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The Toronto World.

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TWENTY-FIFTH YEAR — TEN PAGES—THURSDAY MORNING NOVEMBER 17 1904—TEN PAGES — ONE CENT

Senate Reading Room
Ottawa, 189
SENATE P O

Crisis of Siege at Hand

STOESSEL NOT YIELDING INNER DEFENCES INTACT

In Report to Czar General Expresses His Belief That He Can Withstand Jap Assaults for Some Time.

Insofar as the contents of the report sent by Gen. Stoessel to Emperor Nicholas by the torpedo boat destroyer Rastoropny, which craft was sunk in the harbor of Chefoo after accomplishing the purpose of her dash out of Port Arthur, have come to public knowledge, it serves to indicate that the Russian military commander at Port Arthur regards the crisis of the siege as not remote. The report asserts that the inner line of defences is intact; that the damage to warships in the harbor by Japanese shells is not great, and that the garrison will be able to hold out against assault for some time. Conditions south of Mukden remain unchanged, altho there are said to be indications that important developments are at hand.

STOESSEL STILL FIGHTS.

St. Petersburg, Nov. 17.—2 a.m.—There is no official confirmation at this hour of the reported blowing up of the torpedo boat destroyer Rastoropny at Chefoo. The understanding at the admiralty had been that the vessel would be hauled up on shore to prevent a repetition of the Ryeshitelni affair, and that she would be disarmed in regular manner. Officials here state that nothing has been received to indicate that there has been any other proceeding, but that the commander will be governed by local conditions. There is no inclination to blame him for taking any measures that might appear to him to be necessary.

Gen. Stoessel's report has not been given out, but the Associated Press understands that it contains no request for instructions regarding the surrender of Port Arthur. It is intimated that the report does into considerable detail of the recent fierce land fighting, but says the interior line of defences remain intact. Gen. Stoessel believes he will be able to withstand the Japanese assaults for some time to come. The blockade has been run by a ship with a cargo of war munitions, food and hospital supplies. Some warships in the harbor have been damaged by shell fire, but not seriously. Many guns have been removed from the ships and mounted on shore, where large drafts from the crews are taking turns in aiding the garrison in its heroic defence of the fortress.

CARRIED DESTROY ORDERS.

Chefoo, Nov. 16.—The correspondent of the Associated Press learned authoritatively to-night tha the Rastropny carried concealed orders providing that, unless there came a highly favorable opportunity to escape, the vessel should be blown up. Sufficient powder for this purpose was secreted before the destroyer left Port Arthur. Small charges of ordinary powder, placed in each of the five watertight compartments, were exploded.

Customs Officer Koenig was on board the destroyer, and the Russians experienced considerable difficulty in getting him off without arousing suspicions. The destroyer's cutter, manned by two men, was lying near and the official was persuaded to take a ride around the Rastoropny in order that he might see the injuries she was alleged to have received. No sooner had the customs officer stepped into the cutter than a petty officer drew his watch and urged the rowers to make all speed away.

When the destroyer had gone down the official was taken on shore. The Japanese consul says that the Russians wasted their vessel, as the Ryeshitelni incident would not have been repeated. Two Japanese torpedo boat destroyers were seen at the mouth of the harbor to-night, and their presence undoubtedly precipitated the action of the Russians in blowing up the Rastropny. The explosion was so subdued, and the crew remained so silent that it was some time before the report of the affair became current. Even the officials most intimately concerned got the news from the correspondents.

The Japanese consul says that nine of the Russian crew came ashore with their rifles, against which action he has protested to the authorities.

THE SOVEREIGN BANK OF CANADA
28 King St. West, Toronto.
Sterling Exchange bought and sold.

CANADIAN ICE BREAKER.

(Canadian Associated Press Cable.)

London, Nov. 16.—The Montcalm, the Canadian government St. Lawrence icebreaker, has had a successful trial and left to-day for Canada.

B. B. B. Pipe, $1.00 each. Alive Bollard

No Prison Labon Ucr nion Label Cigars 246

KILLED AT THOROLD.

Thorold, Nov. 16.—Henry Smith, an employe of the Montrose Paper Co. here, was caught on a shaft of one of the machines in the mill this afternoon and died from his injuries about two hours afterwards. He leaves a widow and seven small children.

