Blue Ribbon Ceylon Tea

The Toronto World.

FOR THAT TIRED FEELING WEAR THE "BERRY" RUBBER HEEL manufactured solely by THE GUTTA PERCHA & RUBBER MFG. CO. OF TORONTO, LIMITED.

TWENTY-SECOND YEAR — EIGHT PAGES—MONDAY MORNING APRIL 22—EIGHT PAGES — ONE CENT

THE STORM CAUSED LOSS OF MILLIONS

Senate Reading Room

Downfall of Snow or Rain Continued for Two Days—Landslides on Many Railroads, Telegraph Lines Badly Hampered, Manufacturing Plants Submerged and Thousands Thrown Out of Work—Homes Ruined and Suffering Sure to Follow.

Pittsburg, Pa., April 20.—One of the most widespread and disastrous floods has inundated all the lowlands in Western Pennsylvania, Eastern Ohio and Northern Virginia. Streams both great and small have passed the flood line and are still rising. Pittsburg is in the centre of the storm-stricken district, and the effects of the flood are probably worst in its immediate vicinity. Rain has been falling incessantly in and for many miles around Pittsburg for 60 hours, and all precipitation records are broken. West and north of Pittsburg heavy falls of wet snow are reported. Up the Alleghany Valley reports come of two feet of snow on the level at many places. This had the effect of breaking down telegraph wires and crippling railroad service. Mails are either delayed for hours or not arriving at all. Railroad officials cannot estimate the cost of repairs, but say it will be heavier than ever before in the history of railroads running into Pittsburg. Tracks are torn up, bridges weakened and telegraph wires and poles down in all directions. Six landslides have occurred on the Pan Handle between this city and Steubenville.

Thousands in Distress.

To-night thousands of people are lying in the upper rooms of their water-soaked houses, without heat, light or food. Where gas fuel is used, the pipes are flooded and cut off, and what coal there may be is under five or ten feet of water.

Schoenville, the home of the Pressed Steel Car Company, is comparitively surrounded by water. The workers and their families constitute a community of several thousand people. If the flood does not quickly subside the company store will be unable to meet the demand for food of the beleaguered multitude.

Fears of Disaster.

Wheeling, W.Va., fears the most disastrous flood in its history. The weather wise say the river will make a new high record at that point. The mountain streams of the Warborn State are gushing down the hillside with resistless force. Behind this comes the floodtide of the Ohio, fed by the Monongahela, Alleghany, Beaver and other tributaries. From 45 to 50 feet of water is feared at Wheeling, which means an immense loss of property followed by destitution and sickness for those least able to bear it.

Discomfort Everywhere.

In many parts of Pennsylvania and Ohio perhaps the heaviest snowstorm ever known at this season of the year has been raging for two days. At Oil City the Oil Exchange went out of business temporarily because it was impossible to secure quotations from New York, Pittsburg and other points. Reports from Ohio towns are to the effect that church services may have to be abandoned, and in hustling communities, where gas is the regular fuel, dealers are making arrangements to deliver coal to-morrow. On one railroad in Ohio passenger trains are stalled, engines sent to their rescue, some being buried in the snow, and all must wait with hope for speedy milder weather. In the meantime the passengers must depend on nearby farmers' houses for sufficient food to keep them from starving.

Appalling Losses.

To estimate the financial loss at this time is simply impossible, and what appears a reasonable guess is appalling in its immensity.

The big manufacturing plants in this industrial centre have suffered severely. The cost of the repairs is a small matter in comparison to the delay in filling the orders without all the plants are crowded. The workers will lose their wages for a week or more.

Aftermath of Suffering.

But the most serious item of all will follow in the flood. That is the little homes that are almost ruined and the sickness that inevitably succeeds. And this falls upon the poorer class of people.

At midnight the local official forecaster issued a bulletin to the effect that the Alleghany and Monongahela Rivers would probably reach the 25-foot mark, while the Ohio would rise 30 feet, or four feet less than the disastrous flood of 1884.

Trestle Undermined.

Blacksburg, S.C., April 20.—A trestle over the South Carolina & Georgia Railroad extension near here was undermined by the water last night. A freight train ran into the washout this afternoon. Fred. R. Hyne, fireman, was seriously injured; J. D. Metcalf, the engineer, is missing, and, it is feared, drowned.

The water is higher than in 20 years.

The Storm Around Cincinnati.

Cincinnati, Ohio, April 20.—Peculiar weather conditions during the week have culminated in a rain and snowstorm of almost unprecedented dimensions, so distributed that a tremendous flood in the Ohio River is impending. It is too early yet to predict with accuracy the extent of the coming flood, but all signs point to a stage of water that must bring devastation of a most serious nature all along the Ohio River and its tributaries in Ohio, West Virginia and Kentucky.

