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TWENTY-FIFTH YEAR

TEN PAGES—WEDNESDAY MORNING APRIL 27 1904—TEN PAGES

RUSSIAN ARMIES CROSS THE YALU

Heavy Firing Heard Near Tatungkau—Two Companies Get Over the River.

LIAOYANG, April 26.—Between last night and this morning the Japanese forced a passage of the Yalu, two companies crossing between Tchongding and Siaopoussikhe.

Heavy firing was heard near Tatungkau, on which it is believed the Japanese made a feint in order to distract attention from the real point of passage.

So far no Russian fire succeeded in destroying the floating parts of the Japanese bridges.

On April 23 the Russians observed that the Japanese were making preparations to cross the Yalu River.

On the night of April 23 two steamers and two torpedo boats were notified at the mouth of the river. They approached the shore at daylight, and the Japanese commenced to build a pontoon on the left tributary. A second pontoon was being prepared ten miles up the stream.

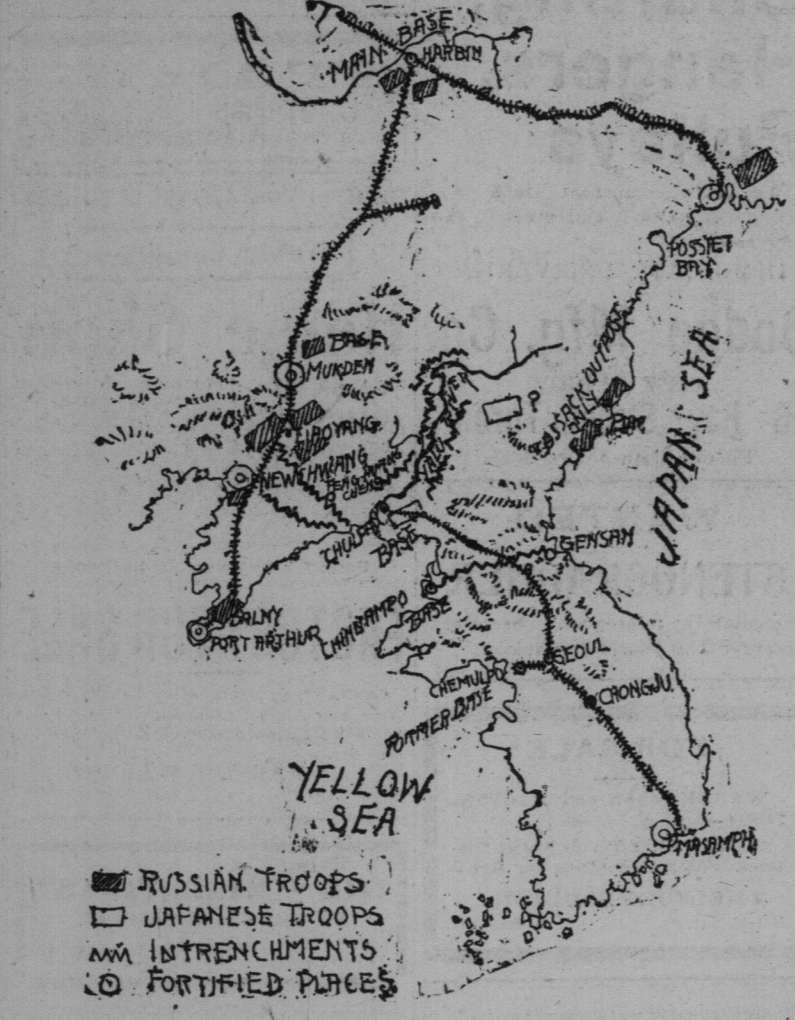
At 3 o'clock the same afternoon the Japanese occupied the Island of Samolindo, to which they carried pontoon boats, etc.

The night passed quietly, the torpedo boats maintaining a careful watch in case the troops ashore should be attacked, and examining the mouth of the river by searchlights.

