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The Toronto World.

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TWENTY-FIFTH YEAR — EIGHT PAGES—THURSDAY MORNING SEPTEMBER 29 1904—EIGHT PAGES — ONE CENT

Senate Reading Room
13jan05—100
SENATE PO

SWITCH LEFT OPEN BRINGS DEATH TO SIX FIRE ADDS HORROR TO EASTWOOD WRECK

Rear-End Collision Between Grand Trunk Freights Yesterday Morning Causes Disaster—Four Trainmen Incinerated, Body of Fifth Found, and the Sixth Dies in Woodstock Hospital.

CASUALTIES: Five men are known to be dead and one other is supposed to be incinerated.

SCENE: Eastwood, a village five miles west of Woodstock, noted for being the place where Benwell was killed by Birchall.

CAUSE: An open switch causing thru freight to tear on sidetrack and collide with rear of waiting freight.

DAMAGE: Besides loss of life, twenty cars laden with freight burned; 300 yards of track torn up; station demolished and burned, and traffic delayed for 16 hours.

RUNNING ORDER: According to the order issued train No. 975 was to cross No. 7 express from the east three miles east of Eastwood, and the way freight, 753, was to be on the siding at Eastwood when 975 passed.

ONE OF THE WORST.

Eastwood, Sept. 28.—(Special.)—As a result of one of the most disastrous freight wrecks in the history of the Grand Trunk Railway, thru a rear-end collision at this village, five miles from Woodstock, at 4 o'clock this morning, five men are dead and possibly six.

The dead:

THOMAS HERON of Toronto, engineer.

HARRY FALLIS of Hamilton, conductor.

C. B. BENEDICT of Hamilton, brakeman.

ALEXANDER KIRKLAND of Hamilton, engineer.

SIMON CAMERON of Parkhill, living at 413 West King-street, Toronto, fireman, who was severely scalded and burned and injured internally, died at 10 o'clock to-night.

Late to-night The World learned on good authority that a Buffalo driver, who was riding in the caboose of the thru freight, is missing and is believed to have perished. His name could not be ascertained.

About twenty cars of meat, stock and general freight were consumed by fire, together with Eastwood station, which was wrecked by the collision and afterwards destroyed by the burning of the wreckage. One new locomotive of the

SIMON CAMERON.

"900" class is a complete loss. Three hundred yards of track were torn up and rendered useless. Auxiliaries with a force of 200 men have labored since early morning until late to-night, and the track was not clear till 10.

Inquest Opens and Adjourns.

Dr. McLay, coroner, opened the inquest at 5 o'clock this evening. He empaneled a jury who viewe dthe wreck and discovered that the switch had been left open. As the conductor and brakeman of the freight on the siding, and Engineer Heron of the second freight, are dead and his fireman is dying there in little hope of accurately determining who was responsible for the disaster. The inquest now stands adjourned until Monday.

The World young man visited the scene of the wreck and made careful investigations this afternoon relative to the cause of the disaster. The conclusion reached is that THE CREW OF FREIGHT NO. 723 LEFT THE SWITCH OPEN AFTER TAKING THE SIDING, WITH THE RESULT THAT THE INCOMING FREIGHT FROM THE WEST, NO. 975, RUNNING 45 MILES AN HOUR, CRASHED INTO THE REAR. No. 975 had orders right thru, while No. 723 was to hold the siding to let it pass. Engine No. 723 had been in the Eastwood yard half an hour shunting and had pulled the train on to the switch just before the collision, but apparently the brakesman neglected to close the switch. That the switch was open was proven by the fact that the engine of the second train was 50 yards in on the siding.