Above Cincinnati, in Kentucky and West Virginia, flood rains were falling as early as Wednesday, and over a vast extent of the Ohio River valley watershed it was continuous. This heavy rain served to cause a rise in the Ohio River until this morning it was rising all the way from Pittsburg to Louisville. Following these rains came the tremendous snow fall of last night, which reached from Canada to Atlanta, with its western border less than a hundred miles from Cincinnati. By its mere weight and by the force of the wind, in many places there was almost complete paralysis of all wire communication across this snow belt to-day.

From 12 to 15 inches of snow lies over Eastern Ohio and over the greater part of West Virginia and Eastern Kentucky. This is supplemented by heavy rain in the region of the headwaters of the Ohio today. The weather bureau official is confident that the rain must cease to-day, but with warmer weather to-morrow the vast snow area will melt and add to the great volume of water. It is therefore easily possible for a flood of disastrous proportions to sweep down the Ohio Valley within the next few days.

Chemung River at Flood Point.

Elmira, N.Y., April 21.—The Chemung River is bank full to-night, and the basements of the stores in Water-street are filled with water, which is being lowered by means of steam pumps and the fire engines. The railroad trains are many hours behind schedule time. Rain continued to fall all day until 6 o'clock this evening.

CLEVELAND BEFOGGED.

Telegraph and Telephone Lines Badly Hampered.

Cleveland, Ohio, April 21.—The fierce storm of wind and snow that swept over this city and Northern Ohio thruout yesterday and last night gradually subsided to-day. It was followed to-night by a fog so dense that it was almost impossible to see from one side of the street to the other. Notwithstanding the efforts of the telegraph and telephone companies to repair their prostrated lines, there has thus far been little improvement to the service. Not a single wire was working on any direct route between this city and Buffalo or Pittsburg to-night. Every available man has been pressed into service by the several companies, and while the repair work is progressing rapidly it will perhaps be several days before direct communication with points east of Cleeland is fully re-established.

Trains on practically all roads entering the city continue to arrive from one to three hours behind schedule time. This is especially true in regard to the lines from the east.

A number of suburban electric lines running east and south from this city are still tied up, this will likely remain so for many hours to come.

Traffic on the city street car lines continues to be badly crippled all day, as a result of the deep snow and slush on the tracks.

A large section of the city is still cut off from communication by wire from fire headquarters. Scores of fire alarm boxes are out of service and seven fire department stations are without telegraph or telephone communication as a result of the general prostration of the wires.

THE SUNDAY REPORT.

Water Receding at Pittsburg, But Millions Have Been Lost.

Pittsburg, Pa., April 21.—Pittsburg and Alleghany are slowly emerging from the murky flood. At 8 p.m. the rivers were receding nearly a foot an hour. The high-

Continued on Page 2.

BOER PRISONERS CAPTURED WITH HORSES AND CATTLE

Kitchener Reports the Gathering in of 81 Men and the Surrender of 20 Others Within the Past Three Days—Ammunition and Wagons Also Captured by the British.

LONDON, April 22.—The War Office has received a despatch from Lord Kitchener reporting that since April 18 various British commanders have taken eighty-one prisoners, together with 100,000 rounds of small ammunition and many horses, cattle and wagons. Lord Kitchener reports also the surrender of twenty Boers since that date.

BOERS TAKE A TRAIN.

Cattle and Coal Fall Into the Hands of The Enemy.

East London, Cape Colony, Friday, April 20.—A train laden with cattle and coal was captured by the Boers near Molteno, Cape Colony, last evening.

The forward locomotive escaped and ran to Stormberg and returned with troops, who found the train on fire.

A couple of natives were killed.

The train hands had been stripped and then released.

DEWET IN BAD SHAPE.

Located Near Kroonstadt and Unable to Get Recruits.

London, April 21.—A despatch to a news agency here from Harrismith yesterday located Gen. Dewet near Kroonstadt, and says he has few followers and is unable to recruit a sufficient force to make an offensive movement. There have been numerous surrenders of starving Boers.

THE REWARDS FOR SERVICE.

Lack of Discrimination Regretted in London Club Circles.

New York, April 21.—A special cable despatch to The New York Tribune from Mr. L. N. Ford, dated London, 1 a.m., says:

In clubland yesterday the rewards for services in South Africa formed the principal topic of conversation. Regret was general that there had not been shown greater discrimination in drawing up the list. No fault was found with Lord Roberts, but the custom which has long obtained of apportioning rewards in accordance with rank rather than merit was freely condemned. It is evident that red tape has not yet become a thing of the past in the War Office, seeing that officers whose names have become household words thru the British Empire for consistently brilliant performances against the Boers, and on whom Lord Roberts himself bestowed special commendation, are classed with others of less notable quality.

Sir Alfred Milner's depressing account of the situation in Cape Colony is emphasized by a telegram from East London announcing that the Boers held up a train near Molteno on Thursday night, notwithstanding the recent severe measures dealt out to train wreckers. The people here fail to understand why marauding commandoes are still able to roam about the colony without fear of being captured.