Pember's Turkish Baths remove all poison from the system. 129 Yonge-st. 246

CURZON SAILS NOV. 24.

London, Nov. 16.—It is officially announced that Lord Curzon of Kedleston, viceroy of India, leaves England Nov. 24 for India. Lady Curzon, who is ill, will be moved Nov. 20 from Walmer Castle to Highcliffe Castle, where she will spend the winter.

Broderick's Business Suits. $22.50.—111 King-street west.

Get Ready for the Holiday.
Thursday is a day of rejoicings and thanksgiving, and every householder should not omit either the turkey or the Radnor Water. A hungry man enjoys a good turkey, and no beverage goes better with it than Radnor Water and a glass of Scotch or rye.

Fireproof Metal Windows, Skylights, Roofing and Ceilings. A. B. Ormsby Limited, Queen-George. Phone M.75.

Anglo-Portuguese Treaty Signed.

London, Nov. 16.—The Anglo-Portuguese treaty of arbitration was signed at Windsor Castle this afternoon.

Office Furniture? "Ask Adams."

Pember's Turkish Baths will cure all diseases. 129 Yonge-street. 246

RUSSIANS BLOW UP BOAT FEARING JAPS WILL CATCH

Torpedo Boat Destroyer Rastoropny Sent to the Bottom While Japanese Look On.

Chefoo, Nov. 16.—The Russians have blown up the torpedo boat destroyer Rastoropny. The torpedo boat destroyer Rastoropny was of 240 tons displacement, was 200 feet long, and had a speed of 26 knots. Her armament consisted of one 12-pounder and three 3-pounders and she had two torpedo tubes. She was launched in 1901.

The Russians, with the exception of one man, left the destroyer during the afternoon. This last man lit fuses and blew up the vessel. There were three dull explosions, which were scarcely discernible a hundred yards from the place where they occurred. Almost simultaneously the Rastoropny sank. A single spark marks her grave. It is impossible to-night to secure an explanation of the action of the Russians, but it is believed that they were determined not to allow a repetition of the Ryeshitelni incident. Prior to the destruction of the destroyer the Taotai had officially notified the Japanese consul that her disarmament had been completed, the breechlocks and ammunition having been removed and her machinery disabled.

During the afternoon the Russian consul officially notified the Taotai that that the destroyer had been driven towards Chefoo by a heavy sea, and that it had been decided to disarm her because her machinery had been disabled. This is looked on in some quarters here as the throwing of a transparent veil over the purpose of the vessel's visit.

To Carry Despatches.

Commander Pelem said that the destroyer's object was simply to carry despatches. The other Russian ships remained in Port Arthur.

THE RASTOROPNY ENTERED CHEFOO WITH A MUSIC BOX PLAYING A SPRIGHTLY AIR, AND THE SAVORY ODOR OF A BREAKFAST STEAK, APPARENTLY TESTIFYING TO THE FACT THAT PORT ARTHUR STILL ENJOYS FRESH MEAT. The destroyer rested a few hundred yards abaft the United States cruiser New Orleans, flagship of Rear-Admiral Folger, commander of the cruiser squadron of the Asiatic fleet.

The Chinese cruiser Haiyung raised steam within twenty minutes and came close to the Rastoropny. Captain Ching of the Haiyung boarded her and had a brief conference with Commander Pelem. Ensign Wainwright, Rear-Admiral Folger's aide, boarded the Rastoropny immediately, but he and Captain Ching were not invited to enter the Rastoropny's cabin, altho a blizzard was cutting their faces. Captain Ching notified Commander Pelem that twenty-four hours was the limit of the time he could remain armed at Chefoo, after which the Rastoropny would be compelled to disarm.

Following the conference with Capt. Ching the Rastoropny was moved further toward the old anchorage of the torpedo boat destroyer Ryeshitelni, where the Russian consul boarded the Rastoropny and brought her despatches ashore. The Russian officers say the condition of Port Arthur is as good as it was two months ago. They also deny the report that the Russian armored cruiser Bayan has been sunk, tho they admit that a shell damaged her engines, which are being repaired. Russian cruisers come out of Port Arthur daily, the battleships remaining in the harbor. THE OVERDRAWN OPTIMISM OF THE OFFICERS, IT WAS ASSERTED ASHORE, MADE IT OBVIOUS THAT THEIR STORY WAS REHEARSED BEFORE IT WAS GIVEN TO THE PUBLIC.

