanese Creep Nearer and Nearer, and Garrison Prepares to Make Final Stand.

RUSSIAN MAGAZINES EXPLODED AND SHIPS SUNK

from Port Arthur, dated Oct. 21, re- Wells are being sunk. Provisions are former members of the House of Com-mons. No Conservative candidate was ceived here today, says: "Gen. Stoessel the soldiers hold gala feasts on the in the field. Mr. Robert Boston, the wired the Russian Emperor and court horses killed by shells." nominee of the convention, and Mr. recently: 'I now bid you all good-bye forever. Port Arthur is my grave.' "Gen. Stoessel has instilled the garrison of the beleaguered fortress with the spirit that to court a glorious death is preferable to capitulation. "The Japanese shells are inflicting great damage to the Russian fleet in the harbor and to the fortifications. The arsenal with its contents of ammunition and small arms has been destroyed, and preparations are being made for the last deadly struggle at close quarters.

WEATHER BULLETIN. Tomorrow-Fine and Warm.

Light scattered showers have occurred today in the Maritime Provinces, and a few snow flurries in Ontario and Quebec, but the weather in Canada generally has been fair. It has been warm in the Ter-ritories and Manitoba, and cold from Onhear of his death, as so much was built upon Mr. Shields' ability to manage the reorganized company. Mr. Shields' death will be a heavy blow to the corporation.

Titories and Manitoba, and cold from Ontario to the Maritime Provinces.

Minimum and maximum temperatures:

Victoria, 44–52; Kamloops, 30–52; Calgary, 36–64; Qu'Appelle, 38–62; Winnipeg, 32–56; Port Arthur, 20–38; Southampton, 28–40; Toronto, 26–38; Ottawa, 30–36; Montreal, 30–40; Quebec, 28–44; St. John, 32–42; Maritime Provinces.

FORECASTS. Friday, Oct. 28-8 a.m.
Today-Fresh southwesterly winds; fair and a little warmer.
Saturday-Westerly winds: fine and

Shanghai, Oct. 28. - A private letter | The water supply having been cut off, "Gen, Simonoff, it is said, would surrender, but is overruled by Gen. Stoes-

> "Certain troops included in the garrison have to be closely watched at present for fear of desertion or treachery. "The field and naval hospitals are crowded and hygienic conditions are becoming desperate. The bombardment at times is so incessant that it is impossible to bury the dead to any depth. Over one-half of the original garrison is dead, wounded or sick. "The high angle at which their artil-

practically destroyed the new town. "When the fleet attempted to break through the blockade some time ago.

"The besiegers are pressing closer Thousands of the enemy will perish, as everything is mined. and mailed it at Che Foo." Tokio, Oct. 28. - 4:30 p.m. - It is

RUSSIAN-BRITISH DISPUTE WILL GO TO ARBITRATION

Semi-Officially Announced That a Commission Will Be Appointed to Place Responsibility.

ACUTE CRISIS PASSES AND WAR CLOUD LIFTS

Admiral Rojestvensky Told to Keep His Fleet at Vigo Until Matter Has Been Investigated--Britain Prepared for All Contingencies—Fleet at Gibraltar in Readiness.

sociated Press is authorized to state that in principle, a satisfactory settle- with great prominence. Prince Mestment of the Anglo-Russian dispute has been reached. Several details and for-St. Petersburg), however, demands an principle.

The entire dispute was ended when Is Less Serious. Ambassador Benckendorff saw Lord London, Oct. 28.—Russian Ambas-Lansdowne after the cabinet meeting. sador Benckendorff paid another visit this morning to Foreign Secretary A final inquiry will be held at The Lansdowne at the latter's private resi-Hague under the rules of The Hague dence, before half past 10 o'clock. The convention. The appointment of the ambassador conveyed to the minister arbitrators will be discussed tomorrow further dispatches from the Russian between Ambassador Benckendorff and Government. The earliness of the can is accounted for by the necessity for Lord Lansdowne.

The only detail which remains to be sion of the latest views of the Govthe portion of the Russian squadron downe would be in a position to com-Last Tuesday to remain at Vigo until the inquiry is cabinet meeting today the fullest demorning, fire in one of the many piers completed. This it is thought will be tails regarding the negotiations up to of the company also started mysteriously, destroying \$50,000 to \$75,000 obtained. The remainder of the Ruslast more than a half hour. Ambas-

international tribunal. THE CRISIS PAST

Left to Commission.

London, Oct. 28. - The cabinet meeting broke up shortly before 2 o'clock, tails connected with the occurrence bales of cotton and hemp. Its course the ministers laughing and chatting Subsequently Mr. Balfour and Foreign there was quick, and once inside the and being apparently in the happiest. Secretary Lansdowne had a somewhat flames could not be reached by water. frame of mind, thus confirming the be- prolonged conference. They then pro-It was impossible for the firemen or lief that the crisis is in a fair way to be ceeded to the meeting of the cabinet which was attended by the whole m

sion. By agreeing to abide by the ver- harbor. Citta Di Palermo, of the Italian Line. Italian Line. The burned piers were undertake to carry out sentences, which are still in Port with steam up, and it may impose and thereby it is be- decks cleared. ieved the separate guarantee of punishment, which is so distasteful to Russia, may be obviated.