Naval Club Honors Buller.

London, April 21.—Sir Redvers Buller was the guest of the Royal Naval Club at dinner last night at the Hotel Metropole.

HALF THE LOAN ALREADY PLACED AND PROSPECTUS NOT YET ISSUED

British Securities Eagerly Snapped up at Home—Morgan & Co. and Other U. S. Firms Authorized to Receive Subscriptions—Interest 2 3-4 Per Cent., Payable Quarterly.

New York, April 21.—The Times says: The Bank of England has been authorized to receive applications for £30,000,000 of the £60,000,000 issue of British consols, the balance having already been placed. The price of issue has been fixed by the British Treasury at 94½ per cent. The stock will be in addition to and will rank part-passu with the 2¾ per cent. consolidated stock (consols) already existing. The interest at 2¾ per cent. per annum until April 5, 1903, thereafter at 2½ per cent., will by payable on Jan. 5, April 5, July 5 and Oct. 5. The first dividend for a full three months' interest will be paid on July 5 next. The stock cannot be redeemed until April 5, 1923, but on and after that date it may be paid off at par on such notice at such times and in such amounts as Parliament may determine.

United States Firms Authorized.

The following firms in the United States have been authorized to forward applications for allotments: J. P. Morgan & Co. and Baring, Magoun & Co., New York; Drexel & Co., Philadelphia; Kidder, Peabody & Co., Boston. The list will be closed on or before Thursday next. Applications must be accompanied by a deposit of 3 per cent. The dates on which further payments will be received are: Six and one-half per cent. on May 17, 10 per cent. on June 18, 10 per cent. on July 11, 10 per cent. on Aug. 8, 10 per cent. on Sept. 5, 15 per cent. on Oct. 10, 15 per cent. on Nov. 7, and 15 per cent. on Dec. 5.

Lord Revelstoke's Views.

Lord Revelstoke, the English banker, who has been in this city the past week, discussed the new British consols loan yesterday, expressing the opinion that the loan would be readily absorbed by English investors, and that there would be no occasion for the issuance of a call for subscriptions in this country.

He attributed the decline in consols chiefly to selling by bankers, institutions, and estates, who believed correctly that fresh issues would be necessitated by the South African war, and that with such additional issues there would be more inviting opportunities for investment in them.

He also said that he looked for no great change in the English financial situation as a whole until the war in South Africa has arrived at a settlement.

Mr. Sage Favors Reciprocity.

Russell Sage, when asked what he thought about the loan, said:

"Well, you remember when we were poor and needed money England took our bonds. I think it only fair now when we have so much money to buy some of England's bonds if she needs the funds. I think we should reciprocate. I believe the bonds, on this account, would be popular in this country. I should be happy to take part in such reciprocity."

MUST BUILD OUR OWN STEEL VESSELS

Speech of W. F. Maclean, M.P., on National Ship-Building Delivered in the House of Commons April 18—What Some of the Canadian Ship-yard Men Say on the Subject—Messrs. Angstrom, Long, Polson and Hagarty Interviewed.

During the debate in Parliament at Ottawa on April 17 and 18, on transportation and the improvement of our waterways, W. F. Maclean, M.P. (East York), incidentally brought up the question of ship building. A number of the previous speakers had said that foreign and British shipowners and insurance companies were discriminating against the St. Lawrence route. On this point we quote:

[From the official report, House of Commons debate, April 18, 1901.]

Mr. W. F. Maclean (East York): Now, Mr. Speaker, what is the main thing that has come before the House in connection with this question? It is that, to succeed in relation to this transportation question, Canada must build and own her own steamships. As far as I can gather from this debate, we are now at the mercy of the British ship-builder and shipowner. We must find a policy of building our own ships, whether for inland or ocean navigation. I do not think this House could be occupied in a better service for the next month or two than in finding some way of developing a great steel ship-building industry in Canada. We have a maritime population in our eastern provinces which is not equalled in any portion of the world. At one time our maritime provinces had a large ship-building industry and daring navigators who went to all parts of the world in search of trade. But, apparently, that has fallen away. I believe a ship-building industry could be organized and established in our maritime provinces and on our inland waters that would at once put Canada at the head of the sea-faring nations of the world. The Government are claiming credit for promoting a steel-rail industry in this country. But it would be of greater value—and is a thing that should be supported by our maritime provinces and the whole country—to develop a great steel ship-building industry in Canada. I believe we can easily get it. We could give bounties on ship-building and we could go to one of the great shipyards in England and induce the proprietors to transport their industry and their men to Canada. This could be done within six months.

The Minister of Marine and Fisheries: How about the alien labor law?

Mr. Maclean: I do not think the alien labor law is directed against Britishers coming into Canada.

The Minister of Marine and Fisheries: I am with the hon. gentleman, but I thought he meant—

Let Us Be Self-Reliant.

