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The Toronto World.

TWENTY-FIFTH YEAR | TEN PAGES—FRIDAY MORNING APRIL 29 1904—TEN PAGES | ONE CET

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Light—stylish—durable—glove-fitting. The best rubbers made. Ask for them. Manufactured solely by
THE GUTTA PERCHA & RUBBER MFG. CO., of Toronto. Limited.

Senate Reading Room
April 29

JAPS REFUSE TO YIELD 200 GO DOWN WITH SHIP SUNK BY RUSS SHELLS

Scalp of Japanese Transport Added to the Belt of Northern Squadron.

St. Petersburg, April 28.—Russian torpedo boats belonging to the Vladivostock squadron sank a Japanese military transport, the Kinshiu-Maru, of 4000 tons, during the night of April 26, with all on board, with the exception of seventeen officers, twenty soldiers, sixty-five of the crew and eighty-five coolie carriers. THE OTHER 200 OF THEM, WHO REFUSED TO SURRENDER, WERE SENT TO THE BOTTOM WITH THE SHIP.

The official report of Rear-Admiral Yeszen to the emperor is as follows:

"During the night of April 26 two Russian torpedo boats met at sea the Japanese military transport Kinshiu-Maru, of 4000 tons, laden with rice and other military stores, and about 1500 tons of coal. The transport was armed with four Hotchkiss guns of 47 millimetres. The Russians captured on board 17 officers, twenty soldiers, eighty-five military carriers, or coolies, and sixty-five of the crew, who surrendered. The remainder of the men, who were to form a landing party, and who were left without officers, obstinately refused to surrender or go on board a Russian cruiser. Furthermore, they offered armed resistance to the Russians. In the end they were sent to the bottom with the transport. Two hundred went down."

Admiral Yeszen also reports that besides the sinking of the Japanese steamer Goyo-Maru at Gensan, April 25, the Russians sank at sea the same evening the Japanese steamer Nakamura Maru of 220 tons, whose crew were saved.

The satisfaction of the people of St. Petersburg at the exploits of the Vladivostock squadron is tempered with admiration for the bravery of the Japanese soldiers who were on board the Kinshiu-Maru, and who preferred to drown rather than surrender.

The admiralty admits that the men acted heroically, but holds that Admiral Yeszen had no other alternative than to sink the transport, as he could not spare a prize crew or hamper his swift squadron with a slower steamer. It is pointed out that the officers on board the Kinshiu-Maru appreciated the situation by accepting imprisonment rather than death.

In the case of the smaller Japanese transport sunk by the torpedo boats at Gensan, the crew were sent ashore because there were no accommodations for them on the torpedo boats.

The crew of the Japanese steamer Nakamura-Maru, as well as the Japanese of the Kinshiu-Maru, who surrendered, have been taken to the Russian cruisers.

The admiralty here professes ignorance as to the future plans of Admiral Yeszen, but it is believed that he is in communication with Vladivostock by wireless telegraphy, and is not likely to be surprised by the Japanese squadron sent to prevent his return.

RUSS GLAD.

St. Petersburg, April 29.—The operations of the Vladivostock squadron have revived the spirits of the people at St. Petersburg, who have been downcast since the destruction of the Petropavlovsk and the consequent confinement of the remnant of the Port Arthur fleet to the harbor.

It is generally recognized that Rear Admiral Yeszen cannot do more than frighten the Japanese and compel them to exercise greater care in their military movements.

REPORT CONFIRMED.

Tokio, April 28.—A telegram from Gensan reports that the Japanese transport Kinshiu-Maru has been sunk, near Shinpo, north of Gensan. The despatch fails to state whether the transport was wrecked or sunk by the Russians.

ESCAPE JAP VIGILANCE RUSS IN VLADIVOSTOCK

Northern Squadron, During a Fog, Manages to Regain Harbor of Refuge.

London, April 29.—The Daily Telegraph's Tokio correspondent asserts that the Russian cruisers slipped past the Japanese squadron during a fog and regained the harbor of Vladivostock.

The sinking of the Japanese transport Kinshiu Maru is much commented on here, as proving that the Japanese placed too great confidence in their command of the sea, and there is no doubt that it will induce greater vigilance on their part.