Left in Snowstorm.

The commander of the Rastoropny in an interview on his adventurous voyage said:

"I left Port Arthur at midnight in a blinding snowstorm. The boat was navigated thru all the dangers of floating mines without a mishap. On reaching the open sea we saw a Japanese cruiser and some torpedo boats in the distance, but we were steaming rapidly thru the storm with lights extinguished and passed them unnoticed. We reached Chefoo without any mishap of any kind."

The commander of the torpedo boat destroyer was optimistic with reference to Port Arthur. He declared that all the forts remained in Russian hands and that the garrison was confident and in good spirits.

The former Russian governor of Port Dalny, M. Sakharoff, died recently at Port Arthur of enteric fever.

Use "Maple Leaf" Canned Salmon The best packed.

CANADIAN LOST MONEY.

(Canadian Associated Press Cable.)

London, Nov. 16.—John McFarlane was sentenced to six months' imprisonment in Glasgow for obtaining by a confidence trick £2 from John Matheson, a young doctor of Bloomington, Whitchurch, Ontario, and late of Toronto University. He had just arrived to study at Edinburgh. The pair casually became acquainted and met another man who pretended he had money to dispose of charitably under a will. Matheson prposed the Toronto General Hospital and handed the money over as security.

Broderick's Business Suits, $22.50 113 King Street West.

GOODBY TO MINTO.

Montreal, Nov. 16.—(Special.)—Sir Wilfrid and Lady Laurier arrived in town to-day, accompanied by Mrs. Cawthra Mulock, on their way to Quebec to take leave of their excellencies the Governor-General and Lady Minto. It is said Lord Minto, when he departs from Canada, will send two Marconi messages of farewell, one from Fame Point and one from Cape Race. One message will be addressed to the premier and the other will be in the nature of a general farewell to the people of Canada.

No Child Labor on Union Label Cigars 246

"Ask Adams" about Filing Cabinets.

FOXY BUT FUTILE.

THE TURKEY: Oh, I don't know—I think I know a corporation's fox when I see one.

MENDACIOUS BOY TRAMP FOOLS HARRISTON FOLK

Leo Burns, a Pittsburg Runaway, Wanted by Toronto Police, Concocts and Acts Out Thrilling Attempted Murder Fake.

Leo Burns has turned up again. This time he is in Harriston, and last night he was the guest of Mayor Wilson of that town in the Klondyke Hotel. When Mr. Wilson and others get their copies of this morning's World, Leo will probably change his address and mode of living very suddenly. Leo has been in a good many scrapes, but his bid for notoriety yesterday was his most sensational and smacked of a keen appreciation of the incidents which go to make melodrama popular with the masses. He was found lying across the railway tracks near Harriston with his hands bound behind him and an express train rushing down upon him. A farm hand noticed the awful plight and picked him off the rails just in the nick of time to avoid a horrible death beneath the wheels of the giant locomotive and train. Or so the despatches say. Probably the rescuer was so excited over the novelty of the situation and the hair-raising explanation vouchsafed by the boy that the time elapsing between the rescue and the passing of the train has been exaggerated. Certainly it would startle anybody to be told that a boy was tied up by his father and a strange man and left alone to die under such tragic circumstances. That is what Leo said, and apparently he said it so earnestly that he had all Harriston talking of forming a lynching party while the chief of police and the mayor and others were equally ready to believe his story. Leo probably had the time of his life last night. It will be funny what a difference a few hours will make.

His Career in Toronto.

For Leo Burns is known in Toronto, and altho his six weeks' residence here has not been of the most circumspect order, his return is eagerly awaited and desired. The police have been trying to find him for a week or ten days. The manner of his coming to this city and the manner of his going were alike peculiar.

Who is Leo Burns? A bright, good-looking, intelligent 14 year old boy. That is the description which is applied to him wherever he goes. He is a ready talker, but "he is a perfect little liar." Such was the distinction conferred upon him last night by a city man who has met the boy.

