

LIBERALS ALL AHEAD IN NIGHT AWAY THE GING FOR THREE ABSENT MEMBERS NESBITT'S MOTION FOR 2-CENT RATE

Legislature Evenly Divided, Premier Ross Declines to Put the Question With out His Majority.

ELOQUENCE AGAINST "TEMPUS FUGIT" Government Fears Reduction in Passenger Rates Would Mean Rise in Freight Rates.

Dr. Nesbitt was responsible for another serious situation for the Ontario government. He has the Ross supporters talking against time at an all night session waiting for the trains to bring in enough Liberal members to vote down a resolution declaring that no subsidy shall hereafter be granted to any railway, steam or electric, except upon the express condition that the passenger rate shall not exceed two-cents per mile. Last week Premier Ross succeeded in carrying a resolution that after Monday government orders shall have precedence over the private members until the whole government program is cleared off the paper.

Dr. Nesbitt briefly stated his reasons for asking the house to commit itself to the two-cent principle, and was followed by the premier and Mr. Whitney. On the arrival of 6 o'clock Hon. E. J. Davis was on the floor and Mr. Whitney called "six o'clock," being an intimation to the speaker to leave the chair. He suggested that it might be advisable to adjourn if the government would consent to have private members' questions resumed on Wednesday. The premier appeared unwilling to concur, but the attorney-general whispered something in his ear and he suddenly changed his mind and insisted that the government would stick to its original proposition. Mr. Whitney then expressed his preference for a resumption of the debate after dinner.

Talked All Round It. At the evening session Hon. Mr. Davis resumed and talked all around the subject. Mr. Pettipiece, whose railway taxation bill was scheduled for yesterday, also assisted in keeping up the talk. Mr. Graham followed and made an exceedingly clever speech under the circumstances. While he was talking the usual hour of adjournment was called, and the premier, who not pressing for an adjournment, broadly hinted that the practice ought to be adhered to. He was willing to allow the debate to go on on Wednesday, as well as the Pettipiece bill, but Mr. Whitney still complained that the last opportunity of private members had been taken away from them by the government. Mr. Whitney said that the reason for all the talk was that the opposition had a substantial majority in favor of Dr. Nesbitt's motion. In the morning trains do not bring in the required support for the government the debate will continue without interruption until this afternoon.

The ministers remained out of their seats until 10 o'clock, when the Conservatives were in their places calling "Division" and "Call in the members." At 10 o'clock Mr. Dickenson observed that the practice of the house was to adjourn at 10 o'clock.

Mr. Graham was willing to move the adjournment of the debate, but Mr. Whitney said that the government would adjourn the house. The premier said the government always surrenders to the opposition. "We're most accommodating," he said.

"In the meantime," remarked Mr. Whitney, "our last opportunity to secure consideration of questions which paper has been taken away by the government deliberately taking the time of the house for six hours without a question might have been disposed of in an hour." He pointed out that after Mr. Pettipiece, who had set out for consideration to-day, taken up on Wednesday.

Mr. Whitney replied that the premier had not explained why the last opportunity of private members had been taken away. If the opposition gave way, they would be at the disposal of the government. He thought the house should proceed to a division on the question.

Mr. Gross spoke till 12.45, when Jas. Connors took the floor and after three-quarters of an hour "off" was called. He had recourse to a book relating to the taxation of railways. The opposition was feeling restless by this time and included in the gentle art of "kidding" the genial James.

Dr. Nesbitt's Motion. That in the opinion of this house no subsidy in land, or cash, shall be hereafter granted to any railway, steam or electric, except upon the express condition that the passenger rate shall not exceed at any time, two cents per mile.

Dr. Nesbitt said: "We have granted large sums of money to railroads and we now have before us a proposition to have come out of the public purse without return. Take the public telephone company. As pointed out by John Charlton, M.P., it paid 8 per cent on \$58,000,000, or \$5,800,000 annually."

HOW COUNT STANDS.