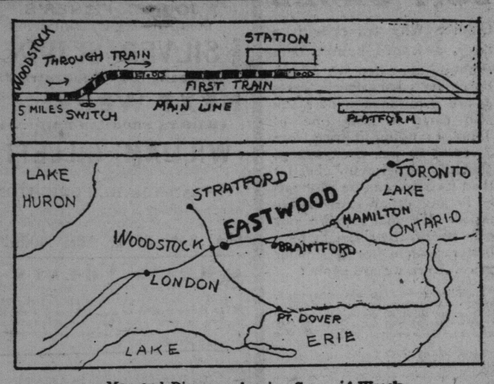
In the collision 20 cars were thrown into a pile and a fire started immediately. It consumed the station, 30 cars, and three of the victims, buried beneath the debris, were burned to a crisp. The bones of the three filled only a grapebasket. Engineer Kirkland on 723 was beneath his engine cleaning out the pan and the collision drove the locomotive wheels over his body and head. He was dead when taken out.

Fireman Cameron's Statement.

This statement was made to The World by Fireman Cameron who, when seen at 10 o'clock a.m. had regained consciousness for a few minutes: "We had no time to lessen our speed. The crash came in a flash. We were running right thru, as we had the right of way. All the signals were for us to proceed. Why the switch was open I cannot tell. My engine turned over and the tender went up on end and toppled over. I cannot tell how I pulled myself out. I saw nothing of the engineer after we struck. He was then sitting in his seat."

One of the remarkable features of the disaster is the escape of Thomas Dunn, the station agent, and his family. They were stopping in the east

Continued on Page 5.



Map and Diagram showing Scene of Wreck.

SURVIVOR TELLS TALE OF WRECK.

Eastwood, Sept. 28.—(Special.)—About the only survivor of the wreck able to intelligently discuss the disaster was E. J. Bush of Hamilton, a brakeman on train No. 723. To The World he stated that his train had pulled into Eastwood about 3 o'clock; the engine left the train on the main line and proceeded to take on a car of horses. This done, the locomotive backed up to the train to bring the whole in on the siding, in order to meet the fast freight from the west.

"I was in the front car of the train," he said. "We were pulling down the siding. I got the signal from Conductor Fallis that we were all in the siding. I immediately gave my engineer the order to stop. We did so. The same moment Engineer Kirkland dropped down below his engine to clean out the pan and I stepped into the cab. Instantaneously there was a crash and we were forced ahead a little. I was thrown down. I realized at once that it was a collision, and rising I saw the mass of cars piled up at the rear. A freight from the west had struck our rear, telescoping several cars and nearly burying the station.

"I hurried out of the cab and found poor Kirkland lifeless beneath the engine. The wheels had passed over him. Our fireman was not badly hurt. Before I could get to the rear of my train the fire had broken out and all endeavors to rescue the poor fellows in the cabs were in vain. In a minute the fire was of huge proportions, enveloping many cars and the station, and we had to let it burn out."

SOMEBODY IS GUILTY OF MURDER SAYS JURY IN DUNN AVE. FATALITY

Culpable Negligence Alleged Against Railway or Civic Authorities Responsible For Poor Protection.

The circumstances concerning the death of Marcus H. Perryman, the young lad killed at the Dunn-avenue crossing by the Buffalo G. T. R. flyer on Friday last, came before a jury at No. 6 police station last night. After an hour's deliberation the following verdict was submitted to Coroner Lynd:

"The evidence shows conclusively that the said crossing is a very dangerous one and that the present system of so-called protection is entirely inadequate; that the watchman who was in charge of the crossing was wholly unfitted for such duties on account of defective eyesight, hearing and physical disability due to age; and that those who placed such a watchman on such a crossing are criminally negligent in the discharge of their duty. The evidence clearly indicates that if there had been gates at the crossing in charge of a capable watchman the killing would not have occurred.

"The evidence further shows that it is customary to run trains over the crossing at very high rates of speed, sometimes as great as 40 miles per hour—a practice most culpable.

"We desire to add to our verdict that in the opinion of this jury whoever is responsible for the public safety, whether it be the mayor, the board of control or the city council, is morally, even if not legally, guilty of murder; and further, that the mayor should immediately cause gates to be erected at Dunn-avenue crossing, and maintained at the city's expense if necessary."

