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H. H. WILLIAMS, 10 VICTORIA ST.

THE TORONTO WORLD
TWENTY-FIFTH YEAR
TWELVE PAGES—SATURDAY MORNING NOVEMBER 19 1904—TWELVE PAGES
ONE CENT

REVEALS VOTE STEALING CONSPIRACY PHIL LOTT MAKES DAMAGING CHARGES

Trick Ballot Boxes Were to Save the Ontario Government When Provincial Elections Were Brought On, and a Sample Was Got in Office of Central Liberal Association in Toronto.

ONE BROTHER ACCUSING ANOTHER AND MEN OF PUBLIC PROMINENCE

Bogus Boxes Not Used in Federal Election Because Candidate Lott Failed to Get Extra Ballots, Tho Their Presence Is Fully Established.

Belleville, Nov. 18.—(Special).—Today developed some surprising sensations in connection with the preliminary hearing of the libel charge against Editor Carman of The Ontario. The expected revelations of Phil A. Lott were considered a most complete and damaging arraignment of his brother, Byron, who contested West Hastings in the Liberal interest on Nov. 3, and the counsel for the defence skillfully battered and badgered him for several hours, the chief witness did not make a damaging admission. The story of a wide conspiracy to defeat the will of the people at the polls was most convincing in the absence of contradiction, as Lott left the box to-night with his story unshaken. Great interest is evinced in the case, and the courtroom was packed at every one of the three sessions to-day.

The conspiracy was detailed fully by Lott, and E. Guss Porter, member-elect. Lott involves men prominent in this county and Frontenac, and traces the connection up to the central Liberal organization in Toronto. From his testimony, the trick ballot boxes were to be used only in two or three ridings in the federal elections, but THEY WERE TO SAVE THE ONTARIO GOVERNMENT WHEN THE PROVINCIAL ELECTIONS WERE BROUGHT ON. Lott's contention troubled him when his brother, the candidate, outlined what was to be done, and he told his wife he would make an exposure. He, however, decided to get a complete chain of evidence.

Could not get extra ballots. He went to Mr. Porter some time before the election and told him that the boxes had been imported for use in the election, and Mr. Porter was fully informed where the boxes were. At the last moment, however, it was decided not to use them, AS THE CANDIDATE HAD FAILED IN HIS EFFORTS TO SECURE EXTRA BALLOTS. Returning Officer Williams kept the ballots so close that Byron decided to get some printed in the office of The Bancroft Reporter. The bogus ballots printed there were not satisfactory, and Mr. Lott went to Ottawa to get some printed.

BYRON LOTT BROUGHT THE FIRST BOX DOWN FROM TORONTO, SAYING HE GOT IT AT THE OFFICE OF THE CENTRAL LIBERAL ASSOCIATION. THIS WAS A SAMPLE BOX. Phil Lott went to Harrowsmith and interviewed W. J. Shibley, Liberal candidate in Frontenac. Shibley gave him a letter to T. J. Riley, a school teacher, who told him the boxes would be shipped from Prescott. Ten boxes were shipped to West Ontario Junction and ten to W. H. Carefoot at Kingston. This testimony was corroborated by the express agent at Prescott.

Phil Lott's story was told with apparent sincerity, and in no particular was he shaken. He seemed to be anxious to tell all he knew of the affair, but when he referred to his brother his eyes moistened on one occasion, when he said he was sorry for his brother's part in the scheme.

Truly Painful Episode.
It is a painful episode of the affair that the evidence which brings to light a deep plot to carry an election against a tremendous popular majority should involve the only brother of the narrator, with whom there apparently existed no bad feeling. If there was anything out of place in the narrative of Phil Lott it was the levity which he occasionally interjected when in encounters with the examining counsel.

His witty sallies produced merriment, which found outlet in frequent bursts of applause and laughter. The Dominion secret police, Sherwood and Chamberlain, were present in the court, watching the case on behalf of the government. It was announced by Mr. DuVernet that Mr.

Continued on Page 5.

COULD GET OUT.
Belleville, Nov. 18.—(Special).—Phil Lott, brother of Lott, who stood this afternoon said he had been approached by a stranger and urged to make him comfortable at his life, but refused.

GAINS BY BLUNDER.
Hamilton, Nov. 18.—(Special).—Mr. Wilfrid Laurier's majority will probably be cut to-morrow, when there is a probability of Wentworth being carried from the government to the opposition.

The majority of the Conservative candidate, W. O. Sealey, over his Conservative opponent, E. H. Smith, was only 20. The Conservative applied for a recount, which was held to-day before Judge Snider, with developments of a somewhat sensational order. The recount had set Mr. Sealey's majority down from 20 to 15 when the judge reached the ballots from polling division No. 25, Beverly, which gave Sealey 47 votes and Smith 22. As the ballots were being counted it was discovered that the deputy returning officer, Adam Valens, had committed a serious blunder in numbering the ballots on the back the same as in the poll book. Mr. Smith's counsel urged that the ballots for the whole division should be thrown out, and if that is done Mr. Smith will be elected by a majority of 19.