At 3:40 next morning the Japanese crossed the river near the village of Tchindagion, where, however, the Russian outposts commenced firing upon them.

The Russian advance guards had been furnished with a small gun and they succeeded in destroying the pontoon constructed near Wu. The wrecked pontoon was carried away by the current and further Japanese bridging operations ceased, but the Japanese continued to cross by another pontoon southward by Wu.

A Japanese column with a battery of artillery approached Turmen at night, but the Russian skirmishers met them with sharp fire, eventually giving them trouble, as they retired with the battery, which was not allowed to answer the Russian fire.



SCENE OF LAND WAR.

No attempt has been made to estimate the numbers of troops assembled in the various points indicated on the map. Information as to the size of the Russian and Japanese units and detachments has been meagre to permit of even a roughly accurate estimate.

Robbed and Assaulted On Wellington St. by 5 Men With Revolvers

Two victims in desperate hold-up in which police make quick capture.

A desperate hold-up and robbery happened on Wellington-street, near Simcoo-street, last night, about midnight, the victims, T. Williamson, Streetville, and Perry King of London, Ont., losing in the neighborhood of \$100, after one of them had been brutally assaulted.

As a result of the affair, four well-known characters have been arrested and held under suspicion. They are all members of the notorious "Gay Cat" gang.

It was one of the most daring pieces of work that the police have ever heard of in this city. Each of the thugs carried a big British bulldog revolver, and while two of them went through King and Williamson, the other three stood with their revolvers close to the heads of the victims.

King is a mechanic stopping at the Robinson House and had only come to the city the night before. He had a suitcase with him containing \$100, which he had just received from a customer. The other man, Williamson, is a horse owner and is in the city with his horse to race at Dufferin track. He had about \$85 when robbed.

In a few minutes after the robbery had been committed the police had three of the "Gay Cats" behind the bars. They are:

Frank King, 846 West King-street, St. Catharines.

Hugh Ross, 244 Westport-road, St. Catharines.

William McLeod, 770 West King-street, St. Catharines.

Scott, 7 Widmer-street, St. Catharines.

No money has as yet been recovered, but the police are certain they have the men.

King is a young man, and the more fortunate of the two, inasmuch as he did not lose so much money and escaped being struck or injured in any way. He tells the following story of how it happened.

The two were going along Wellington-street to the Grand Central Hotel, when a young man walked past and asked them to get into a car which was near the curb. He called him Mr. Hendry. The youth asked him if he had any money, and he replied that he had \$100. The youth then asked him to get into the car, and he did so. The youth then asked him to get into the car, and he did so. The youth then asked him to get into the car, and he did so.

COUNCIL NOT PREPARED TO SUBMIT GAS QUERY

Favored Principle, But Thought Public Needed a Little More Time for Education.

The city council decided last night against submitting the ratemakers' question to be held on Saturday the question whether it would be advisable for the city to purchase stock in the Consumers' Gas Company. Mayor Urquhart urged the necessity for having an expression of the property owners as early as possible, and considered that Saturday would be a most opportune time as more interest would be excited on account of the election for controller and the expense would be practically nothing. There would be no difficulties in the way of the city acquiring gas stock at any time after the assent of the property owners had been obtained. He understood that the company was about to offer a large block of stock for sale, and while it was compelled to give three months notice of its intention to sell new stock, but 10 days was necessary in the case of old stock. Corporation Counsel Fullerton had advised him that there were no legal difficulties in the way, and it was not necessary to advertise this bylaw for three weeks as in the case of a money bylaw.

Principle is Growing Afloat. A little faith in the new law as a means of obtaining control of the Gas Company, but considered it advisable for the city to purchase stock in the Consumers' Gas Company. The mayor said as a director on the board. The stock would always be on the market, and he would be glad to see the people had a chance to vote on it intelligently. The fact of the city entering the market would tend to bring the price down, and the principle of municipal ownership much more strongly than he did a year ago and he believed it was better to have the vote being taken on the grounds that it would not be legal, that there was a serious indefiniteness about the law, that it was not a money bylaw, and unfair to the electors, and that some definite price should be fixed at which the stock should be sold.