Did Not Heed Warning.

Crown-Attorney Drayton examined eleven witnesses, Mr. McCarthy appearing for the Grand Trunk. James Lincoln, the watchman, stated that he took up his position, flag in hand, directly to the south of the track, in the middle of the road. He first noticed the boy some 50 feet away to the south of the track, driving northward. The horse was then trotting, but on nearing the crossing the boy urged him forward in an endeavor to cross. Lincoln shouted: "Stop! Stop!" but no heed was paid. Two other persons also warned the lad of his danger. The horse was hurled 90 feet.

The Buffalo flyer leaves the Union Station at 4.16 p.m., but on Friday was 20 minutes late, crossing Dunn-avenue at 4.38 p.m. The distance from the Union Station to Dunn-avenue is two and one-half miles, and to reach the crossing at 4.38 the train must have been running about fifty miles an hour.

120 Trains Daily.

F. W. Monteith swore that three persons had been killed there by westbound trains, in each case approaching from the south. Pedestrians from the south would not be aware of a train coming 80 yards away to the eastward until within 17 feet of the south rail, and would have but three seconds to get out of danger. Trees and houses are responsible for this. Over 120 trains pass in a day and hundreds of children cross the tracks. In 1901 the city petitioned the railway for gates and a watchman, and again in 1902 for a watchman. The watchman was finally granted, the city paying the cost. The railway recognize the necessity for safeguarding the public, but are waiting for the city to take the initiative in the hope that it will shoulder or share the expense.

AS PREMIER OF IRELAND

Charles Marcil, M.P., Expresses a Hope for Redmond.

Ottawa, Sept. 28.—(Special.)—Ottawa Irishmen gave an enthusiastic welcome to John Redmond, M.P., Patrick O'Brien, M.P., and Capt. Donelan, M.P., the Irish envoys. A public reception was held at the Russell House this afternoon, and this evening the envoys addressed a mass meeting in St. Patrick's Hall. Hon. John Costigan presided. Not a bit of British bunting was in evidence, tho the golden harp on the cloth of green was everywhere in the hall.

A feature of Mr. Redmond's speech was the marked contrast to his gloomy utterances here of three years ago. To-night he was most enthusiastic of Ireland's future. The land act, he said, would result in the people owning all the land in 15 years. He was equally optimistic as to Ireland getting home rule at the no distant future. He got a slap at Chamberlain's policy by saying what Ireland wanted was not protection against German industries, but against English industries. But, humiliating as it might be to the English, he said, the fiscal policy would be settled by the Irish members, for in the next parliament the 86 Irish votes would be the controlling power.

Charles Marcil, M.P., spoke in patriotic terms of the prosperity and freedom enjoyed by the French-Canadians under the British flag, and he hoped that when Mr. Redmond came back again it would be as the premier of Ireland. During the evening a collection of $1000 was taken up in aid of the cause.

The meeting closed with the singing of "God Save Ireland," and three cheers and a tiger for Mr. Redmond and his party.

Mr. Redmond and his party leave for Montreal to-morrow.

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

FIRE CAUSES PANIC.

Brighton, Sept. 28.—Fire broke out at 10 o'clock to-night in the pressing department of W. N. Davidson's tailor shop, but was quickly extinguished. The damage by smoke and water will be considerable. A panic was narrowly averted at the opera house, where someone foolishly gave the alarm during the progress of an entertainment. The crowd rushed out without any serious injuries tho.

Fireproof Metal Windows, Skylights Roofing and Ceilings. A. B. Ormsby Limited. Queen-George. Phone M1728

INDEPENDENT LABOR PARTY.

Berlin, Sept. 28.—(Special.)—The independent labor party will place candidates in the field both for the Dominion and the Ontario houses. This has been definitely decided upon, altho the men have not yet been nominated.

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

TO-DAY IN TORONTO.