Mr. Maclean: Not at all. When we are told that British shipowers and insurance companies do not care to come to this country, let us be self-reliant, let us have our ships, build them ourselves and take our own risks upon them, as we ought to do. We have the capital, we have the men, and we ought to have the public spirit and the administration to bring it about. If we desire to settle the transportation question, nothing can be done, to my mind, that will help in that direction so much as the encouragement of the building in this country of steel ships, both for ocean and inland navigation. I would endorse any action of the Government looking to the immediate construction of a small fast Atlantic service owned and controlled by this country between Canada and Great Britain. I believe we ought to translate to this country a British shipyard and workmen, engine builders and steamship designers, that would build for us out of Canadian iron say three first-class Atlantic liners, not very large, but swift and adapted to fast passenger express service. I believe that Canada could then give the world the fastest Atlantic service possible. Two steamers would do it. The hon. Minister of Marine and Fisheries shakes his head. At any rate, two steamers could make the experiment.

The Minister of Marine and Fisheries: You would want four.

Mr. Maclean: You could start the experiment with two. If you show to the people of New York and Chicago, as well as to the people of Canada, that the fastest Transatlantic service is between an eastern maritime province port and some port in Great Britain, and if you show that this service is in connection with our Government system of railways which will assure passengers and mails an earlier delivery in our cities and in the Western States, and even in New York, than can be had otherwise, this country would receive an advertisement and a boom the like of which it never had before. And I hope the Government and this House, now that this question has been opened, will determine not only that we must improve our transportation, but that we must give the best possible railway, canal and seaport facilities. But, in order to do the very best possible for the country, we must build our own steamships, whether for inland or ocean navigation, and we must own them ourselves, and insure them ourselves if necessary. That is a patriotic policy, that is the policy that ought to commend itself to the House.

Adopt a Vigorous Policy.

Now, I do not know that I have much further to say. I have often spoken on transportation before, I have often urged public ownership; but the desirableness of public ownership of railways never came home to my mind with such force as it comes now. I do desire to assure the House that, so far as I can gather, the opinion of Canada to-day is in favor of public ownership of railways and in favor of a large expenditure for the purpose of improving our canal system and our seaports, and if necessary building the Georgian Bay Canal, if it will do what they say it will, and what, so far as I can see, it will do. Canada has enormous resources. What the hon. member for South Lanark (Mr. Haggart) said this afternoon in regard to our supplies of iron ore and food products, and in regard to Canada being the seat of the cheapest line of transportation, I believe is true, and that it will be realized within a few years. That being the case, we must take a large and progressive view of the matter and be ready to spend our money generously in obtaining the end in view. We ought to take care not to waste our money or to waste our energy in discussing rival schemes or the claims of different places. I do not know whether Montreal is the best seaport or whether Quebec is the best. I do not care to take sides on that question or to listen to the petty view of it. I want to see the case presented in its strongest national aspect, and perhaps in order to solve the problem we may require a commission of experts, as has been suggested in the House. But, whatever we do we ought to have faith in ourselves. We have gone along so far all right, and we ought not to be afraid to adopt a vigorous and progressive policy, and that policy, to my mind, ought to include, to a large extent, the public ownership of railways, and to include a policy for the creation of a steamship building industry in this country, fostered if necessary by the Government. We will soon be able to hold our own with all the nations of the world, but we will never be able to do so until we depend upon ourselves, and ourselves alone. We must have a national winter port in this country. We must not depend on the United States for anything in regard to transportation. We do not know what day they will cut us off from the use of their ports, we do not know what day they will withdraw the bonding privileges that we

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EXPORT DUTY ON BRITISH COAL WILL NOT HARM CAPE BRETON

That is the Opinion of President Whitney of the Dominion Coal Co.—Excellent Prospects for Trade in Pig Iron—Steel Rails Will Be Turned Out Shortly.

Montreal, April 21.—(Special.)—"I do not think the recently imposed export duty on British coal will produce any great effect upon the Cape Breton coal trade."

This statement was made here yesterday by Mr. H. M. Whitney, president of the Dominion Iron & Steel Company, and also of the Dominion Coal Company. His statement was to the effect that the present demand was all the Dominion Coal Company could attend to just now, altho he announced that by May they would be turning out the enormous quantity of 12,000 tons per day, which, multiplied by 313, gives the magnificent annual output of 3,756,000 tons.

Pig Iron Prospects.

After confirming Mr. James Ross' statement as to the contract to deliver 150,000 tons of pig to one man in England, Mr. Whitney said that by August they would be making 10,000 tons daily. He also read a letter from General Manager Moxham of the Steel Works at Sydney, saying that sixty foundries thruout the Dominion had purchased the iron, and their reports as to the quality had been eminently satisfactory. Further, he said that all the material for the construction of the steel rail mill had already been received on the ground at Sydney, and by October he believed that steel rails would be produced in Sydney. Like Mr. Ross, he had no apprehension as to the quality and the manner in which they would be received on the markets of the world.