There is some inclination to criticize harshly the action of Rear-Admiral Yeszen, but most of this morning's papers prefer to await particulars of the affair before passing judgment.

The report that the Japanese have occupied Kuliencheng has not yet been confirmed.

According to The Standard's correspondent, the whole country outside of the great wall is abnormally flooded, and any movement of the land forces is impracticable for the present.

A special despatch from Port Arthur says that the demonstration made by Japanese torpedo boats covered by a Japanese squadron off Port Arthur yesterday morning was for the purpose of creating a scare and inducing the batteries to waste their ammunition, but the Russians refrained from answering the Japanese fire.

The Copenhagen correspondent of The Morning Post says there are rumors that Russia is negotiating for the purchase of the Danish liners Hekla, Norge and Island.

The Standard's Tientsin correspondent reports that a strong secret society movement, anti-governmental and anti-foreign, is in progress in the vicinity of Tsinanfu (175 miles south of Tientsin and that the people are flocking to the cities for safety.

CANADA'S CENTURY.

Speaking on Tuesday night at the banquet of the Canadian Society of Philadelphia, Hon. Rudolphe Lemieux, K.C., M.P., solicitor-general for Canada, referred to the society as a convincing proof that the patriotism of its members was imperishable. What Canadians desired was a true and genuine affection between the two great American countries. Annexation was nothing more than the whim of a visionary mind. It was the union of hearts that is much more to be desired, and the consummation of such a tie would surely be a priceless blessing.

"The nineteenth century was the century of the United States; the twentieth century will be the century of Canada. The tide of immigration is rapidly flowing our way, and the second transcontinental railroad is being constructed from the Atlantic to the Pacific. No more are we a crown colony, but the tie that binds us to our mother country is a slender thread of silk."

10c Ambassador Cigar for 5c, fine Cigars, Alive Bollard, 128-129 Yonge St.

CALL THE POLICE.

Ottawa, April 28.The telephone problem assumed a new phase to-day, when Ald. Journeaux refused to sign the committee report granting a franchise to the Canadian Telephone Company. So muddled up became the situation that another meeting of the committee has been called for to-morrow night.

The Bell Company is likely to put up a big fight at the council meeting on Monday night.

The Gutta Percha & Rubber Mfg. Co of Toronto, Limited, have removed to No. 15 East Wellington-street. Telephone Main 1234. ed7

GOOD SHIP GAUSS HELD UP.

Montreal, April 28.—A cablegram received here to-day says the German government has refused to hand over the Gauss to Capt. Bernier and his men, claiming that the Canadians shall pay the full amount of purchase, $75,000. On the other hand, the Canadian officials claim that the money is all paid except $5500, and that it was agreed that this balance should remain until the ship showed her capacity to steam a certain mileage per hour.

The Gutta Percha & Rubber Mfg. Co of Toronto, Limited, have removed to No. 15 East Wellington-street. Telephone Main 1234. ed7

Nothing but the best at Thomas'.

God Save the King.

Dublin, April 28.—King Edward and Queen Alexandra attended a performance of Beerbohm Tree's company at the Theatre Royal to-night. The appearance of Their Majesties in the royal box was the signal for the entire audience to rise and sing "God Save the King." This was followed by an outburst of enthusiastic cheering.

Get a shine at Watts' on Saturday and a solid leather ticket case free.

Join Unions.

Hartford, Conn., April 28.—In an address before the Workingmen's Free Reading Room Association to-night, President Mellen of the New York, New Haven & Hartford Railroad, dealing with unionism, advised all workingmen to join unions, but to be a force for conservatism.

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

Mechanics Wanted.

First-class galvanized iron workers wanted. Apply Siche Gas Co., 81 York-street.

Ticket cases free at Watts' Cigar Store on Saturday.

AT THE HORSE SHOW.

"Hello, Chimmie!"

