

RATES WILL COME DOWN ON A STATED SCHEDULE

Toronto to Be Best Fire Protected City on the Continent—Some Day.

Toronto is to be the best protected city by fire on the map when the proposed improvements are completed, but the rates will not go below the old-time schedule, nor reach it. The scale of reduction on the key rate as presented by Secretary McCulloch, of the underwriters at yesterday's conference with the board of control was: Inadequacy of main pumps met, 2c; ditto in conduits, 5c; distinct supplementary main between College-street and rear, 2c; more hydrants, 1c; ten steam engines, less than called for in 1904 report, 15c; new engines in other districts would take on more, 10c; less and wagons, 5c; aerial truck and additional hose and ladder trucks, 5c; chemical engine and extinguishers, 5c; improved salvage equipment, 1c; water tower, 5c; 60 more firemen, 5c; in proportion to number of additional fire stations, 1c; additional alarm boxes, 1c. Any improvements made will be allowed for on this basis.

Mr. McCulloch said that the rates on the new buildings in the burned area would be considerably less, perhaps 25 or 30 per cent. less than the old rates. What is Necessary.

The fundamental improvements were a dividing wall in the reservoir, duplicate suction pipes for the high level pumps (now being improved), the completion of the 24-inch main belt via Front, Sumach and Wilton to Yonge, thence a 24-inch main to the reservoir, prevention of hydrants freezing, examination by fire department officials of large buildings with records to be filed and a fireproof building for the fire alarm system. The engineer said the big new main on Bathurst-street would take the place of the one for Yonge-street. The high pressure area was laid out by the underwriters to take in south of Wilton-avenue and Agnes-street and between George and Simcoe streets.

Accept Small Engines.

Regarding pumping capacity, Engineer Rust believed in a small unit system, and the underwriters said that 2,000,000 gallon engines and a seventh in reserve would be acceptable. There was a difference of opinion on a salvage corps, the underwriters declining to believe that they should turn their own protection in that way.

The controllers will draw up a report on the whole matter to be submitted to council. Tenders were opened yesterday for the laying and jointing of the 26-inch cast-iron main for Bathurst-street. The Construction & Paving Co. offered \$4,460, was the lowest, and they were awarded the contract. The highest tender was John Linton, \$5,488.

The railway commission will meet in Ottawa to-day. City Council, Mayor, and Commissioner Fleming will be present to represent the city and oppose the closing of Station-street by the G.T.R. Company.

The board of control has increased the wages of the city scavengers from \$1.50 to \$2 a day.

Lieut. Col. Mason's request, that the roads in Queen's Park be closed to traffic, will be presented on the 11th. The reception committee will meet to-day to arrange the details.

John Morley, M.P., will also be tendered a reception. The west end aldermen are still fighting the Paddy Brook, request for a building permit for the packing house on Paton-street. The board of control again refused the permit.

MAY POSTPONE ASSIZES.

In order to let Parliamentary candidates stick to it.

The criminal assizes will be opened on Monday, but it is possible that they may be adjourned for a week in order to allow Messrs. Dewar and Robinson to carry on their campaign in the west. John Morley, M.P., will be crown prosecutor.

The cases to be tried are: Alexander and Ethel Martin, murder; George Williams, rape; this is supposed to be the fourth man who was implicated in the assault on Mrs. Fairbairn. The other three were sentenced at the spring assizes; John Ferguson, rape; William Gordon, rape; Joseph Burns, rape; James Ryan, the ex-letter carrier, who is charged with stealing money from letters; John Hawthorne, rape; Richard Sharp, child murder; this is the mother of the child who was found in the Bishop Strachan school grounds; Malcolm Lennie, wounding his wife with intent to kill.

Collieries to Shut Down.

Philadelphia, Oct. 26.—The anthracite coal trade continues dull and further curtailment of production will be necessary according to coal mining officials, unless a sudden cold snap sets in. The Philadelphia & Reading Coal & Iron Company has agreed to shut down its collieries on Friday to remain closed until the following Wednesday. The other coal companies are likely to do the same.

A Missionary Meeting.

Mrs. J. B. McGill, matron of St. Paul's River Industrial School, Liberia, West Africa, who is a native of the north, has agreed to address a meeting of the Canadian Temperance League in their hall, corner of the C. & W. Cafe building, Yonge and Gould-streets, on Friday evening at 8.45 o'clock.

Sentenced for Life.

New York, Oct. 26.—Charles W. Johnson, who was sentenced to the murder of George F. Abbott, the old junkman, and Frederick Van Buskirk, his assistant, in the trial of the "Black Legion" last July, today pleaded guilty of murder in the second degree before Judge Arnold and was sentenced to life imprisonment.