A GOOD THING FOR THEM.

Members of Dominion Coal Co. Are Pleased About the Impost.

Montreal, April 20.—(Special.)—A despatch from Halifax says the news of the duty of one shilling a ton on English coal exports was pleasant reading for the members of H. M. Whitney's big company in Nova Scotia.

The secretary of that organization, the Dominion Coal Company, recently stated to your correspondent that his company expected within a couple of years to be sending one million tons of coal annually from Cape Breton to the Mediterranean.

This, he said, the company intended doing without the assistance of the British export duty, but with it the work will be that much easier.

The Dominion Coal Company is now shipping at the rate of 600,000 to 800,000 tons to Massachusetts, of course paying the United States duty, and its works near Sydney are being developed to make it still easier to continue to do this, as well as to branch out for the European market, in competition with England and the United States.

TRIED TO KILL A WOMAN.

Sensational Stabbing Case at Chatham—Man Fled, But Was Soon Captured.

Chatham, April 20.—In a fit of jealousy, Andrew Beck tried to take the life of Mrs. George Ellison, on Park-avenue, last night. The couple have been living together for some time, altho the woman's husband resides in the city. It appears that Beck met the woman on the street, and accused her of intending to desert him on return to her husband. She denied it, but the man worked himself into a passion and plunged the blade of a jackknife into the right arm and breast of the woman, who nearly bled to death before the necessary assistance arrived.

Beck was followed by an officer to the colored settlement at the end of Park-avenue, where he was found crouching behind a house. The fugitive entered the building and bolted the door, but the officer forced it and placed him in custody. The prisoner was taken before Magistrate Houston and remanded till Friday. His real name is said to be Epperson, and it is said that he has already served a term in prison for stabbing.

Mrs. Ellison is suffering a great deal of pain, but it is thought that she will recover. The wounds are about three inches deep.

COREA GOES A-BORROWING.

Seeks a Loan From France for Railway Construction—Admiral Seymour at Chemulpo.

Yokohama, April 21.—The Corean Government, according to advices just received from Seoul, the capital of Corea, has decided to borrow from France 5,000,000 yen ($2,500,000) for the purpose of constructing the Northern Railway from Seoul to Wiju. It is asserted that it was his objection to pledging the Corean Customs as security for this loan which created a desire in certain quarters for the dismissal of Mr. McLeavy Brown, Director-General of Corean Customs.

According to the same advices, Vice-Admiral Seymour and Sir Claude M. Macdonald, British Minister to Japan, have arrived at Chemulpo, Corea, on board the British cruiser Powerful, and it is expected that they will have an audience of Emperor Yi Hieun.

The Seoul correspondent adds that Russia is endeavoring to secure a lease of Chin Hai Bay.

IRON WATER TANK FELL.

Crashed Thru Six Storeys and Injured Five Persons.

Chicago, April 21.—A high wind, which reached Chicago to-day loosened a huge iron water tank from its fastening on the roof of the Galbraith Building, Madison and Franklin streets, causing it to crash thru the six floors to the ground, injuring five persons and resulting in damage to the building estimated at $50,000. With two exceptions the injured were pedestrians on the street, who had not time to make their escape.

HON. DR. BORDEN IN LONDON.

Went With Mr. Hyman to Inspect Site for Armory.

London, Ont., April 20.—Hon. F. W. Borden, Minister of Militia, arrived from Ottawa at noon to-day, accompanied by Mr. C. S. Hyman, M.P. The purpose of the Minister's visit is to inspect the site for the Armoury. This afternoon, at the London Club, a dinner was tendered Mr. Borden by the member for London, and those invited included Sir John Carling, Col. Leys, Col. Smith, Major Beattie, Major J. W. Little, Major Hume Cronyn, Col. Peters, D.O.C., Mayor Rumball, Col. Buchan and Col. Hemming. The 7th Band was also in attendance, and furnished a program of music.

Lusitania Long Overdue.

Halifax, N.S., April 21.—The Beaver Line steamship Lusitania, which left St. John at noon on Friday, for Halifax, is now 36 hours overdue. Her detention is probably due to the thick weather on the coast.

BRITISH REVERSE IN CHINA.

Force of Boxers and Robbers Defeated Company of Indian Troops and Killed Major Browning.

Pekin, April 21.—Brig.-Gen. A. J. F. Reid, commanding the 3rd Brigade of the India Imperial Service troops in China, who is now at Shan Hai Kwan, sent a company of Punjab infantry to disperse a band of robbers in the neighborhood of Fu Ning. A force of "Boxers" and robbers, more than 1000 strong, attacked the Indian troops, killing Major Browning and one Sepoy and wounding others. The company retreated to Fu Ning. Reinforcements have been sent from Shan Hai Kwan. The "Boxers" are apparently well armed with modern rifles.