At midnight the standing in the legislature was even. The only official pair was Murphy (Ottawa) and Latchford (Kennow). Three Liberals were absent, Sam Clarke, O. Gubord, Valentine Stock. The redoubtable Samuel missed his train yesterday afternoon by just three minutes. He is reputed to be walking to Toronto from Cobourg. Several other members were out of the house yesterday. Caldwell (Liberal) and Powell (Conservative) are thought to have a personal understanding in their absence. The same applies to John Smith (Liberal) and W. A. Krebs (Conservative). Lackner (Conservative) and Lee (Liberal), and D. G. Cameron (Liberal) and Adam Beck (Conservative). The Liberals claimed one majority early this morning, maintaining that the Smith-Krebs pair should be a Stock-Krebs pair, thus giving Smith a chance to vote. John Smith phoned Krebs, who is staying at the Walker House, and declared afterwards Krebs had agreed to let him vote, but Dr. Willoughby attested the suggestion, so the pair holds good.

THE MOTION.

That in the opinion of this house no subsidy in land, or cash, shall be hereafter granted to any railway, steam or electric, except upon the express condition that the passenger rate upon such road shall not exceed, at any time, two cents per mile.

THE AMENDMENT.

That all the words in the motion after the word "house" in the first line thereof be omitted and the following substituted therefor: In setting the terms and conditions of grants to railways in land and cash, while pursuing the policy hitherto adopted of insisting upon specially favorable terms as applicable to settlers and colonists and their effects, every effort shall be made to secure a two cents per mile rate where the imposition of such condition would be reasonable and practicable, having regard to the earning powers of the railways concerned, the cost of construction and all other circumstances connected with the case.

Col. Otter Seriously Hurt By Fall From His Horse

Picked Up on Street Unconscious and Has Bad Concussion of the Brain.

Col. William Dillon Otter, C.B., A.D.C., D.O.C., commanding officer of Military District No. 2, was very severely injured last night about 6.30 by falling or being thrown from his horse on Beverley-street, near his residence. Col. Otter had left his home at a short time with the intention of taking some horseback exercise, and it was impossible to ascertain exactly how the accident happened. The animal he was riding was the well-known Peter of Philadelphia, which had carried the officer first the South African campaign and was his special favorite. As Col. Otter was an excellent rider and thoroughly familiar with his mount, it was considered that the animal must have been suddenly frightened.

The officer was picked up in an unconscious condition by McMaster students, Gregor and Gray, who were passing, and conveyed in a cab to his residence at 98 Beverley-street. Dr. Fisher of St. Patrick's street and Dr. Barnhart were called in at once, and attended to the case until the arrival of Lieut.-Col. (Dr.) Nettess and Dr. Peters of the Toronto Light Horse, who are intimate friends of the injured man.

Condition Very Serious. The injury was considered to be a very serious concussion of the brain, the colonel having evidently struck on his shoulder and head. He was carried into his residence, where he was lying on his side. There was no sign, however, of outward injury, beyond a bruised appearance of the scalp, the skin not being broken.

The patient was still unconscious at 10.30 p.m., when Drs. Peters and Nettess left him under the care of Miss Wilkinson, trained nurse, who had a slight improvement in his condition was noticed.

The doctor, however, agreed that the outlook was a very serious one, and the outcome of the injury may not be known for several days. The patient was in a very nervous condition, showing an intense irritation of the brain, which was considered by Pte. Charles Shaw of Stanley Barracks, who has been acting as the colonel's orderly for some time, at the residence at the time of the accident. He said that shortly after the colonel went out for his afternoon ride, "Paddy," the bay charger, he said, was high-spirited and unusually tricky, and although he had never actually thrown his rider, he had often taxed the colonel's fine horsemanship to the utmost by his habit of backing at inopportune times. He was of the opinion that it was to some such cause that the accident was due.

"Paddy" was afterwards captured and safely lodged in his stable. A Horse Soldier. Col. Otter is one of our best and most widely known soldier sons, his military service dating back to 1861, when he joined the 6th Buffs, in which he received a lieutenant's commission in 1864. He served as adjutant in the Peninsular regiment in the command of the "Blenheim" rifle corps in 1875 and during the G. T. R. riots at Belleville in 1877.