SCOTT'S EMULSION makes pale, thin children fat and chubby. Overcomes wasting tendencies and brings back rosy cheeks and bright eyes.

It's surprising how quickly children respond to Scott's Emulsion. It contains just the element of nourishment their little bodies need. They thrive on it.

SENT FOR AMBULANCE; WOMAN DEAD

Mrs. Hawes Took Poison, Then an Emetic, But Died in Night.

Mrs. Sarah Jane Hawes, who has had more than her share of this world's troubles, is dead, from a dose of "rough on rats." She took the stuff Tuesday, but subsequently repented, and after an emetic, after which she felt better and was able to attend to her regular duties. Dr. Elliott advised that she be sent to the hospital, but the woman refused to go, saying that she felt better. During the night she had something to eat and seemed to be getting all right.

At 1 o'clock W. E. Adams (colored), the proprietor of the restaurant at 167 Bay-street, where the woman lived, smoking an ambulance. The ambulance driver discovered the woman was dead.

Mrs. Hawes was 36 years of age, she leaves five children, the eldest being 14. Nine years ago her husband deserted her. She has also had considerable trouble and worry over money matters. In 1890 she was left a legacy of \$300 by George Jupp. There was a dispute over the money and she went into the courts, where it has remained ever since. Deceased spent a large amount of her earnings in lawyers' fees without success.

TO DEPOSE CHINA'S EMPRESS.

Plans Hatching for Uprising With Vancouver Man in the Lead.

Portland, Ore., Oct. 26.—The Oregonian prints an article to the effect that the Chinese Reform Association, which has a large membership in every city on the Pacific coast, is preparing to start a revolution against the present Empress of China during the celebration of the next Chinese New Year, which occurs in February. The plan is to place the young and inexperienced Prince, the son of the late Emperor, on the throne. The organization then hopes to use him as a figurehead and to depose the Empress.

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DULUTH TO GALVESTON.

French Capitalists to Finance Big Railway Project.

Houston, Texas, Oct. 26.—Edward D. Steger, president of the Denison, Bonham & New Orleans Railway, has been returned from France, where he has been for three months arranging for the financing of what will be the first trans-railway north and south in America. It is to run from Duluth, Minn., via Kansas City to Galveston, Texas, with a branch line to St. Louis.

The road is to be completed in five years. The contract was for an investment of \$75,000,000. Construction will begin in Texas within sixty days, according to Mr. Steger.

New Anchor Line Tug, Screw Steamer, "Caledonia."

The largest and finest vessel ever built for the New York and Glasgow trade was launched Oct. 22 at the Clyde for the Anchor Line. It is named the "Caledonia," and is 515 feet over all, 58 feet moulded breadth, and 28 feet deep. She has a gross tonnage of 4,400 tons, and when loaded her displacement will be fully 7,000 tons.

The "Caledonia" is a strikingly handsome and imposing-looking vessel, with straight stem and elliptical stern, having two steel funnels, one for fore and aft schooner rig, and two funnels. The vessel is divided up, so as to insure safety, into nine watertight compartments, and has six decks.

First saloon amidships will accommodate 300 passengers in first, second and main deck. Staterooms on the bridge deck will be luxuriously fitted with writing couches, washstands, wardrobes and electric lights; have large square windows fitted with ornamental shutters, and be situated at will. The main saloon is on the upper deck, and will be a very handsome apartment, with a large billiard table, and a general appointments very handsome. There will be numerous small tables in the main saloon for the accommodation of family parties.

Above the main saloon, on the bridge deck, the library will be situated, a spacious, well-appointed room, 26 feet by 40 feet, with a large skylight, and will be a very comfortable smoking-room with dome skylight and view of the water.

The promenade deck on the "Caledonia" is 220 feet long, and will be a very handsome apartment, with a large billiard table, and a general appointments very handsome. There will be numerous small tables in the main saloon for the accommodation of family parties.

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Third-class accommodation is on the main and tween decks. Married couples, families, single women and men will be berthed in separate apartments. Dining accommodation for this class will be provided with tables and seats, permanently fixed. On the main deck, a comfortable sitting-room for women and smoking-room for men will be provided.

The "Caledonia" will be propelled by two sets of powerful triple-expansion engines of the latest type. A very thorough and complete system of natural and mechanical ventilation will be fitted throughout the entire vessel, and electric fans will be placed wherever required. This splendid vessel will be ready for service early in 1905.

Interesting to Business Men.

An intimation received by Secretary Morley of the board of trade from the editor of The London Chambers of Commerce Journal, Kendrick B. Murray, should be of interest to Canadian manufacturers, and all business men to whom trade extension is a thing desired.

The writer states that in order to assist in promoting trade within the empire he has decided to open a department in The Journal under the name of "Openings for Trade," and will publish without charge communications from manufacturers and others who are looking for information as to where to find markets for their wares.