Cook's Turkish & steam baths, 204 King W.
CURES colds, coughs and rheumatism
TO CURE THE GRIP IN TWO DAYS. Laxative Bromo Quinine removes the cause

NAVIGATION MEN.

Captain Robert Clapp of the Steamer Chicora.

WASHOUT ON INTERCOLONIAL.

A Good Deal of Damage Done by the High Tides on the Petitcodiac River, N.B.

Moncton, N.B., April 21.—Tides in the Petitcodiac River during the past few days have been very high, and have done a lot of damage to the marshes. Dykes were broken along the river, and the bank overflooded. There is a 280-foot wash-out on the I.C.R., just below Sackville. The trains are delayed slightly.

BLAZE IN THE EAST END.

Contents of Storehouse of J. M. Purvis, East Queen-St., Destroyed.

Fire broke out at 11.30 o'clock last night in a frame building at the corner of Garrott and Queen-streets, used as a storehouse by Mr. J. M. Purvis, flour and feed merchant, at 666 East Queen-street. The cause of the blaze is unknown. When the firemen arrived the building was in possession of the flames, which were not extinguished before the contents had been almost totally destroyed and the building badly damaged. The contents consisted of about 60 tons of hay and feed, and this was all destroyed, entailing a loss of $600.

The building, which is owned by William Gross & Sons of Colborne-street, was damaged to the extent of $200. There is no insurance on the contents. Five horses and one cow, the property of Mr. Purvis, which were in a barn to the rear of the burned building, were removed to a place of safety with considerable difficulty. The fire cast a bright reflection over the East End.

Steel Trust's Press Agent.

New York, April 21.—The Press Club had a dinner last night. While the speaking was in progress a young man was seen making his way to and fro thru the hall, being introduced to everybody, as tho his importance was great. He went to the guests' table, and the distinguished there rose to greet him. Then he circulated among the small tables, everyone paying due deference. Inquiries as to who he might be were made. A written response stated that he was Mr. McSwigan, the recently-engaged "press representative" of the "Billion-Dollar Steel Trust"—in other words, the press agent of that concern.

200 MINERS MET A FROZEN DEATH EARLY THIS YEAR ON YUKON RIVER

Dawson Despatch to The Daily Alaskan of Skaguay Tells of Terrible New Year's Storm That Wrought Widespread Desolation—Many Buried Unidentified.

Victoria, B.C., April 21.—The Daily Alaskan of Skaguay publishes a despatch from Dawson, which, on the authority of Clerk Reed of Judge Noyes' court at Cape Nome, tells of a terrible storm which wrought havoc at the mouth of the Yukon early in the year, resulting in the death of 200 persons. Other Skaguay papers discredit the story. The Dawson despatch to The Alaskan is as follows:

"This town was shaken from one end to the other when Mr. Reed announced that just before he left Nome, 200 miners were frozen to death from exposure during the storms for which that camp is noted. The forepart of the season was mild, and the chechacos thought that all the stories of 50 degrees below zero and the blizzards were myths, and, in spite of all warnings given by sourdough inhabitants, they persisted in stampeding to every jim crow creek which was boomed by various recorders, who were prompted simply by a desire to take in money for recording fees. "By New Year's, real winter set in, mercury dropping to 50 degrees below, and a wind such as white man never before encountered blew for weeks. Dogs which were left outside over night perished, and carcases of frozen animals were strewn all over town.

"Newcomers living in single board and tar-papered shanties poorly put together by inexperienced hands suffered untold agony from the cold and it was with the greatest difficulty that hundreds of lives were saved. Medical skill was called in many times and hospitals were full of people who were frozen on some part of the body. The capacity of the St. Bernard Hospital was taxed to its utmost and too much credit cannot be given to Mr. Elliott, who is in charge, for his ministering care of sufferers.

"When the storm abated the bodies of 200 miners were found lying all along the coast. Some of the unfortunates had gone to Clarence to stake properties and these whose lifeless bodies were found near St. Michael's had gone there to secure supplies, some of which had given out at Nome.

"Of the 200 dead only a few have been identified, and most of the bodies were interred by kind hands near the place where they were found."

CALL IT ST. GILES NOW.

Change in Name of East Presbyterian Church, Oak-Street, Officially Announced.

Anniversary services were conducted in St. Giles' Presbyterian Church, Oak-street, yesterday. Rev. A. Gandier, pastor of St. James-square Church, preached in the morning, and announced officially that the name of the edifice had been changed from East to St. Giles'. He also congratulated the congregation upon the efforts put forth recently to lessen the debt of the church. At the evening service Rev. A. B. Winchester, pastor of Knox Church, delivered an instructive and appropriate sermon. Special music was rendered at both services, the solo parts being taken by Miss Watson and Messrs. James McIntosh and Charles Leslie. The church was beautifully decorated for the occasion. To-morrow night an anniversary social will be held in the church.

Honoring the Royal Animal.