BALFOUR'S POSITION



TWO-CENT PASSENGER RATE GETS AID EVEN IN THE HOUSE RAILWAY COMMITTEE IN FIGHT AGAINST VANDERBILT ROADS

Member for East York Finds Support for Proposition He Has Fought For Years

Ottawa, April 26.—(Staff Special).—A fight in the railway committee of the house of commons to-day may prove to be the tangible beginning of a two-cent-a-mile passenger rate in Canada. The question arose thru a bill introduced by Andy Ingram, the object of which is to confirm the lease of the Canada Southern to the Michigan Central Railway, together with certain agreements between the Michigan Central and the Pere Marquette Railway companies, respecting the use of certain lines in Canada and the consolidation of a local road known as the Leamington & St. Clair Railway with the Michigan Central Railway. Briefly, the application means parliamentary sanction to the consolidation of the Vanderbilt Railway interests in Canada. Nicol Kingsmill of Toronto appeared before the committee on behalf of the Michigan Central, and stated the object of the bill.

When the proposal was about to pass, W. F. Maclean, addressing the committee, said that he would be glad to support the bill, provided Mr. Kingsmill agreed to insert a clause by which the company would be obliged to give to Canadians the same passenger rate which it gives in the State of Michigan. No application had come before the Dominion parliament which could be utilized as this Canada Southern Railway Company bill to give Canadians a two-cent-a-mile passenger rate. Maclean told the committee, the people of that state secured a two-cent rate by means of a special legislative act. Now the Vanderbilt interests openly admitted that the two-cent passenger rate had been beneficial to them, as well as to the State. The State of Michigan required a railway to be utilized as this Canada Southern Railway to carry passengers in that State. In Ontario the Michigan Central was earning that amount.

Maclean said that the people of Canada should be compelled to pay three cents a mile to a railway which carries the people of Michigan at a rate of two cents a mile. "If," he said, "we insert in this bill a clause requiring the Michigan Central to give to Canadians the same passenger rate as it gives in Michigan, we are giving the people of Canada the same treatment as the people of Michigan receive. They are here asking for concessions we should demand equality of treatment for Canadians."

Mr. Maclean warmly endorsed Mr. J. H. Robinson's proposition. It was a gross injustice, he said, that the people of New York and Michigan should pay only two cents a mile, while Canadians served by the same railway system would be taxed three cents a mile. He gave the people of Canada the same treatment as the people of Michigan receive. They are here asking for concessions we should demand equality of treatment for Canadians."

Mr. Maclean replied that parliament was the railway commission, and parliament should say to the Michigan Central, "Give to Canadians the same rate that you give to the people of the State of Michigan and the State of New York." "World you insert a two-cent rate on the Michigan Central Railway and allow the other railways to charge three cents?" asked Mr. Gilmore of Middlesex.

"I say," replied Mr. Maclean, "that the Michigan Central Railway should give Canadians the same treatment as the people of Michigan receive. They are here asking for concessions we should demand equality of treatment for Canadians."

Mr. Ingram pointed out that the Canadian Pacific Railway, the Grand Trunk and the Windsor and Essex Bay Railway with the Michigan Central between Detroit and the Niagara River, would be taxed three cents a mile. He said that the Vanderbilt interests were aware of the fact that Canadians know their business and will not stand such unfair discrimination.

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LOTS OF MONEY IN THE WEST PROSPECTS ARE PROPITIOUS

Secretary of Winnipeg Board of Trade Talks With World's Special Correspondent.

Winnipeg, April 26.—(Staff Correspondence).—"Exaggeration is what hurts the west. It is from this source we have the most to fear. I maintain that whether the exaggeration be in favor of or against the west, it becomes positively injurious to the best interests of the whole section."