Scarboro Fair; take cars from Woodbine.
Wycliffe College Alumni, 9 a.m.
Knox College Alumni, 10 a.m.
W. C. T. U., annual meeting, Bond-street Congregational Church, 10 a.m.
Exhibition Canadian homespuns, Woman's Art Gallery, 10 a.m.
St. Michael's College Alumni, 2 p.m.
McAll Auxiliary, 467 Jarvis-street, 3.30.
Trinity University convocation, 4 p.m.
Meeting re local option, Y.M.C.A., 8.
First Ward Conservative Association Executive, Dingman's Hall, 8.
North Toronto Liberals, Wardell's Hall and Simpson's Hall, 8.
Fifth Ward Conservative Association Executive, Euclid-avenue Hall, 8.
Princess, "The Silver Slipper," 8.
Grand, "The Bonnie Brier Bush," 8.
Majestic, "The Smart Set," 2-8.
Shea's, vaudeville, 2-8.
Star, burlesque, 2-8.

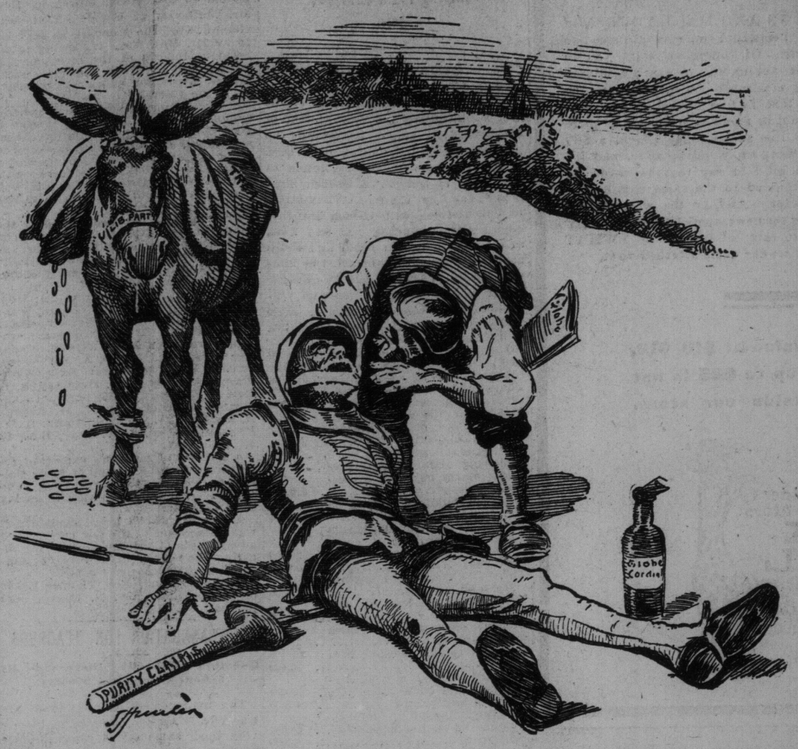
Use "Maple Leaf" Canned Salmon the best packed.

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

WAR SITUATION.

Outpost skirmishes constitute the sum total of disclosed activities of the Liao and Taitse Rivers, in Manchuria. Gen. Kuropatkin is reported to be keeping in contact with the entire Japanese front. Russian scouts report that the main Japanese force is centred in the vicinity of the Yentai Mines. Fresh troops and convalescents are arriving at Mukden in large numbers. The railway north from Mukden is proving of much value to Gen. Kuropatkin in bringing supplies for his army, as well as reinforcements. Chinese arriving at Chefoo report that Japanese attacks on Port Arthur have resulted in 7000 losses to the assailing forces, while the Russians suffered comparatively little.

KNOCKED OUT BY THE ELECTION COURT WINDMILLS



SANCHO PANZA SULLIVAN (to Don Quixote Ross:) Gee Whiz boss, they ain't left a single majority tooth in yer head.