"Swipesy, I ain't got no time fer yer. I'se nex' ter er new fraf'. I'm in serciety now. I got er mernoperly er der horse show. Yer see, all me bes' custermers is dere, an' dere was nuttin' doin' fer me down-erlon' der big alleys, so I trolleys up ter where der push is. Der fust guy I truns me lamps on is me fren' Mr. Houston. He says, 'Hullo, Chimmie, wat'ell 'is youse doin' up at dis shack?' I tells me tale of woe, an' wants ter go in an' sell me papes.' Den he kind er puts me over der jumps, an' makes me promise dat I won't work off any old papes on der gang. I crosses me heart, an' he lets me into der joint. Hully gee, Swipesy, I tot I was in Heaven, when I gets inside."

"Wot'ell der youse no erbout Heaven, Chimmie"?

"I durino anyting erbout it, Swipesy, but dat game is good ernuf fer mine. Yer orter see der swell dames, an' der beautiful harness, an' der sparks wot dey wears. Gee, but it's great. Little Eva goin' ter Heaven in er golden chariot, ain't er marker ter wot yer sees at der horse show." Say Swipesy, I'll tell yer on der level, dat I'se got er whole lot er respec' fer dem guys wot puts up der coin fer dem horse shows an' udder tings. I wish some of dem fans wot does nothin' but kick again sercicty an' all kinds of ermusements, would come eroun' an' see the show, it might make some of dem loosen up, an' get nex' dat dere is some sunshine on dis eart'. So long.

Chimmie.

Broderick's Business Suits $22.50—113 King-street west. d7

AGAINST REDUCTOIN.

London, April 28.—At a meeting of the volunteer yeomanry comittee in the house of commons to-night it was stated that Arnold Foster, secretary for war, under his new scheme of army reform, intends to reduce the volunteer force by 80,000, the militia by 64 battalions and the yeomanry by 120 men per battalion.

The meeting resolved to send a deputation to Premier Balfour to protest against this proposed reduction.

It is believed that the statement of the reductions to be made in the auxiliary froces is greatly exaggerated, tho it is thought that some reductions may be contemplated. The statement caused great excitement.

ASK your DRUGGIST for GIBBONS Toothache GUM. Price 10c. 135

IT IS SOUND.

(Canadian Associated Press Cable.)

London, April 28.—The Morning Post declares Sir George Clarke's article on an imperial maritime fund is thoroly sound, and says the old idea of an imperial council for all purposes has been, dropped and its place taken by some comittee with specific functions and representing all colonies and the United Kingdom. That nowadays, he thought, tobe the practicable pathway to what used to be called imperalal federation.

A leather ticket case free with 5 shines at Watts' Cigar Store on Saturday.

DEATH OF A. S. IRVING PIONEER IN NEWS FIELD

Succumbed After Operation Yesterday Following an Illness of Some Months.

The death of Andrew S. Irving, in his 68th year, removes one of the most amiable and affable of Toronto's merchants from the number of those who have built up the city into its present commercial importance. Mr. Irving had been ailing slightly for some time, and after undergoing an operation yesterday, he succumbed from the shock.

Mr. Irving was born in Dumfries, and came from Scotland in his nineteenth year, first essaying business life in dry goods. Subsequently he founded a news business on King-street, near Jordan, where the Harold A. Wilson store now is, and also occupied, as the postoffice news store, the corner where Captain Melville now conducts his business. Removing to Niagara Falls, he became connected with Tunis & Co., of which firm he became manager. Charles and Alex. Belford, known as Belford Bros., having started a news and publishing business on Colborne-street, in the Rankin block, the American News Co. purchased the business, and Mr. Irving became manager. The Toronto News Co., as the branch was then styled, remains as a monument in the particular department of the news trade which Mr. Irving introduced into Canada.

Mr. Irving sustained a severe blow some years ago by the death of his only son, Captain Irving, a most promising young man, whose loss he never recovered from. The death of a daughter a year or two later was an additional burden of sorrow. Mr. Irving was a churchwarden of St. James' Cathedral, and took an active part in the church affairs. His fine business ability was always at the disposal of the church, and his genial and courteous manners rendered him a favorite in all circles into which an unassuming disposition carried him.

NATIONALIZING INDUSTRIES.

(Canadain Associated Press Cable.)

London, April 29.—Premier Watson of Australia says if it comes to the nationalizing of industries, care will be taken to deal with the whole question on a commercial basis "before we embark on the undertaking. Our program will depend on the finding of the money. The financial side will be carefully considered." He expected to see the realisation of his ideals in a reasonable space of time.