After 22 years' service in the active militia he entered the permanent force in 1883 as a lieutenant in the 1st Buffs. He was later he showed his military worth and capabilities while in command of the Battalion column of the Northwest-Quebec force in the Riel rebellion, his engagement at the Battle of Batoche, and his capture of Chief Dismal's band in the peace district office commanding No. 2. Passed British Army Examination. When the first Canadian contingent was sent to South Africa the honor of command fell on Col. Otter, who was appointed to the rank of lieutenant-colonel in the British army at Aldershot, and in 1883 he was one of several officers who were attached to the British army and underwent instruction in the three branches of the service and passed for lieutenant-colonel in the British army at Aldershot. In 1889 he became inspector of infantry. Recently his name was prominently mentioned as becoming commander of the Canadian military force at the event of a position being held available for any but a British officer. In 1873 and 1883 he commanded the Canadian rifle teams to Wimbledon. In 1888 he retired from the command of the Royal School of Infantry at the barracks, being succeeded by Lieut.-Col. Egan.

Col. Otter was born near Clinton in 1842, and was educated at Upper Canada College. No more appropriate remembrance could be tendered than a box of flowers or choice flowering plant. Dunlop's assure you the best. Send for Easter price list. Dunlop's, 5 King-street West.

Charming Easter Gifts. No more appropriate remembrance could be tendered than a box of flowers or choice flowering plant. Dunlop's assure you the best. Send for Easter price list. Dunlop's, 5 King-street West.

A VERY EXCLUSIVE OLD LADY



GRANDMA OPPOSITION: 'Oo, is it Sammy? Col. Hughes: A blooming Colonial Command of the Canadian favours. GRANDMA OPPOSITION: Don't admit 'im. I receives no one hunder the rank of General of the 'ome Imperial R'yal Ouse'd'Orse Guards.

Mile of Track Washed Out And Trains Change Routes

Thousands of Dollars' Damage Done to Property in Essex and Kent Counties.

Windsor, March 28.—(Special)—All traffic on the Grand Trunk Railway between here and points east of Chatham has been stopped owing to the floods in the eastern part of Essex and the western part of Kent, particularly the valley of the River Thames. The trouble is at Prairie Siding, which is a little east of Janet's Creek, where it is estimated that ABOUT A MILE OF TRACK HAS BEEN WASHED OUT. All Grand Trunk trains, which, under ordinary circumstances, should use the damaged tracks, are running by way of the Harris tunnel, while the Wash train are using the Michigan Central tracks between this city and Buffalo.

As far as the eye can reach there is scarcely anything to see but an occasional tree rising above the water. The water is rushing down in many places in the vicinity of the water to the east varies from six feet to fifteen or twenty feet in places. The inhabitants of the district are seeking refuge in the upper stories of the farm houses, and in perilous places are being rescued in boats. Damage to the extent of thousands of dollars has been done to property, and in many cases stock has been drowned and carried away by the flood.

Having been forewarned for the past few days, the farmers have been sent here to the scene of the flood, and the crops are being made to load the trucks.

AN INQUEST.

Editor World: Thru your paper, I wish to appeal to the Farmers' Association to have the railway commission, the water, by rushing down in many places in the vicinity of the water to the east varies from six feet to fifteen or twenty feet in places. The inhabitants of the district are seeking refuge in the upper stories of the farm houses, and in perilous places are being rescued in boats. Damage to the extent of thousands of dollars has been done to property, and in many cases stock has been drowned and carried away by the flood.

PORT ARTHUR AROUSED.

Petition Legislature Not to Give Away Current River Power.

Port Arthur, March 28.—(Special)—There is intense feeling here over the report that there is a possibility that the legislature will grant the privilege to a private company to develop power on Current River, the stream from which the municipality derives its power for the operation of its railway, light and water systems. So high does feeling run that a petition of one thousand names has been sent to the legislature protesting against the granting of the concession and pointing out that it will require the full capacity of the river for municipal purposes.

DEATHS.

HAKER—At 144 Amelia-street, Mary Louise, youngest daughter of Albert and Mary Louise Baker, died at her late residence, 27 Clarence-square, on Monday, March 28, at 2.30 o'clock, from above address, to Norway Cemetery.

McDERMOTT—On Monday, March 28, 1904, at 344 St. James-square, Mrs. Thomas McDermott, widow of the late Thomas McDermott, in her 87th year.