SIR WILFRID SHIES AT ELECTION DATE INVESTIGATION TO REFORM THE TARIFF

Tells 5000 People at Sorel, Quebec, That He Will Make Announcement Regarding Dissolution in a Few Days—Thinks Mr. Borden's Railway Policy is Not Serious.

Sorel, Sept. 28.—(Staff Special.)—"I have been asked to tell you when we are to have a general election. I will not answer that now, but I will give you a reply in a few days."

The above declaration was made here to-day by the prime minister of Canada, Sir Wilfrid Laurier, and is the nearest to an explicit official announcement that has yet fallen from the lips of the Canadian premier. Sir Wilfrid had promised to speak here and he came to-day, accompanied by Hon. R. Prefontaine, Hon. L. P. Brodeur, Hon. R. Lemieux and about all the federal members from Montreal and the Richelieu district.

5000 People Hear Him.

The premier's speech was listened to by 4000 to 5000 people and was a lengthy review of the acts of the ministry since the elections of 1896. Speaking of the retirement of the Conservative government, Sir Wilfrid said it had been composed of respectable men, but there had been so much discord that their fall gave pleasure to friends and enemies alike. He was called to power, and claimed that as heaven helps those who help themselves, the Laurier government had been the instrument in the hands of Providence to bring about a development the like of which had never before been seen. His government had been one of reconciliation and in the past eight years had brought peace and happiness to the Dominion.

Referring to the tariff he said it was not perfect, but it had given general satisfaction. Every tariff should be investigated seven or eight years, and IT WAS THE INTENTION OF THE MINISTRY TO MAKE A SECOND INVESTIGATION AND REFORM THE TARIFF ACCORDING TO THE WANTS OF THE COUNTRY. Sir Wilfrid then eloquently defended the tariff of preference as well as the superiority of the English market over the American. He had given his answer on this question when at the heart of the empire and, surrounded by his colleagues, he had told the imperial authorities that Canada was ready to make a treaty of commerce with Great Britain, and would discuss with them the details of such a treaty.

Tarte Still His Friend.

He then defended the government's policy of transportation and added that he had always been in accord on this question with Hon. Mr. Tarte, who, altho no longer his colleague, had remained his friend, and Sir Wilfrid said he wanted to acknowledge what the ex-minister had done for Sorel. After declaring that the South Shore Railway would soon be completed to Point Levis, the prime minister took up the question of the Grand Trunk Pacific, claiming that it would not really cost the country more than $13,000,000.

Sid Wilfrid added, "I believe I will live long enough to see the Grand Trunk Pacific completed from the Atlantic to the Pacific, and I hope to see a steamer leaving Quebec loaded with merchandise from Asia and a train going east loaded with merchandise from Europe destined for the Orient."

He declared that the C.P.R. would not be able to meet the requirements of the Northwest, which was filling up at the rate of 100,000 a year. The premier also said that the new trade would take west the manufactured goods of the east, for he wanted Canada and not the United States to supply the future population of the great west. He believed that the Grand Trunk Pacific would be the shortest route to the Orient. The premier referred to Port Simpson as the point of departure, but Sir Wilfrid evidently spoke in a general sense.

Says Borden Not Supported.

He maintained that Mr. Borden's railway policy was not a serious one, and as a matter of fact the Conservative leader had not the support of many of his supporters. Sir Wilfrid said that if the government system had been extended to the Pacific, that road would ruin the company-owned railways or the latter would ruin the government road. Altho the I.C.R. had been administered by both parties, Sir Wilfrid felt that the result had been far from fortifying Mr. Borden's policy.

Before concluding the Liberal leader spoke of the decadence of the Conservative party since the days of Sir John Macdonald, Sir Charles Tupper and other able men, and he lauded the development of the party he had conducted to power.

He then announced that Mr. Bruneau was the government candidate, and proceeded to make the brief declaration quoted above. General election addresses were also delivered by Hon. R. Prefontaine, Hon. L. P. Brodeur and Hon. R. Lemieux.