The Daily Chronicle in an analysis of the Australian cabinet shows that every member has worked either with pen or pick.

Sir George Clark advised the Australian government that submarine boats were in too experimental a stage to provide for the defence of Sydney Harbor.

The Australian government will not be asked to provide £2000 to send a team to Bisley and compete for the Palma trophy, as it is expected the money will be raised by public subscription.

CALGARY LAND COMPANY.

(Canadian Associated Press Cable.)

London, April 28.—The report of the Calgary and Edmonton Land Company shows the sales of land during the year to have been 129,975 acres and the prices $535,329. The average price increased 64 cents per acre during 1903. Osler Hammond remitted $385,410 cash, against $262,313 in 1902. The profit for the year was £50,175, compared with £6010 in 1902.

SUNDAY CLOSING.

(Canadian Associated Press Cable.)

London, April 28.—Lord Avebury endeavored to induce the house of lords to pass the second reading of the bill for the Sunday closing of shops, the present fine of 5s proving no deterrent. The bill provided for the exemption of saloons, tobacconists, news agents and chemists. Lord Belper and the Archbishop of Canterbury urged the bill was in advance of public opinion and it was dropped.

BRITAIN ENDORSED.

St. John's, Nfld., April 28.—In the legislature, which sat thruout last night, Premier Bond presented further despatches confirming the imperial government's view of the disputed points of the French shore section of the Anglo-French treaty. A resolution endorsing the action of the imperial government was adopted by 17 to 5. The legislature was prorogued to-day.

G.T.P. ENGINEER.

Montreal, April 28.—It is now understood that E. H. McHenry has accepted the position of chief Engineer of the Grand Trunk Pacific, and that W. F. Tye, assistant chief engineer, will secure the post of chief engineer of the Canadian Pacific, replacing Mr. McHenry.

FOUND GUILTY.

Woodstock, April 28.—Geo. Gee, who, goaded by jealousy, shot his cousin, Milly Gee, at her home in Holmesville, Carleton County, on March 12 last, was this afternoon found guilty. Chief Justice Tuck will sentence him to-morrow.

SHOULD BE POPULAR.

(Canadian Associated Press Cable.)

London, April 28.—G. Weir, M.P., in a discussion on the cleanliness of the house of commons floor proposed that parliament import Japanese girls to unlace the boots of members and place their feet in soft Japanese slippers.

TO ARCHITECTS
You can keep your estimate down by ordering our wide-flanged beams. Let us send you sketches. Canada Foundry Company, Limited, 14 King Street East.

Continued on Page 5.

THE IMPERIAL LIFE
is the company that anticipated the government requirement of a 3 1-2 per cent. rate for calculating reserves. Imperial policies are up to date.

Ticket cases free at Watts' Cigar Store on Saturday.

Large Shoe Stock

carried by John Lennox & Co., at their warehouse at Hamilton. Toronto sample room, 33 Rossin House. Mail, wire or phone orders promptly forwarded.

Edwards, Morgan & Co., 26 Wellington Street East, Toronto. Edwards & Ronald, 48 Canada Life Building, Winnipeg, Chartered Accountants.

Freight Tariff Committee.

The regular monthly meeting of the tariff committee of the Canadian Freight Association was held here yesterday with representatives of about 30 Canadian lines in attendance.

Ticket cases free at Watts' Cigar Store on Saturday.

TO-DAY IN TORONTO.

Canadian Horse Show, Armories, all day.
Diocesan Women's Auxiliary, Guild Hall, 9 a.m.
R.C.D.S. convocation, Guild Hall, 8 p.m.
I.O.F. initiation, Broadway Hall, 8 p.m.
Grand, "The Professor's Love Story," 8 p.m.
Majestic, "For His Brother's Crime," 2 and 8 p.m.
Shea's, vaudeville, 2 and 8p.m.
Star, burlesque, 2 and 8 p.m.

FARMER CANUCK HAS THE HEAVY END

FARMER JONATHAN: Wonder why he doesn't drop one o' them weights and slide the other down a little?

Dr. Smith's "Sir James" And the Veteran Rider Win Horse Show Honor

Jumping Contest at Night Also Evoked Enthusiastic Outbursts of Applause.