Funeral Wednesday, to Uthegrave, Ont. JARVIS—Cecilia Clara Anderson, beloved wife of Thomas Anderson, died at her late residence, 27 Clarence-square, on Monday, March 28.

Funeral on Wednesday, March 29, at 2.30 o'clock, to Mount Pleasant Cemetery. RYAN—At Cairo, Egypt, on Feb. 22, Margaret, widow of the late Hugh Ryan, died at her late residence, 19 Elm-street, Rosedale, on Wednesday morning, at 9 o'clock, to Church of Our Lady of Lourdes. No flowers.

VAUGHAN—Late chief of police, Bradford, aged 54 years. The body will be viewed at Union Station at 12.25 p.m. on Wednesday, when the remains may be viewed, and the funeral will proceed to Mount Pleasant Cemetery.

Friends and acquaintances please call on this intimation. WOOD—Rebecca Wood, wife of Elias Wood, Scarborough, on March 27th, aged 86 years.

Funeral Wednesday, 3.00, at 1 p.m., to the English Church Cemetery, York Mills. WHITELOCK—At the General Hospital, on Monday, March 28, 1904, Christopher Whitlock of Colford, in his 70th year. Funeral Wednesday, March 29, at 8 a.m., from Cummings & Co.'s undertaking parlors, to Devonport station. Interment at Gilford on arrival of this morning train. Friends please accept of this intimation. Friends please accept of this intimation.

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STRAIGHT TO SIR WILFRID RE THE G.T.P.R. CONTRACT Explains That Modifications Were Necessary Owing to the Clamor of Shareholders.

Ottawa, March 28.—(Staff special).—Correspondence between the government and the Grand Trunk Railway Company on the subject of the new agreement for national transcontinental railway now before parliament was presented to the house to-day. There is little in it of public interest, most of the letters being of purely formal character.

The principal letter is one from Sir Charles Wilson to Sir Wilfrid Laurier in which he sums up the result of the deliberations of the directors of the G.T.R. after consultation with General Manager Hays and before the meeting of the shareholders was held.

This letter from London, Dec. 15, 1903, is as follows: Dear Sir Wilfrid Laurier—I sincerely hope that we have now reached a solution on the question of the deposit to be made under the Grand Trunk Pacific agreement. I have fully appreciated your difficulties with which you have had to contend in the course of your most able conduct of the measure thru parliament, and have shared your anxiety. I will only ask you kindly to bear in mind that I also have been confronted with many difficulties in bringing my colleagues to accept the view which I entertained as the general merits of the scheme, and if there has been some hesitation and even doubt on this side it is attributable to the sense of responsibility towards the shareholders of the company and a consideration to a very large measure in which their interests are concerned. It has always seemed to me that the government of Canada and the Grand Trunk Railway Company, being in fact partners in the enterprise, the former actuated by the considerations of national policy, the latter by the necessity of securing its share in the growing prosperity of the Northwest, the burden of financial liability should be shared between the two in equal proportions as far as possible, but I venture to think and this view is strongly held by my board, that too large a portion of the burden has been imposed upon the Grand Trunk Company. I think I am correct in believing that this shifting of the balance was caused by the extreme and I must say, in my opinion, unjust opposition which the bill met with in the house. My board feel that we could not ask the shareholders to affirm the agreement in its present precise form.

Mr. Hays, who has been with us in London for the past ten days, who returns to Canada to-morrow, is in full possession of the views of the board on the subject of the modifications, which in our judgment, should be adopted before the meeting of our shareholders, and I feel assured that you will listen to his representations with all your usual courtesy and indulgence. I hope you will understand that the chief amendments which we propose will in no way affect the principle of the agreement, or curtail the rights of the government. Their object is to allay any possible apprehensions of our shareholders who, understanding after many unfortunate vicissitudes has now been brought into a position of stability, and who, I feel, might hesitate to embark upon an enterprise of such magnitude without reasonable safeguards, being afforded for securing their interests, and the event of the expectations of promoters is now realized or of our having encountered a series of less prosperous years than those which we have been lately enjoying. Very truly yours, (Signed) G. H. Rivers, President.