He drifted into Toronto during the first week of October. He hurried out perhaps ten days ago fearing arrest for depredations committed while in the employment of J. W. T. Fairweather & Co., hatters and furriers, 84 Yonge-street. He left Toronto by bicycle. The bicycle, Harriston despatches say, was found in the ditch near where Leo Boyd—such is the alias he has adopted for the adventure—was found on the rails, but Leo did not mention that it belonged to him nor did it enter into his yarn. It was that same bicycle that accelerated his departure from Toronto. One morning he waited on a bicycle dealer on Adelaide-street and presented an order for a lamp and other things totalling something over $8, and which was to be charged to Fairweather's account. The scrawling signature looked suspicious, and Leo was told to come back in fifteen minutes. In the meantime the dealer hurried down to the firm's offices and discovered that the order was a forgery. But Leo never came back.

Stolen Goods Recovered.

The matter was put in the hands of the detective department, and his room was searched. A traveling bag worth about $15 and other articles stolen from the firm were found. It is not yet known just what his stealings amounted to, but it was felt that he ought to be made a lesson of. If Harriston holds him long enough for a Toronto officer to get him, he will.

Leo Burns is a regular adventurer in spite of his boyishness, altho no criminal acts have heretofore been placed against him. He came to Toronto one evening, went into a cigar store and asked to look at a phone directory to find out where Patrick Burns lived. He was directed to the coal merchant on West Front-street. So impressed was the clerk that he put Leo on a street car and advanced him the necessary fare. The lad told Mr. Burns that he was from Pittsburg and was a nephew of Patrick Burns of Toronto. Mr. Burns could trace no relationship, but was so taken with the boy's manner that he took charge of him. Leo then said that he had left Pittsburg with his father to go to Niagara Falls, where Leo was to sing and earn expense money. One day his father left him on the street corner, telling him to "wait till he came back." He waited two days, then came to Toronto, arriving here with 25 cents. His father, he said, drank, and his mother was dead. As a matter of fact his parents are respectable residents of Pittsburg, and had been advertising for their runaway boy in the papers.

Stayed in at Night.

In Toronto his veracity soon became open to question. His landlady says he was always home early in the evening and stayed indoors o' nights. Harriston is about 100 miles from Toronto, and Leo wheeled the distance. The bicycle is thought to have been stolen from Fairweather's, where a number are kept available for the employes.

HARRISTON FOOLED.

Harriston, Nov. 16.—(Special.)—This town, 70 miles west of Toronto, was thrown into a state of great excitement this afternoon about 2.30, when Alex. Michie and a friend, coming down the G. T. R. track from the north, about three-quarters of a mile from the town, found a boy apparently about 15 years of age, tied with hands behind his back to the railway track with a piece of rope. His body was across the track. It was just before the afternoon express train was due, and Michie had barely untied the boy and got him off the track when the express whizzed by. Michie and his comrade brought the lad to town, where Mayor Wilson took him in charge and got him accommodation at the Klondike Hotel.

The boy was questioned by Michie, by the chief of police and by Mayor Wilson, and this is the story he told: "My home is in New York. I am 15 years of age. My name is Leo Boyd. With my father, John Boyd, I left New York Saturday morning. We arrived in Buffalo Saturday evening, where we met a man named Jim and came on to Hamilton. We stayed in Hamilton over Sunday at a hotel near the station. Yesterday we reached Palmerston and spent the night in a box car near the station. This afternoon, when near this place, my father and Jim seized me, tied my hands behind my back and then roped me to the track. That was three-quarters of an hour before I was found by Mr. Michie.

"I don't know why my father did it. He was always good to me. He used to be a civil engineer, but had been a bartender in New York of late. He is 6 feet tall and weighs 200 pounds. He wore a navy blue sunit and a long black overcoat and black Christie. Jim is a short man and wore a black suit and black overcoat. Both wore white stand-up collars. I don't know which direction they went when they left me."

The boy is a bright fellow, and altho questioned closely held to his story. Mayor Wilson, speaking to The World to-night, said: "I believe the boy's story is true, and have instructed the police to spare no efforts in getting trace of his inhuman father and his comrade. In the meantime the town will take care of the boy.

A bicycle was found by the side of the fence close to the track where the boy was found, and this by some is believed to have been put there by the boy's father to throw seekers off the track. The boy, however, makes no mention of a bicycle in his tale.