The view from the north side of the armouries last night quite compensated those who were unable to sit among the very elect of this world. The color was that of a gay parterre in the blossoming time of the year. Seductive music from the Queen's Own Band enchanted the hearing, and the murmur of the great world's gossip roiled over the width of tan bark, and mingled with the chatter of the mob. It was not a night to dwell on details. One star differed from another in glory, but across the ring they all shone together in dazzling splendor. If Toronto this evening can surpass last night's exhibition, her resources must be as inexhaustible as the provincial budget. And surpassed it must be, for the governor-general arrives this morning with Lady Eileen Elliott and Major Maude and Captain Bell, and the vice-regal party are expected to attend all the remaining events of the show.

There was no haste about the arrivals last nifht. Two members of the cabinet lounged in about 8.30, one looking remarkabey like J. G. Blaine, and the other looking as tho horses might give snocease from univertities.

The parson of new St. Andrew's arrived in a Tennysonian cloak, and ensconced himself in a box, where he beamed thru mild glasses upon the unregenerate world. Abouot nine the lieutenant-governor's party arrived, but his honor did not accompany them.

Every one who was there the night before came again and brought another thousand as well, and they all wore different apparel, so far as could be seen, and lovelier than the first time. Pearl grey, which predominated on Wednesday, was exchanged for blue and heliotrope last night, among the cream and white that broke in feathered spray in every direction. Thomas Ogilvie of Aberdeen, the Granite City of Auld Caledonia, took a comprehensive look at the scene, and out of his experiences in Paris and Glasgow and Ball's Bridge, the Irish horse Mecca, and the Agricultural Hall in London, he declared that only London could excel the pride of the Queen City. And Toronto's pride is that of Hamilton and London and Brantford and Ottawa and all the other fair Ontario sisters.

Continued on Page 2.

Hotel Keeper is Missing But the Diamonds Remain

"Black Horse" Proprietor Duped Jewellers and Leaves Family and Creditors.

Alfred Grimbleby, who until a few days ago was proprietor of the Black Horse Hotel, 114-120 East Front-street, has left town. There is a large number of people who regret his going. Het went rather suddenly. He neglected to mention the fact that he purposed leaving the city. His creditors, and there are many of them, would like to know his present address.

Grimbleby was formerly a member of the fire department. Thru influence a well-known brewery was induced to back him, and he was put in possession of the Black Horse Hotel. The place does a big business and turns over a lot of money in a week. Grimbleby never saw so much money before. He lost his head. He thought all he had to do was to spend the money that came in over the bar. He overlooked the fact that there were bills to pay.

He soon learned that the easiest way to get rid of ready coin was to go up against the ponies and associate with fast women. That is what he did, and with the usual result. He is now a fugitive from justice. If a warrant is not already issued for his arrrest, there will be one to-day.

Bamoed City Jewelers.

For sime time Grombleby has been intending to get out of Toronto. His only confident was a well-known woman of the town, to whom he had been paying much attention. She was to have joined him shortly. But the best laid plans often get tangled.

Before Grimbleby left the city he went to a number of prominent jewelers and purchased about $1500 worth of diamonds. He made a small cash payment at each store and gave his cheque for the balance. The cheques were acceptid without question. A hotelkeeper is always supposed to be good pay. The cheques were returned "No funds." The jewelers could not find Grimbleby, because he had left town. Then they asked the aid of the police.

Detective Duncan, who is becoming famous as a hunter after stolen diamonds, was given charge of the case. As usual he was successful. He admitted, reluctantly to a World reporter, that he had recovered about $1000 worth of the fraudulently purchased. He found them with the woman, who was going to join Grimbleby. She gave them up willingly and said she had no idea that they had not been bought honestly.

Leaves Wife and Family.

Grimbleby liaves a wife and family. Receivers are now in charge of the hotel. It is thought that the license will be transferred to Mrs. Grimbleby, who is a hard-working, deserving woman, and who has been practically looking after the business.

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

BLOW TO COTTON TRADE.

(Canadian Associated Press Cable.)

London, April 28.—One of the largest cotton spinners in Blackburn says that the exodus of the Lancashire cotton workers who have started for Canada is likely to ruin thousands and be the greatest blow to the industry since the cotton famine caused by the civil war in 1863. Numbers of emigrants are taking with them a capital of £50 to £150.