Our readers will not deem it out of place to be reminded that the hunting stock and the Horse Show are inseparable cronies. Buckingham's newest shape in white pique and Oxford, in sizes ranging from twelve to seventeen, are on sale at Quinn's, 93 Yonge-street, at less than half New York prices.

Turkish Baths at Pember's, 75c

Clergymen Murdered in New Guinea

Sydney, N.S., April 21.—Advices received here from New Guinea say that the natives on Fly River recently murdered Rev. James Chalmers and Rev. Oliver Tomkins.

A DRESDEN WOMAN

Dies in Detroit From a Criminal Operation.

Windsor, April 21.—Mrs. Robert Tiffin died in Detroit as the result of an operation which she performed upon herself, according to a statement which she made to two doctors. Mrs. Tiffin was formerly Miss Annie Leatherdale, and her home was in Dresden, Ont. Some time ago she married Robert Tiffin, and they lived on St. Antoine-street, near Montcalm. Last Monday morning Dr. W. E. Tiffin was summoned. He found her in a dangerous condition, and in the presence of witnesses she made a statement as to the cause of her condition. He then took hold of the case, and finally called Dr. G. S. Field, and the two physicians attempted to save her life. Septic peritonitis had set in, however, and it was useless.

This is flower time, and you will find a glorious collection of all the fragrant spring flowers at Dunlop's, 5 King-street West and 445 Yonge-street.

Turkish Baths at Pember's, 75c

Subscription list for the Muskoka Navigation Co. closes to-day at 3 p.m., at the office of Sawyer, Ross & Co.

Patents.—Fetherstonhaugh & Co., King-street West, Toronto, also Montreal, Ottawa and Washington.

Cure a Cold in a Few Hours. Dr. Evans' Laxative Grip Capsules; no buzzing, no griping; money refunded if they fail. 25c. Bingham's Pharmacy, 135

Cook's Turkish Baths, 204 King W.

THE GRAND TRUNK REPORT.

Some Features of Document Which Will Be Placed Before the Shareholders April 30.

Montreal, April 21.—A Star special cable from London says: The Grand Trunk report was issued yesterday, and shows that the enhanced cost of fuel and other materials has advanced working expenses by 6.4 per cent. The gross receipts have decreased 0.19 per cent., working expenses have increased 2.37 per cent., and train mileage has decreased 5.44 per cent. The new agreement for 99 years' rental of the Cincinnati, Saginaw and Mackinaw line, at an annual rental of $43,225, will be a saving of $12,000. The agreement will be submitted at the annual meeting, April 30. The only other extra item of the report concerns the additional wharf at Portland in connection with the 1,500,000-bushel elevator.

GOODBYE LAX ETIQUET.

King Edward Rebukes Duke of Portland and Intimates That Courtiers Will Get Busy.

New York, April 21.—The Sun's London correspondent wires: Court circles are greatly excited over an incident last week which is taken to indicate that the King does not intend to retain the free-and-easy manners which was one of his pleasing characteristics when he was the Prince of Wales. Coming to London from Windsor he was surprised at being met at the station, not by the Duke of Portland, master of the horse, as etiquet required, but by that officer's deputy. An inquiry elicited the fact that the Duke of Portland was not in town. The next day the King, thru his secretary, wrote to the Duke, sharply intimating that when the King was in London there also ought his master of horse to be. The courtiers think that if such an incident occurred when the court is in mourning, they are in for a busy time when the King gets into his stride next year.

MANCHURIAN RAILWAY ATTACKED

Chinese Rebels Again Committing Depredations in the North.

London, April 22.—"Chinese rebels have again attacked the Manchurian Railway," says the St. Petersburg correspondent of The Daily Telegraph. "They have destroyed 150 versts of the line, removed the rails and broken up the rolling stock. Moreover, they have killed nearly a whole detachment of railway guards. Troops have been sent from Amur Province to the scene of attack."

324 EGGS A MONTH.

Mr. Harry Lye of Woodbine-avenue has a pen of 12 white Wyandottes that have done exceptional work during the past month. In 31 days the 12 hens laid no fewer than 324 eggs, or an average of 27 eggs a hen.

HAVE YOU GOT IT?

What becomes of the money that is in the pockets of a smallpox victim when he discovers that he has the disease? Are people who are in the habit of receiving money occasionally liable to come in contact with any of it?

Edwards and Hart-Smith, Chartered Accountants, offices Canadian Bank of Commerce Building, Toronto.

HIS ONE FAILING.

He was a splendid fellow,
I liked him best of all
The farmers in the village,
He was so strong and tall;
And he was so good-humored,
With such a pleasant smile,
You felt that he was honest
And free from taint of guile!

But he had just one failing;
We all have one or more;
There isn't one amongst us
Who's perfect to the core;
All faults I will forgive him,
But cannot, if I try,
Forget he poured meat gravy
Upon his apple pie!