GOVERNMENT KNEW OF SALE OF CANADA ATLANTIC RY.

Hays Threatened to Throw Up G.T.P. Deal if Mackenzie and Mann Secured Road.

Ottawa, Sept. 28.—(Special.)—It is stated on good authority that the Grand Trunk Railway Company did not acquire the Canada Atlantic Railway without the knowledge of the government. Charles M. Hays, it appears, took very strong grounds against the scheme by which Mackenzie & Mann endeavored to secure control of the Canada Atlantic thru the co-operation of the government. He even went the length of threatening to withdraw from the Grand Trunk Pacific Railway contract if the government assisted Mackenzie & Mann to acquire the Canada Atlantic.

PRICE FOR C.A.R.

Montreal, Sept. 28.—It is now known that the Grand Trunk Railway secures the Canada Atlantic by guaranteeing the principal and interest of $16,000,000 of four per cent. 50 year gold bonds, a portion of which is to remain in the treasury for development.

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

Coal Supply.

To-day and to-morrow are the last days on which you can book your winter order with The Connell Anthracite Mining Company, Limited, at their summer prices—egg, stove and nut coal, $5, and pea coal $5. Their prices advance on Oct. 1.

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

The "Tremont" Dining Room.

Alteration and refurnishing of the Tremont dining-room mare being rushed along, and in the course of a few days will re-open with everything new and up-to-date. Good meals and quick service will be our motto.

No Prison Labor on Union Label Cigar 246

If you want to learn something about the new Vertical Filing Cabinet "Ask Adams"—he knows.

DIED IN POLICE STATION AFTER WRECKING BARROOM

Augustus O'Neil, Aged 23, Late of Montreal, Passed Away Before Doctor Could Reach Him.

Augustus O'Neil, a prisoner who was locked up on a charge of drunkenness died suddenly in No. 1 police station last night.

The deceased had been drinking most of the afternoon. About 4 o'clock he bought a drink of whiskey in the barroom of the Grand Union Hotel. The barkeeper made a remark he did not like. O'Neil threw his glass at the wine clerk and also a whiskey bottle. The barkeeper ran and O'Neil amused himself by hurling the water-jug and sundry bottles at the mirrors until arrested. The damage totalled $75.

O'Neil was locked in the cells at 4.55 o'clock. Twice he asked for a drink of water, which was given him. At 8 o'clock he complained of being unwell. Sergt. Geddes saw that he was ill and telephoned for Dr. Greig, who arrived just as O'Neil died, at 8.30.

Two minutes after, Robert Bee, expressman, his employer, arrived to arrange for O'Neil's release. Two minutes later another friend arrived on the same errand.

O'Neil lived in the rear of 218 Chestnut-street, with his wife and two children. Mrs. O'Neil only arrived in Toronto a few days ago from Montreal, where she had been in the hospital. O'Neil had been in Bee's employ since last May. Previous to that he worked for Hendrie & Co. He came here from Montreal, where he had been in the secret service. He served in the South African war with the Canadian Scouts. His age was 23. An inquest will be held. The body was removed to Ellis', 233 College-street.

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

48th Band and Pipers—Massey Hall—Borden Conservative rally. Tuesday evening next. Go early.

"Ask Adams" for quotations in fitting out your office with the Vertical Filing System.

No Child Labor on Union Label Cigars 246

No Premiums given with Union Label Cigars. 246

MARRIAGES.

CHESTER—NORRIS—On Wednesday, 28th September, 1904, at St. Matthew's Church, Toronto, by the Rev. William Farncomb, B.A., Elizabeth Mary, only daughter of the late Frederick Norris, Scarboro, to John George, second son of George Chester, Markham-road, Scarboro.

HOOVER—BASSETT—At Trinity Methodist Church, on Tuesday, Sept. 27th, by the Rev. William H. Hincks, Olive Pearl, daughter of Mr. and Mrs. Bassett of Howland-avenue, Toronto, to Egerton J. Hoover of Toronto Junction.