Try the decanter at Thomas.

KING'S GOOD WISHES.

(Canadian Associated Press Cable.)

London, April 28.—The King has written to the president and manager of the Colonial Products Exhibition, to be held in Liverpool in January next, expressing his hearty good wishes for its success.

FOR THE OLDEST LEGISLATOR PARTY LINES DISSIPATED

Both Houses and All Parties Join in Wishing Senator Wark Peace in Declining Years.

Ottawa, April 29.—(Staff Special.)—Distinctions of party and place were absent from the assemblage which gathered in the chamber of the senate this afternoon to do honor to the senior legislator of the Dominion and of the world, Hon. David Wark, the New Brunswick senator, who, in February last, passed the hundredth milestone of his life journey.

In the seats of senators sat members of the commons, with their leaders, as Mr. Borden remarked, sitting for the first time on the same side of the house. Sir Wilfrid Laurier and the leader of the opposition occupied adjacent chairs. Near them were grouped ministers of the crown, and ex-ministers, while quite a number of ladies graced the occasion with their presence. There was an impressiveness about the whole proceeding unknown in any ceremony ever held within the halls of parliament.

His Closing Words.

There was a solemnity about the ceremony when the venerable legislator pronounced what seemed a patriarchial benediction in these, his closing words:

"I join most cordially in the belief that God exercises a wise Providence over the affairs of this world, and especially over the affairs of this empire; that he purposes to make it a powerful, populous and prosperous empire; united under our gracious sovereign in the policy of peace, and that it will be greatly blessed, under His guidance, in bringing about the happy time when the earth shall be filled with the knowledge of the Lord as the waters cover the sea."

Everybody present arose and applauded vigorously as Senator Wark entered the chamber, supported by Sir Mackenzie Bowell and Hon. R. W. Scott. Bowed by age, yet steady of step, he walked to the dias and took the speaker's crimson-cushioned chair. There was scarcely a trace of agitation in the aged senator's mien. He looked pleasantly upon the gathering, and when he leaned forward, as the speaker of the senate read the formal address, it was in an attitude suggestive not of decreptitude, but of intense earnestness and elertness.

Address From Fellows.

The address was as follows:

"The Honorable David Wark:

"Dear and Honored Sir,—We, your colleagues in the senate of Canada, have thought that your reaching, while an active member of our body, the great ag eof one hundred years, should not be allowed to pass unnoticed, and have resolved that the even

Continued on Page 6.

FIGHT NOT ON TILL MAY 17 FOR TWO-CENT A MILE RATE

Parties Interested in Bill to Amalgamate Vanderbilt Lines in Canada Put It Off.

Ottawa, April 28.—(Staff Special.)—The fight for two-cent a mile rate on the Michigan Central Railway was not renewed at the meeting of the railway committee. Some of the parties interested wanted the bill to stand over and it was fixed for the first order on May 17. W. F. Maclean stated that he had no objection to the bill standing over, but he wanted the company to have a traffic expert on hand when the bill came up for consideration. Information respecting passenger rates in Michigan and Canada would be required, he said. If this information was forthcoming when the bill was discussed the disposal of the bill would be facilitated.

Henri Bourassa gave the company notice that he proposed to raise a constitutional question in connection with the bill. The Railway Act requires that members of a railway corporation operating in Canada shall be British subjects. The bill would have the effect of putting the Canada Southern Railway in the control of the United States corporation and Mr. Bourassa said he could not see how this could be made to harmonize with the provisions of the Railway Act.

Nicol Kingsmill, the company's representative, stated that the legal position of the Canada Southern Railway would not be altered by the bill.

The Michigan Central, he said, had been operating in Canada for the past twenty years. When the bill amalgamating the Berlin, Watertown and Wellesley & Lake Huron Railway, the Galt, Preston & Hespeler Street Railway and the Preston & Berlin Street Railway came up for discussion, Mr. Maclean asked for a declaration of policy from the minister of railways. Steam railways were absorbing trolley lines thruout the province, he said, and legislation confirming these amalgamations he regarded as dangerous. There should be a general law protection the municipalities.