If the boy's story is true, a deliberate attempt to murder has been frustrated by the timely appearance of Alex. Michie. If it is not true, then the lad is a most egregious liar.

Brunet's Barber Parlors, 17 Colborne st., is the place for gentlemen 246

"Ask Adams" about Filing Cabinets.

Smoke Royal Infants cigars, reduced to 5c. Clear Havana. Alive Bollard.

EXPLOSION WRECKS STUDIO PHOTOGRAPHER VISE BURNED

SCENE OF THE EXPLOSION IN THE VISE STUDIO YESTERDAY.

While preparing a quantity of magnesium flash powder in a mortar, Solomon Vise, photographer, 511 West Queen-street, was the victim of a bad explosion. The force was terrific, and the windows in his place were shattered, while pieces of skin and flesh from Vise's hands, neck and face were scattered in the street. Strange to say, however, he was not thrown off his feet. His clothing was set afire, but P.C. Macdonald extinguished the flames. He was removed to the Western Hospital. His injuries are very painful.

Miss Beatrice Kennedy, who was in the dark room, was struck in the back by a flying board. Fire which the explosion caused was extinguished by boys.

Prof. Inglis, inventor of the powder Vise was compounding, and who was a friend of his, was killed in Chicago in a similar explosion only a short time since.

THE GLOBE'S SOMERSAULT

The suddenness of The Globe's conversion to municipal ownership and the sanctity of municipal rights is vividly displayed in the contrast between its attitude towards the street railway dispute in Hamilton and the position which it has now assumed towards the street railway of Toronto. The people of Hamilton were tyrannized by the street railway with a boldness and aggressiveness totally unknown to the methods of the Toronto Railway Company in its dealings with the people of Toronto. Yet when The World was fighting the battles of the people of Hamilton The Globe was busy defending the company and its president, Attorney-General Gibson. The World claimed that the Street Railway Company of Hamilton, having repudiated its obligations to the city, and having further defied the city after the latter had received a favorable decision in the courts, should forfeit its franchise, and that the railway should be taken over and operated as a municipal concern. But The Globe would not hear of this. It declared that the dispute in Hamilton was nothing more than a question of the interpretation of a contract, and insisted that the city should have no further redress than that provided by the courts. It emphasized the sanctity of contract, which it declared to be the cornerstone of civilized society, and accused The World of demagogism and of promoting public ownership by means which were likely to do the cause more harm than good.

The following articles speak for themselves. It will be seen that The Globe, which rushed to the defence of Attorney-General Gibson and his street railway in Hamilton, and declared the proposal to municipalize the road as a violation of contract, and an upheaval of the social relations of human beings, is now prepared to take over the Toronto Street Railway as a municipal concern because of the reverse which the city has sustained in the courts. It goes even further than this and declares that even if specific performance of contract is required of the company by the courts the city should nevertheless go ahead and municipalize the road, since "the nuisance and danger of perpetual litigation and bargaining will not be abated until the city resumes control of the service."

RESUME CONTROL OF STREET RAILWAY.

Editorial, Toronto Globe, Nov. 16, 1904.

Mayor Urquhart is entitled to the gratitude of Toronto citizens for his promptness in moving along the line of The Globe's policy regarding the Toronto Railway Company. The 13 years during which the charter has been in existence have been years of litigation, years of danger, and years of dissatisfaction. The company has refused to fulfil its obligations, has sought to work clauses thru the legislature making its privileges perpetual, and has denied the public the service to which they were entitled. If the present situation is allowed to continue we shall have litigation and an unfulfilled agreement during the entire life of the charter, with the danger of some clause being smaggled thru during the bargaining, giving the company a perpetual franchise.

MAYOR URQUHART HAS TAKEN THE RIGHT COURSE IN BRINGING DOWN A RESOLUTION FAVORING AN APPLICATION TO THE LEGISLATURE FOR POWER TO EXPROPRIATE THE STREET RAILWAY FOR MUNICIPAL OPERATION. THERE IS NOTHING REVOLUTIONARY IN THIS. THE STREET RAILWAY OWNERS WOULD BE PAID THE VALUE OF THEIR PROPERTY AND THE CITY WOULD ESCAPE FROM A SITUATION INTO WHICH IT NEVER SHOULD HAVE BLUNDERED. The mayor's resolution cites the finding of Mr. Justice Anglin as to the failure of the company to comply with its agreement, and also as to the failure of the legal machinery to rectify the wrong. It declares explicitly in favor of an application to the legislature for the necessary authority to resume control of this public service. The promptness of the mayor's action is an earnest of courage and sincerity, and it will be endorsed by the entire community.