DEATHS.

ANDREWS—At 27 Bank-street, Toronto, on Wednesday, Sept. 28th, 1904, Edwin Andrews.

For funeral notice see evening papers. New York papers please copy.

CASEY—At her home, 91 River-street, on Wednesday, Sept. 28, 1904, Catherine Casey, beloved wife of Thomas Casey, aged 63 years.

Funeral notice later.

HILL—On Tuesday, Sept. 27, at 531 Yonge-street, Toronto, Caroline Hill, aged 38 years.

Funeral on Friday, from above address, at 2.30 p.m. Friends and acquaintances please accept this intimation.

KELLY—Mr. Michael Joseph Kelly, at Toronto General Hospital.

Funeral Thursday morning at 9.30 o'clock, from St. Patrick's Church.

MURPHY—At 170 Argyle-street, on Wednesday morning, Sept. 28th, 1904, Eliza (Lizzie) Rose Charlotta, younger daughter of N. Murphy, K.C., and sister of Mrs. J. Curry Taylor of 131 Markham-street.

Funeral from 170 Argyle-street, on Friday, at 9 a.m., to the Church of the Holy Family, Parkdale, thence to St. Michael's Cemetery.

PEDLER—At the residence of her daughter, Mrs. Charles Crozier, 24 Hanover-place, on Tuesday, Sept. 27th, Grace Pedler, wife of the late John Pedler, in her 80th year.

Funeral from above address on Thursday, 29th September, at 3 p.m.

La Salle County, Ill., papers please copy.

STEWARD—At his residence, 132 Lisgar-street, on Wednesday, Sept. 28, 1904, George Thomas Steward, in the 49th year of his age.

Funeral private.

STEEDSMAN—On Sept. 28, 1904, at his late residence, 295 Spadina-avenue, Robert Steedsman, aged 38 years.

Funeral from above address on Friday, 30th September, at 2.30 p.m., to Mount Pleasant Cemetery; private.

MR. BORDEN AT PORT HOPE WARD ON THE TRENT CANAL

Rousing Reception Given the Conservative Leader by Conservatives of Durham.

Port Hope, Sept. 28.—Durham County will remember for all time to come the visit of R. L. Borden to-night. It was his first visit to Port Hope and he was heartily received by large crowds, both in the afternoon and evening. With Mrs. Borden he arrived on the 4.10 train from the west and was met at the station by a large number of local Conservatives. They were driven to the town hall, where a reception was held.

In the evening the opera house was packed to the doors by a deeply interested audience. The hall was gracefully decorated and across the front of the gallery was a banner with Mr. Borden's picture in the centre and the legend: "Hail to the Chief." On the platform with Mr. Borden were a large number of the leading local and visiting Conservatives, prominent among whom were: H A Ward, M.P.; J J Preston, M.L.A.; Mayor Quinlan, ex-Mayor White, C A Hagerman, F C Philp, R H Holland (Cobourg), T D Craig, ex-M.P.; E H McLean (Newcastle), W B Northrup, M.P., (East Hastings); ex-Mayor Floyd (Cobourg), A J Miller, E Bradburn (Peterboro), J A Sexsmith (Havelock), Capt Winslow (Millbrook), C McNeil, reeve of Cavan; S E Ferguson, ex-Warden Ida.

Barrister McLean Presided.

E. McLean of Newcastle acted as chairman and made a brief opening address, in which he revived in the memories of the people the act the Liberal government had done in uniting East and West Durham, but informed the people that the Conservatives of West Durham were behind H. A. Ward.