Ambassador Benckendorff, after seeing Lord Lansdowne this morning, was Accept Admiral's Report and Threw very hopeful of a satisfactory issue. He see Lord Lansdowne again today.

MAY ARBITRATE Cemmission Likely to Sift Mystery to the Bottom.

St. Petersburg, Oct. 28, 2:10 p.m.-Despite the Chauvinistic tone of the Russian press this morning and the wild talk which is being indulged regarding the possibility of war, the Associated Press is in a position to state positively that the situation has entered on a distinctly better phase. between the two Governments now appears probable. There is still danger, howevr, tha som untoward incident, in view of the excited state of public opinion in both countries, may precipitate another crisis. Both the Russian and British Governments are animated by a desire to

promptly reach a common ground on

which both can stand in order to throw

of the incident, which are left more mysteriously than ever by the startling statements made in Admiral Rojestvensky's report. A palpable solution, it is recognized by both sides, would be the sumission of the affair to an international tribunal and that steps already have been taken in this direction is beyond doubt. The mere anlery fire is directed by the Japanese has nouncement of such a court would have the immediate effect of reducing the and crew of the Swedish steamer Aldedangerous tension in both countries. the proceeding would be dignified whatthe garrison was to have made a des- ever the result, and each country by a foreign cruiser, apparently Rusperate sortie and inflict as much dam- would be bound by the weight of the sian), have been examined on oath by world's public opinion to accept the a magistrate at the instance of the findings and act accordingly, daily, and it is hard to say how long sky acted without justification Russia merely blank charges. The captain dewe can hold out. When the end comes will properly punish him. If it is es- posed that shells were seen to burst there will be a desperate fight and sur- tablished that torpedo boats attacked in the air near his steamer. The guns

of British ports or waters, then Great at the time of the attack. tive boatman who ran the blockade. Britain will be compelled to offer the witnesses said they were convinced fullest reparation. reported that the Japanese opened a Just how the details of the commis-desperate attack on the eastern forts sion are to be worked out will be deof the Keekwan group, north of Port termined so soon as the general basis and silenced the Russian batteries. A two simultaneous inquiries will be held Admiral Rojestvensky to detain at the shell exploded the Russian magazines. shell exploded the Russian magazines. Simultaneously the Japanese attack-ed the forts on Rihlung Mountain and tives of the other present. The results tives of the other present. The results have been issued and acknowledged by ed the forts on Killiung Mountain and tives of the other present.

Sunghohowian Mountain, silenced the of both inquiries will be submitted to Vice-Admiral Rejestvensky that the

the warships which took part in the British negotiations. This eliminates North Sea incident. Rojestvensky's full what was regarded here as one of the Clear on Oct. 27 a shell hit the Russian bat-Cloudy tleship Sevastopol and two Russian burney by mail Sunday or Monday the possibility of a pre-Almost all the papers discuss the Russian squadrons.

London, Oct. 28, 4:07 p.m. - The As-I resembled a torpedo boat, and which sociated Press is authorized to state was supposed to be waiting for the s, he declares, he must be punished.

placing the foreign minister in pos sian squadron is expected to proceed to sador Cambon again was present and remained at Lord Lansdowne's a few serious complications, and that an amicable settlement will be reached. Russia, so far as is known, is showing every disposition to meet the British views, and it is conceded that the delay in replying to the British demands is readily explainable on the ground that the Russian Government naturally desires to be placed in possession from its own sources of all de-Subsequently Mr. Balfour and Foreign

have reached Portsmouth to stop the directing that the torpedo boat de-

Gibraltar, Oct. 28. - Boom defenses are being rigged at both ends of the

VIEW OF RUSSIAN PRESS

All Blame on Japs.

The battleships of the Channel fleet

St. Petersburg, Oct. 28,-The morning papers today print Vice-Admiral Rojestvensky's report of the North Sea. icident, with extensive comments, the tone of which does not mean concilia tion. The Russian admiral's report is accepted without reservation as the true explanation of the happenings at Doggerbank, and stress is laid upon the concurrence of Vice-Admiral Rojestvensky's report that he was attacked by torpedo boats, with the declaration of the fishermen that the torpedo boats, of which the Russian fleet before heading for the vessels of the Russian squadron. Attention is called also to the statement by the fishermen that a small vessel remained six hours at the scene of the disaster, while Vice-Admiral Rojestvensky that the whole Russian squadron proreeded to the southward. While it is the general disposition to throw the Japanese, some of the newspapers do the fullest light upon the circumstances not hesitate to intimate that it is Great Britain's private affair.

SWEDISH CAPTAIN'S STORY The Aldebaran Was Fired Upon in the Skagerack.

Gefle, Sweden, Oct. 28. - The captain to have been fired on in the Skagerack Government. All affirmed their convic-If it is demonstrated that Rojestven- tion that the cruiser fired shot, and not the squadron under the cover of the used are supposed to have been quick-British fishing fleet or from the shelter firers. The ships were a half-mile apart most humble apologies and make the that the warship, from which the shots were fired saw Swedish flag on the Aldebaran.

St. Petersburg, Oct 28 - 2:45 nm -Vigo all the warships which took part Orders have already been telegraphed Russian squadron remain at Vigo until the conclusion of the present Russomature clash between the British and

CROWDS IN DOWNING STREET

Gathering So Thick That Police Were Called In.

London, Oct. 28 .- The widespread in-Continued on page 2.