TO AWARD SCHOLARSHIP ORIGINAL RESEARCH

Council of University Will Soon Announce 1904 Successful Competitor for English Award.

The Council of Toronto University in a few days will award the exhibition scholarship for 1904 to the successful competitor. The scholarship is the result of a surplus from the great exhibition of 1881, which was allowed to accumulate for years. Finally it was decided to use the money on scholarships thruout the empire.

These are of the value of \$750, and are tenable for two years, or in some cases for three, and it was expected that their award would tend to the development of the economic resources of the colonies.

In alternate years scholarships are awarded between McGill and Toronto, and between Queen's and Dalhousie. The first was awarded in 1881 to Percy Evans of McGill, who studied in Leipsic. His subject was organic chemistry, and he now holds a position in Purdue University, Indiana.

The holder of the scholarship is not circumscribed in his studies, and may go where he wishes, but it is expected that he should take a course of training which would fit him for industrial work. The first award in Toronto was in 1882, when Frederick J. Smale was nominated. He also proceeded to Leipsic, where he studied physical chemistry, and afterwards at Göttingen, where he took a course in physiological chemistry. From 1885 till 1899 he was with the Toronto University, and since then has been in the employ of a firm of packers, where his experience is in constant request in the laboratory of the Toronto University. The first was a study of phosphine gas, which he made the subject of his thesis, and in Germany he followed up the study of gas batteries.

Dr. F. B. Kenick was the Toronto scholar of 1894. He also studied physical chemistry at Leipsic and is at present with the Toronto University. The leading chemist, Ostwald, stated of Dr. Kenick that he was the ablest man that ever came to him. In 1896 A. M. Scott received the scholarship. He is a physicist, and there has been an alternation between the chemists and physicists in the award. Dr. Scott studied at Leipsic also, and is now professor of physics in the University of Michigan at Ann Arbor.

W. L. Smeaton was the scholar of '78. He too repaired to Leipsic, and is now a professor in the University of Michigan at Ann Arbor. Dr. John Patterson, now at Allaha, has been an alternation between the chemists and physicists in the award. Dr. Scott studied at Leipsic also, and is now professor of physics in the University of Michigan at Ann Arbor.

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DIED AT PORT HOPE.

Port Hope, March 28.—(Special)—The death occurred here to-day of Alexander Whyte Pringle, who, for nearly forty years, has been one of the leading jewelers of this town. Mr. Pringle was 61 years of age, and leaves a widow, a son and a daughter. The funeral will take place on Wednesday.

McSweeney's Guardian Cigar is the best dime cigar in town. Easter Hats for Ladies. It should be noted that a lady's hat is becoming and rich in quality to be considered stylish. Such has been the aim of the New York makers, and if we may judge from the collection of them at Dineen's they have proved their aim to be a wise one. The Dineen Co. to-day are showing the most extensive line of exclusive designs in hats from the makers and individual in design. You will not find their duplicate in Canada.

Von Dion—Fresh cut DaFodds from 25c per doz. All flowers fresh and rare. Some of the following: Pinesop, 445 Yonge-st. Phone North 1129. FINE AND MILDER. Meteorological Office, Toronto, March 28. (8 p.m.)—The weather has been for 6 days throughout Canada, comparatively mild from the Rockies to Lake Superior, elsewhere moderately cool.

Minimum and maximum temperatures: Calgary, 22-35; Prince Albert, 8-28; Regina, 14-26; Winnipeg, 14-24; Port Arthur, 4-32; Parry Sound, 14-24; Port Huron, 14-24; Toronto, 14-24; Montreal, 14-24; Quebec, 14-24; Halifax, 2-24.

Probabilities. Lower Lakes, Georgian Bay, Ottawa Valley and Upper St. Lawrence. In this way the "advancing margin" of knowledge is being continually pushed forward in the adequately equipped laboratories of McGill. Edwards, Morgan & Co., 20 Wellington Street West. Montreal, Quebec, Canada. Well-known Montreal club men advise gentlemen who have taken a seat on the water wagon and feel it uncomfortable to try "Radnor". It possesses so much sparkle, life and zip that the absence of whiskey is less noticeable than in any other temperance beverage. "Radnor" is the most delicious and invigorating of table waters and is purely Canadian.

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