C.P.R. SHUFFLE HAS BEEN MADE AND CHANGES ARE IMPORTANT

Mr. Whyte Assists Mr. Shaughnessy and Mr. Tait Takes a Newly Created Position—Mr. Leonard Leaves Toronto for Winnipeg and Mr. Oborne Goes to St. John.

Montreal, April 21.—(Special.)—The much-talked-of changes in the Canadian Pacific have been accomplished. The result of the executive's deliberations was given to The World this afternoon. The offices heretofore held by Messrs. William Whyte and Thomas Tait, as managers, respectively, of western and eastern lines, with headquarters at Winnipeg and Montreal, have been abolished. Mr. Whyte will hereafter be known as assistant to the president of the Canadian Pacific, and Mr. Tait will be that great railway's first manager of transportation.

A Change Had to Be Made.

The tremendously increased volume of business which has flown in of late from the Northwest upon the Canadian Pacific, the many problems which daily present themselves for immediate solution and the fact that competing transcontinental roads have selected as their headquarters cities in the centre of the continent, had given Mr. Shaughnessy food for a good deal of thought before fully deciding upon the nature of the re-organization which had to take place. What he wanted was a strong right arm in the west, the great traffic-giving section of the road over which he presides. For this position Mr. Whyte has been selected, and all who know him say he is the right man in the right place.

Mr. Thomas Tait, in his new position of manager of transportation, will control everything that belongs to the movement of traffic, and the appointment is a popular one.

Change of Superintendents Also.

There have also been changes amongst the general superintendents. Mr. James O'Borne will leave Winnipeg and become general superintendent at St. John, N.B., replacing Mr. H. P. Timmerman, who goes to Toronto as general superintendent of the Ontario and Quebec division.

Mr. Leonard will replace Mr. O'Borne at Winnipeg, and Mr. C. W. Spencer, general superintendent of the eastern division, will have his jurisdiction enlarged, practically taking in all lines south of the river.

SURGEON HAS BLOOD POISON.

Dr. Herbert A. Bruce Cut His Finger While Performing an Operation.

Dr. Herbert A. Bruce is confined to his home, at 34 Carlton-street, suffering from blood poisoning. While performing an operation last Monday he ran a needle into his finger, but at the time paid no attention to it. On Wednesday the finger began to swell and became painful. It was found that blood poisoning had developed, and there was danger of it reaching the arm. It was checked, however, and the doctor is now recovering.

TO-DAY IN TORONTO.

License Commissioners, 3 p.m.
Wesley Portraits unveiled in the Metropolitan Church, 8 p.m.
Federated Council of Building Trades, 8 p.m.
Shea's Theatre, vaudeville, 2 and 8 p.m.
Princess Theatre, "The Electrician," 8 p.m.
Toronto Opera House, "On the Suwanee River," 8 p.m.

Monuments.

The McIntosh Granite & Marble Company, Limited, 1119 and 1121 Yonge-street Tel. 4249. Terminal Yonge-street car route 146

DEATHS.

DUDLEY—At his residence, 221 Seaton-street, on Friday, the 19th April, 1901, James Dudley (of Dudley & Burns).
Funeral on Monday, the 22nd, at 2 o'clock. Interment in Mount Pleasant Cemetery.

ENRIGHT—At his daughter's residence, 328 Yonge-street, on Sunday morning, April 21, 1901, Thomas Enright, sr., after a very short illness; was a resident of East Toronto for 45 years.
Funeral notice later.

MITCHELL—At his father's residence, 133 Ontario-street, on Friday night, April 19, 1901, Willie Mitchell, third son of Alex and Annie Mitchell, aged 13 years and 5 months.
Funeral on Monday, April 22, 3 p.m. Interment in St. James' Cemetery.

SCHUNCK—At the residence of her son, 43 Bellevue-place, on Sunday morning, April 21, at 8 o'clock, Mrs. Katherine Schunck, in her 82nd year.
Services will be held at the above address at 9 p.m. Monday, 22nd, 1901. Funeral from the address above to Lutheran Church, Vaughan Township, by G.T.R., Tuesday, 23rd, 1901.

Dunlap.

It is so easy to confuse the name Dunlap with Dunlop. Dunlap is the name of one of the best hat manufacturers in the United States. Their hats have a reputation built on honest quality that any hatter should be proud of. The name Dineen and Dunlap go hand in hand together. Dineen is sole selling agent in Canada for the genuine Dunlap hat. Every new style is forwarded to them direct. Some who sell hats may secretly obtain a few of last season's Dunlap's to endeavor to tone up their stock, but the home of the genuine up-to-date style Dunlap in Canada is at Dineens', corner Yonge and Temperance-streets, and visitors to the Horse Show are especially invited to examine them. Their advertisement appears in this issue.

Unsettled and Showery.

Meteorological Office, Toronto, April 21.—(8 p.m.)—Snow and rain have fallen heavily in the lake region, and showers have been fairly