Prospects of favorable consideration in the legislature could not be better. The Ross government is favorable to public ownership of public services and has done much to perfect legislation facilitating that line of municipal policy. The opposition, too, is on record in afvor of public ownership, and there is no urban municipality that will not be in hearty sympathy with the city's cause. The public are thoroly tired of a stinted service. Last winter there was not sufficient power, except under specially favorable conditions. Every flurry of snow that made a slight increase in the traction load tied up or disorganized the entire system. The passengers paid their fares and walked for the benefit of the railway company. There has been a shortage of cars at a time when rolling stock was sent away to other railways in which our magnates are interested. THE TREATMENT ACCORDED THE PEOPLE HAS MADE RESUMPTION OF THE ROAD NECESSARY. MR. JUSTICE ANGLIN HAS DECIDED TO HEAR ARGUMENT IN THE QUESTION OF SPECIFIC PERFORMANCE. THE POINT ON WHICH THE LAW'S FAILURE MADE THE CITY'S LEGAL VICTORY USELESS. BUT, EVEN IF THIS POINT SHOULD BE DECIDED IN THE CITY'S FAVOR, THE NUISANCE AND DANGER OF PERPETUAL LITIGATION AND BARGAINING WILL NOT BE ABATED TILL THE CITY RESUMES CONTROL OF THE SERVICE.

THE TEA-POT TEMPEST.

Editorial, Toronto Globe, Sept. 10, 1904.

A good cause is hurt when wrong means are employed to promote it. It is to be feared that this is the disservice that The Toronto World sometimes does the cause of public ownership, altho its work in general for it may be cheerfully recognized. Its columns yesterday furnished a good example of the former sort. The Hamilton Street Railway Company, within the past few days changed the practice which it has followed for a number of years, namely, the selling on the cars to whoever applied for them, of workmen's tickets at the rate of eight for 25 cents. It now seeks to interpret its obligations in this respect as confined to actual workingmen, and, morever, refuses to sell the tickets on the cars. THE CITY IS CONTESTING THIS INTERPRETATION OF THE AGREEMENT AND THERE IS NATURALLY A GOOD DEAL OF INDIGNATION AT AN ATTEMPT TO CUT OFF A RIGHT THAT THE CITIZENS HAVE ENJOYED FOR SIX YEARS. FORTUNATELY, HOWEVER, THERE IS SOMETHING MORE PRACTICAL TO BE DONE THAN GROWING INDIGNANT. WHEN TWO PERSONS MAKE AN AGREEMENT AND THEY HAVE A FALLING OUT ABOUT THE TERMS, THEY GO TO THE COURTS TO SETTLE THE MATTER. Powerful as the influence of The World is, the people of Hamilton will no doubt regard the courts as still more powerful and will regard them as a more sure defence of the rights of the citizens than even double column newspaper articles. The whole question turns on what the contract between the City of Hamilton and the street railway is, and fortunately the city is not a weak litigant, but quite able to follow the matter to the court of last resort.

This, to the ordinary eye, will appear to be all that is in the matter. But The World's eye is not ordinary. It sees much more than this. It surmises that the real object of the street railway is to escape its obligation to pay a percentage of its earnings to the city. Nothing is offered in support of this suspicion. It needs no angel to tell us that if the Hamilton Street Railway Company, or any other company, had a means of avoiding the payment of a large annual sum out of its earnings it would promptly take advantage of its opportunity. But we presume that the city's right to its percentage is well secured, and is in no danger of being lost. There is, however, no risk in wild and whirling predictions of this kind, for if they are baseless The World can claim that its exposure frightened the corporation bandits from their purpose.