Mr. Emmerson replied that the question had not been considered by the government. He thought the comittee should decide its own policy, aside fro mthe government's interference. He admitted that it was a very important question, and should be freely discussed.

Mr. Clare explained that the amalgamation proposed was of three electric roads, which had their own right of way, and would not enter on highways.

Mr. Hyman, turning up the statutes, discovered that one of the companies had a charter to build a steam railway. He suggested that the bill should stand over.

"On this understanding," said Mr. aclean, "that clauses will be inserted protecting the rights of municipalities."

$2600 buys, if sold at once, brand new solid brick semi-detached modern home, Cottingham Street, north side, contains seven bright rooms, large serving pantry, full-sized divided conrete cellar, furnace, latest exposed plumbing. Note terms—only $400 cash and quarterly instalments of $25 each, remainder at 5 per cent. Edward A. English, 48 Victoria-Street.

OVATION FOR THE KING.

Dublin, April 28.—King Edward and Queen Alexandra had a great popular ovation in the streets of Dublin this afternoon, while on their way to lay the foundation stone of the Royal College of Science. Troops lined the route, which was crowded for hours before the royal cortege arrived.

STRUCTURAL STEEL WORK of every description. Let us submit sketches to you before erecting your new building. Canada Foundry Company, Limited, 14 King Street East.

TORONTO MAN SUCCEEDS.

Whitby, April 28.—(Special.)—Capt. Billy Richardson of No. 1 Co., 34th Batt., has resigned his commission. It is understood that his first lieutenant, H. Addison, of Toronto, will be his successor if certain rules are conformed to. Lieut. Addison is a competent officer.

The Gutta Percha & Rubber Mfg. Co of Toronto, Limited, have removed to No. 15 East Wellington-street. Telephone Main 1234. ed7

A ticket case worth 25c free at Watts Cigar Store on Saturday.

MARRIAGES.

FUDGE—GARDINER—At Toronto, on Thursday evening, at 7.30 o'clock, by Rev. J. L. Gordon, Miss Ida Skae Gardiner to Thomas D. H. Fudge.

DEATHS.

HART—On April 28, Victor E. Hart, manager Bank of Commerce, Parliament-street, in his 44th year.

Funeral from his residence at 5 Elm Grove-avenue, Parkdale, Saturday at 2.30 p.m. Friends please accept this intimation.

IRVING—At his residence, 149 St. George-street, Toronto, early on Friday morning, April 29th, 1904, Andrew Scott Irving.

Notice of funeral later.

LOUGHEED—On the 27th inst., Clara Curphey, wife of Mr. George Lougheed of 238 Wilton-avenue.

Funeral from the above address on Friday, April 29th, to Mount Pleasant Cemetery. Friends and acquaintances kindly acept this intimation.

OSBORNE—At 206 West Adelaide-street, Fannie Brewer Osborn, the beloved wife of Capt. Melvin Osborn, on Wednesday night, 27th, aged 27.

Funeral Saturday at 2.30, from 206 West Adelaide-street, to Mount Pleasant Cemetery.

GETTING GRAIN TO WINNIPEG WHERE THE RAILWAYS FAIL

More Competition, Not More Roads, and G.T.P. Little Favored, Says Premier Roblin.

Winnipeg, April 27.—(Staff Correspondence.)—A sharp analysis of the railroad situation in the west was made for The World to-day by the premier, R. P. Roblin. It contains an element of peculiar interest. As an exponent of government control of railroads, Mr. Roblin refers with pride to his pioneer record. In his official capacity the premier has had the subject forced upon him in all its aspects. He has dealt with the government ownership principle as applied in the west for years. To-day he is firmer than ever in his conviction that the principle is sound in equity and practical in a business way. He is in favor of the extension of the Intercolonial, and says so unequivocally. Further, Mr. Roblin declares that any transcontinental transportation service that does not contain primarily the elements of competition in freight and passenger rates is of no value to the west, except in so far as it regards independent and unserved territory such a system may open. Since the Grand Trunk Pacific premises no relief in this respect, he maintains, with his characteristic vigor, that the plan cannot be said to serve any practical purpose, as far as the people and the country are concerned. As a force in the solution of the transportation between the east and the west, he declares the G. T. P. of no importance.