This was the prelude to an entertaining interview C. N. Bell, secretary of the Winnipeg Board of Trade, gave the World. It was provoked by a number of incidents. F. O. Fowler, secretary of the Grain Dealers' Association, had just observed to the World that he was figuring on a decreased acreage of wheat because of the late seasons and unusually high water. He said that whereas the acreage of 1903 was 4,200,000 for Manitoba and the Territories, his association had figured this year on 3,700,000 acres being sowed to wheat. This was the natural increase accruing in his estimation from the new settlers. The high water and late spring, however, had affected this calculation, but he thought the acreage sowed this year would be in excess of last.

Another feature to which Mr. Bell took exception was the era of speculation, an element which might have injected into the northwest. It had been introduced mostly by speculators from the East and West, and he deplored the injury to the country, in his estimation. He admitted that the price at which Winnipeg property was being sold might be warranted by circumstances or again it might not, but the reports sent broadcast of the "boom" in the resources of the west did not think should be made unless sound reasons could be given for the estimate. It was necessary, he believed, to deal with the facts of the country, but there should not be too much inflation. Winnipeg leads in grain inspection.

"To illustrate my point," said Mr. Bell, "as to the necessity for making no statement, even in favor of the country, that we are not prepared to establish, I recently declared at a public meeting that Winnipeg's resources were more than Chicago, West Superior or Duluth. Now I am in receipt of a communication from Silverpool supplying the data verifying this proposition. Here are the official figures: Winnipeg, 51,833,000; Duluth and West Superior, 42,492,823; Chicago, 37,043,883 bushels. This is the showing for 1902, later statistics not being compiled. Had the remarks been made carelessly, regardless of the ability to produce the figures—deliver the goods, I believe, some call it—infinite harm would have resulted to Canada. It would have stamped other statements of the country's resources as unreliable, or at least questionable."

"The conditions to-day are flattering. The facts are such that any section of any country might well be proud of them. The indications are more favorable than a year ago. Now what are the reasons upon which I base this estimate? First, there is Continued on Page 6.

New York Walking Huts. Ladies' walking huts of the Fifth-avenue Hotel, New York, are very useful, in this spring weather, especially in windy weather. They will be useful under any conditions. The Dineen Co. imports them from London. They are made of light material and are very comfortable for some shoe wearers.

Joe Ambassador Cigar for 5c. See Cigar. Alvin Bolland, 125-130 Yonge St.

FAIR. Meteorological office, Toronto, April 26. 8 p.m.—More springlike conditions have prevailed through Canada to-day, fair, mild weather being reported from nearly all districts. The outlook is for a continuation of mild weather.

Minimum and maximum temperatures: Toronto, 46-62; Kamloops, 42-78; Calgary, 25-41; Winnipeg, 25-41; Regina, 25-41; Pelly, 30-50; Toronto, 50-50; Ottawa, 40-50; Montreal, 40-50; Quebec, 25-35; St. John's, 40-50.

Lower Lakes and Georgian Bay. Moderate winds; fair and a little higher temperature. Ottawa and Upper St. Lawrence Valley. Moderate winds; fair and a little higher temperature. Lower St. Lawrence and Gulf. Northerly breeze in winter; stationary or a little higher temperature.

F. H. Herbert, Architect, 75-79 York Chambers, Toronto, Tel. Main 886. Factory and Warehouse work a specialty. Radnor at night.

STEAMSHIP MOVEMENTS. April 26. At. From. Kion Prince. New York... Bremen. Lake Erie. Liverpool... St. John. N. B. Mesaba. New York... London. Barbours. New York... (Nantes). Carthagenian. St. John's, Nfld. Glasgow. Friesland. Glasgow... New York. Ontario. Glasgow... Montreal. Koonland. Antwerp... New York.

Radnor, with milk, for invalids. Progressive farmers all read The Toronto World. Its reliable market reports keep them well posted as to prices, etc. Progressive merchants who desire to sell to farmers advertise in The World. By doing so they get in direct touch with the farmer.