THE WHOLE BUSINESS IS, IN FACT, A MARE'S NEST, AND THE AMOUNT OF HUMBUG AND CHEAP DEMAGOGISM IN WHICH THE WORLD INDULGES IN PROMOTING PUBLIC OWNERSHIP DOES THE CAUSE HARM RATHER THAN GOOD. THAT CAUSE CANNOT BE ADVANCED BY PREACHING OR HINTING AT DISREGARD OF CONTRACT. THE SOLEMNITY OF CONTRACT IS ONE OF THE CORNER STONES OF CIVILIZED SOCIEY, AND THE INTERPRETATION AND ENFORCEMENT OF THEM IS ONE OF THE CHIEF DUTIES OF THE LAW COURTS. THIS IS THE A B C OF THE SOCIAL RELATIONS OF HUMAN BEINGS, BUT THE WORLD IS NOT DISPOSED TO ADMIT THAT IT IS. OTHERWISE WE SHOULD NOT HAVE THESE DOUBLE-BARRELED FARRAGOES OF FAKE AND HUMBUB IN ITS COLUMNS. THE CITY OF HAMILTON AND ITS STREET RAILWAY COMPANY HAVE A CONTRACT. IF THERE IS ANY DOUBT ABOUT ITS MEANING THE COURTS WILL INERPRET IT AND SEE, MOREOVER, THAT THEIR INTERPRETATION IS ENFORCED. That is the whole matter, and all The World's surmises and suppositions are buncomb and its attacks on Attorney-General Gibson mere party spleen

FEMALE PATIENT ESCAPES.

Peterboro, Nov. 16.—(Special.)—A female patient named Mrs. McVeigh, committed from Ottawa to the asylum, escaped from that institution last night by lowering herself with a sheet from one of the verandahs, to which she had gained access. Altho search has been made, no trace of her can be found.

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

To get a good shave, in a cool parlor go to Brunet's, 17 Colborne street. 246

DEATHS.

ELLIS—On Tuesday, Nov. 15, 1904, Rebecca Ellis, aged 49 years, wife of John Ellis, 15 Bishop-street, Toronto.

Funeral fromabove address on Friday, Nov. 17th, at 2.30 p.m., to Mount Pleasant Cemetery.

LATER—Hannah Hodgson, second daughter of the late William and Mary Hodgson (late of Belfast, Ireland), and wife of David A. Later.

Interment from her mother's residence, Spruce-avenue, Balmy Beach, to Norway Cemetery, Thursday afternoon, at 3 o'clock.

Belfast, Ireland, papers please copy.

PERRITTE—Suddenly, at the residence of Mr. James McBride, Brampton, Ont., on Wednesday, the 16th November, 1904, Alzina L., widow of the late Rev. William Perritte, aged 64 years.

Funeral from Union Station on Friday, the 18th, on arrival of the 12.10 noon train from Brampton. Interment in Mount Pleasant Cemetery.

Office Furniture? "Ask Adams."

Try "Lowe Inlet" Canned Salmon Always Reliable.

"Ask Adams" about Filing Cabinets.

No Premiums given with Union Label Cigars. 246

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If you haven't already entered your order for a new fur jacket get it in tomorrow if you desire to have it ready for Christmas week. The Dineen Co. are prepared to handle all work in fur garments at shortest possible notice. Only select skins will be used.

FINE AND MILD.

Minimum and maximum temperature: Victoria, 46—52; Calgary, 24—50; Qu'Appelle, 34—50; Winnipeg, 32—50; Port Arthur, 24—38; Toronto, 30—44; Ottawa, 24—34; Montreal, 24—38; Quebec, 16—34; St. John, 34—38; Halifax, 30—42.

Probabilities.

Lower Lakes and Georgian Bay—Easterly to southerly winds; fine and mild.

Office Furniture? "Ask Adams."

COLLEGE FLOWER SHOP, 445 YONGE STREET.
Roses, Chrysanthemums and Violets at reasonable prices. Telephone orders receive prompt attention. Wedding bouquets and funeral designs a specialty. Phone N. 1192.

STEAMSHIP MOVEMENTS

Nov. 16	At	From
Frankfurt	New York	Bremen
Friesland	Liverpool	Philadelphia
Astoria (15)	Glasgow	New York
Patricia	Dover	New York
Cretic	Naples	New York

Thanksgiving Day Photographs, Gallery open all day. Dame's, 330 1-2 Yonge

David Hoskins, F.C.A., Chartered Accountant, 27 Wellington St. E., Toronto