Premier Roblin's deductions are those of a man of practical affairs, with some railroad experience, and after a varied commercial and industrial career, aside altogether from his political worth. He was a sub-contractor at one time on the "Soo." His insight into the cost of construction is said to have been the key that helped him unlock the door to government control of roads in Manitoba.

Impressions of the Premier.

Premier Roblin is typical of the west—big of body, quick to convey impressions, direct almost to the point of abruptness, and thoroly imbued with the supremacy of that part of the Dominion west of the great lakes. Twenty-five years training in that atmosphere has given him a grasp of things western. His knowledge of the needs of the country in the way of transportation is probably second to that of no resident in Canada. His friends assert that it was this clear conception of existing and prospective conditions that enabled him to drive a bargain with the Northern Pacific at the time of the acquisition of the 350 miles of lines in Manitoba so hard that President Mellen charged bad faith and finally resigned as an indirect result. This is a part of the alluring history of Manitoba's operations in controlling and directing the railroads of the province. It was this triumph of Mr. Roblin's that caused the freight on wheat from Winnipeg to the lakes to be reduced from 14c to 10c per hundred pounds. It gave the province direct control of the C.N.R. rates and the C.P.R. was forced to meet the cut. It secured a three-cent rate for passengers and a return rate of half the going tariff. These are some of the accomplishments the premier of the Dominion's splendid western province points to with pardonable pride.

West Needs More Competition.

With this record behind him and a keen appreciation of the future, Mr. Roblin observed to The World that it is more competition the west wants just now, rather than more railroads. He lays to the inefficient equipment of the C.P.R. in the west the distress in the

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RAMESES TEMPLE.

Sixty-two candidates were initiated into Rameses Temple, Mystic Shriners, in the Temple Building, last night in the presence of 300 nobles from all parts of Ontario. Harry Collins, chief rabban, conducted the ceremony. A banquet and entertainment followed.

Five shines for 25c at Watts'. Get a leather ticket case free on Saturday.

Advanced Spring Styles in Ladies' Hats.

Spring hats worth wearing for ladies. These are in New York and Paris designs. That is what Dineen Company have endeavored to place before their customers this year. If you want to see exactly what is being worn on Fifth-avenue, you must visit Dineens' show rooms.

Metal Ceilings, Skylights and Roofing. A. B. Ormsby & Co., cor. Queen and George Sts. Telephone M. 1726 7

NOT MUCH CHANGE.

Meteorological Office, Toronto, April 28. The temperature to-day has been between 70 and 80 degrees thruout Manitoba and the Territories. The weather has been showery in Southern Ontario and Western uebec; elsewhere fair.

Minimum and maximum temperatures—Dawson, 28—44; Port Simpson, 32—48; Westminster, 36—52; Kamloops, 52—64; Medicine Hat, 44—76; Qu'Appelle, 36—72; Winnipeg, 44—72; Port Arthur, 28—48; Parry Sound, 36—60; Toronto, 44—50; Ottawa, 46—52; Montreal, 42—54; Quebec, 38—58; St. John, 36—64; Halifax, 34—48.

Probabilities.

Lower Lakes and Georgian Bay—Fresh northeasterly and northerly winds; not much change in temperature; showery.

Ottawa Valley and Upper St. Lawrence—Fresh easterly and northeasterly winds; unsettled; rain.

Lower St. Lawrence—Fresh easterly winds; unsettled and showery; about the same temperature.

Gulf—Fair and mild.

Maritime—Fresh to strong easterly winds; mild, with rain in western portion, continued in eastern.

Lake Superior—Fair, mild weather.

Manitoba—Fair and warm.

Ambassadors, 5 for 25c; Old Abes, 4 for 25c. R. H. Cuthbert, Temple Cigar Store

STEAMSHIP MOVEMENTS.

Amsterdam	New York	Rotterdam
Numidian	Glasgow	New York
Sicilian	Glasgow	Philadelphia
Ryndam	Plymouth	New York
United States	Copenhagen	New York

It's a pretty safe proposition to beware of the man who never advertises. If he's not progressive in his advertising he's pretty apt to be unprogressive in what he has to sell.

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