Earl Lays Corner Stone.

Hanover, N. H., Oct. 26.—The Earl of Dartmouth to-day laid the corner stone of the new Dartmouth Hall in connection with Dartmouth College. The debris of L.L.D. will be conferred on the Earl.

Work on Railway Stops.

Shanghai, Oct. 26.—The work of construction on the Canton-Hankow railway has been stopped and the engineers are returning to their homes.

Yankup Sculptor Dead.

Florence, Italy, Oct. 26.—Longworth Powers, the famous American sculptor, is dead.

POTATO BLIGHT AND ROT.

The Cause of Serious Loss—Preventive Measures.

Reports from many districts indicate that potato blight and rot are again this season causing serious loss to the farmers of Canada. This disease has been prevalent in many parts of Ontario and Quebec, and also a good preventive is known in Bordeaux mixture, few growers seem to have sprayed their potatoes. Mr. L. H. Newman, of the seed division, who visited near-by farms, and in the spring of 1904, reports that in many cases he found growers sadly wanting in knowledge of the disease and methods of preventing it.

There are two known blights which affect the potato in America, the early blight, alternaria, and the late blight, which is caused by the fungus, Phytophthora infestans. The early blight causes spots on the leaves early in the season. This blight does not attack the tubers and is not nearly so serious as the other. If the leaves are punctured by beetles or from some other cause the disease gets a foothold on the one which causes the late blight.

The late blight is the one which causes by far the greater loss, but by jessing the crop and by using Bordeaux mixture, the loss can be kept down. The Central Experimental Farm, this disease passes the winter in the tubers, and in the spring when the vines begin to grow it starts to develop, growing up through the tissues of the leaves, and in the end the leaves are killed. The disease is caused by the fungus, which is carried by the wind and rain. The fungus is carried by the wind and rain. The fungus is carried by the wind and rain. The fungus is carried by the wind and rain.

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THE LABOR DISPUTES ACT.

Editor World: The first case under the Ontario Labor Disputes Act of 1903, that of the Telegraphers' Union against the Grand Trunk Railway, was commenced last week before an arbitration board in Toronto.

The case was heard by the board on Friday and will then be adjourned for some time to suit the convenience of Mr. Justice Teitel, who, with Messrs. Shepley and Harvey Hall, constitute the tribunal.

It would be manifestly improper to say anything about the case in question while it is before the board of arbitration, but it may not be amiss to point out that the act has already been found to be worthless. It will be remembered that in 1902 Sir William Mulock introduced in parliament a compulsory arbitration bill, which was passed by the House of Commons, and which met with the unqualified disapproval of labor unions throughout the country.

The act provides that when differences arise between railway companies and their employees, which may result in a strike, that is to say, differences which in "the opinion of the minister" may cause a strike, a committee of conciliation composed of three persons, one chosen by the railway company, and the other two by the minister, shall be appointed to investigate the matter and to report the result of its efforts to the minister. This committee has no power to determine anything, but is to recommend a thing. Its labors are confined simply and solely to bringing the parties together and trying to get them to agree. Obviously, if the parties could agree there would be no necessity for all this machinery. In other words, one is left to see why differences should be referred to this committee at all instead of being referred directly to a board of arbitration.

But the board of arbitration itself is perhaps the laziest and most impotent tribunal ever created by the stupidity of man. In the first place, while it may be called upon to investigate, it has no provision for the payment of the salaries of its members. The act provides that witnesses shall be entitled to free transportation over any railway in Canada coming or going, and that the board shall furnish to a witness, who has been summoned, a certificate of the railway company, which the railway agent can refuse to issue as a voucher entitling the bearer to a pass over any railway company.

But there is another thing, which is the Canadian Pacific, which is the only railway company in Canada which is not a member of the board of arbitration. The act provides that witnesses shall be entitled to free transportation over any railway in Canada coming or going, and that the board shall furnish to a witness, who has been summoned, a certificate of the railway company, which the railway agent can refuse to issue as a voucher entitling the bearer to a pass over any railway company.

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Are You in the Rush and Bustle?

While we join in the rush and bustle of this busy world, overlooking our energies and making our systems, many of us are morally culpable of reckless disregard of bodily strength and fitness.

Yet there is a remedy at hand. Hundreds and thousands of ailing men and women have found that

BEECHAN'S PILLS "make life worth living."

They Purify the Blood, set right the Digestive System, remove the Sluggish Liver, dislodge Stomach-acid, build up the Nervous System, and repair the damage caused by overwork and brain worry.

The genuine and never-failing efficacy of

BEECHAN'S PILLS have been fully proved during a period of nearly thirty years, and they are recognized by the highest medical authorities.