H. A. Ward, member for East Durham, received a rousing reception when he stood up to say a few words. After Mr. Ward had spoken a few congratulatory remarks on the Conservative's great chief, he dealt with one matter which was of local interest and which he had strongly advocated in the Dominion house. That was the Trent Valley Canal. Mr. Ward then told the people that on three occasions he had brought the question before the house, and on the second occasion he was promised a survey and did get one, but no man could say it was a comparative survey. As far as the survey went it amounted to nothing. Last year he had again brought the matter up before the house and another survey had been promised. Engineers have been sent, but the instructions as far as we can find out is that the Port Hope route is to be surveyed, but not the Trenton route. We are not getting the survey of '84, and doubt if we can get it from the party in power to-day.

J. J. Preston, member of the Ontario house for East Durham, spoke in high honor of J. P. Whitney, who, he said, would have been in power to-day but for the boodler, and here the speaker was stopped by roars of applause, and Mr. Preston sat down.

An address was then read by F. C. Philp, secretary of the Port Hope Liberal-Conservative Club, to Mr. and Mrs. R. L. Borden, after which Mr. Borden rose to reply, but it was some time before he could be heard from the greeting he received.

Mr. Borden Speaks.

Mr. Borden, in his speech, touched on the Grand Trunk Pacific scheme, and said Mr. Blair's condemnation of the 1903 scheme had not been followed by any expression of his opinion of the scheme of 1904. Mr. Borden asked how a man having no experience of the practical affairs of life could negotiate unaided with the skilled man who drew up the G.T.P. scheme.

Mr. Borden stated that the Liberal leaders were not likely to come to the ground between the two stools of protection and free trade. He then took up the Dundonald question and was loudly applauded at different intervals. Lord Dundonald, Mr. Borden stated, had no sympathy with one political party or the other, and had only one aim, and that was the defence of Canada, and he thought Lord Dundonald had a right to speak out, in the interests of the people of Canada, even at the risk of losing his own official position and to state the way the officers were receiving their positions in the militia of Canada. Mr. Borden sat down amidst round after round of applause.

W. B. Northrup, member for East Hastings, spoke, after which the meeting was brought to a close by three cheers for R. L. Borden, H. A. Ward, J. J. Preston and the king. After the meeting a large torchlight procession, headed by the 46th band, escorted Mr. and Mrs. Borden to the residence of Mr. and Mrs. H. A. Ward, whose guests they were while in town.

Fur Stoles.

Haven't you noticed how extremely stylish are the latest stoles being worn to-day? They are the only thing to wear until the snow comes. The Dineen Company have anticipated a large demand by manufacturing some exclusive designs in mink, sable, chinchilla, etc. All prices; only best quality.

FAIR AND WARM.

Meteorological Office, Toronto, Sept. 28.—(8 p.m.)—A few scattered showers occurred to-day in the Territories and Manitoba and more general in the Lake Superior district, elsewhere in Canada the weather has been fine.

Minimum and maximum temperatures: Victoria, 52—66; Calgary, 34—70; Qu'Appelle, 50—70; Winnipeg, 54—62; Port Arthur, 44—52; Parry Sound, 44—66; Toronto, 46—62; Ottawa, 36—64; Montreal, 42—76; Quebec, 32—56; St. John, 38—58; Halifax, 34—58.

Probabilities.

Lower Lakes and Georgian Bay—Strong southerly to westerly winds; partly fair and warm, with showers and thunderstorms.

Manitoba—Fresh to strong westerly to northwesterly winds; a few local showers at first, but for the most part fair; stationary or a little lower temperature.

Try "Lowe Inlet" Canned Salmon Always reliable.

STEAMSHIP MOVEMENTS.

Sept. 28.	At.	From.
Laurentian	New York	Glasgow
Nord America	New York	Genoa
Aurania	Queenstown	New York
Kensington	Liverpool	Montreal
Milwaukee	Liverpool	Montreal
Oceanic	Liverpool	New York
Haverford	Liverpool	Philadelphia
Hellig Olav (25)	Copenhagen	New York
Pennsylvania	Hamburg	New York
Bavarian	Belle Isle	Liverpool
Hurona	Father Point	Newcastle

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

If you want Office Furniture any time, in any grade, at any price, "Ask Adams," City Hall Square.