Mr. Sealey's lawyers contended that if the ballots were thrown out the election should be voided. Judge Snider reserved judgment till to-morrow.

Sealey lost one vote in each of the following places: Canal Ward, Dundas; Woodburn, Haystack, Binkbrook, Bakerville.

ANOTHER ARSENAL BLOWN UP BY ARTILLERY OF JAPANESE

But General Stoessel Telegraphs Gzar That He Can Hold Out for Several Months.

Tokio, Nov. 18.—(3 p.m.).—A telegram from Gen. Stoessel, dated to-day, says that during the night the Japanese attacked the Russian position at Port Arthur can hold out several months.

JAPS REFUSED.
St. Petersburg, Nov. 18.—(Gen. Stoessel has telegraphed to Emperor Nicholas that Port Arthur can hold out several months.

ROAR OF CANNON.
Mukden, Nov. 18.—On the morning of Nov. 17, after a long silence, the distant roar of cannon was heard, and the Japanese attacked the Russian position at Port Arthur.

CHARGE'S PLANS.
St. Petersburg, Nov. 18.—(2.05 a.m.).—Emperor Nicholas will leave for the Caucasus on Dec. 3 to bid farewell to the Cossacks and to the Russian troops of the Caucasus. The Russian troops of the Caucasus will be replaced by the Japanese.

KOREANS RESIST JAPS.
Posselt Bay, Siberia, Nov. 18.—According to estimates made here, the Korean resistance to the Japanese has been estimated at 25,000 men in Korea, including 600 at Gensan, 200 at Hamhung and detachments at Hamkyong, whence scouting parties go so far as Pongcheon. The discontent of the Koreans is increasing. Cases of armed resistance to the Japanese are reported.

PRIZE FOR STOESSEL.
St. Petersburg, Nov. 18.—The newspapers to-day devote long articles to the capture of the Russian battleship, the heroic Russian of Port Arthur, and to the general endorsement of the movement in the name of the national subscription in behalf of the families of the killed and surviving defenders.

BALLET FLEET MOVES.
Pakkeberg, Denmark, Nov. 18.—The second division of the Russian Baltic squadron has arrived here, and is anchored near the lighthouse.

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

The Made in Canada 'Try.
Giving a preference to articles made in Canada, when they are as good as foreign importations, is a practical patriotism.

Continued on Page 5.

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HOODOO BOAT OCEAN BURNS IN PORT DALHOUSIE DRYDOCK

There is Some Salvage, But the Steamer is a Total Loss, Covered, However, by Insurance.

St. Catharines, Nov. 18.—(Special).—About 2.15 this afternoon one of the sailors of the steamer Ocean, which was undergoing repairs in Muir's drydock at Port Dalhousie, saw flames shooting from the hold. He raised the alarm, and almost as he shouted, fire seemed to burst out in every direction. The men who were working on the vessel had to drop their tools and run for their lives. There was no time to save anything, not even the men's clothes.

Water Into Dock.
The water was let out into the dock, and some planks having been pulled up, the water side of the dock was closed. The fire was extinguished, but the vessel was a total loss. The fire started somewhere near the engine room, but from what cause is a complete mystery. Captain J. V. Trowell of Toronto, who was in charge of the vessel, said he was completely mystified, and could not account for it at all.

THE OCEAN BURNED.
The Ocean burned to the gunwale line, and while there will be some salvage, she is almost a total loss. The fire started somewhere near the engine room, but from what cause is a complete mystery. Captain J. V. Trowell of Toronto, who was in charge of the vessel, said he was completely mystified, and could not account for it at all.

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Continued on Page 5.

HADN'T "PRACTICED" IT SUFFICIENTLY



MUSICAL PARTNER JAFFRAY—It's a grand thing, is "Public Ownership," Roscoe, but I have na' prawcticed it sufficiently to win pennies wi' it.

IS BLAME TO BE ATTACHED TO MAN OR TO EQUIPMENT?

Crown Attorney Drayton Receives Information Which Reflects on Both—Inquest Opens on Tuesday Evening and Will Be Thoro.

Nothing new of an authoritative nature developed yesterday regarding the causes of the terrible fatality of Thanksgiving night. The injured party all doing well. There are many rumors on the street as to the cause. It is stated that Armstrong, the motorman, was under the influence of liquor. This fatal trip was the first of the day for him. It is claimed that evidence will come out at the inquest which begins next Tuesday night to prove this. It is also stated that the car which he took out was not in a proper condition for service, that it was partially condemned, and that the motorman had found the appliances defective he would have refused to take the car. This, it is claimed, are positive they will be able to prove.

Another important fact will be brought out at the enquiry, and that is THAT OUTSIDE OF PERHAPS THREE OR FOUR MEN THE CAR CLEANERS, OR THOSE WHO REND OUT THE CARS, ARE NOT COMPETENT TO KNOW WHETHER A CAR IS IN PERFECT RUNNING CONDITION OR NOT, AS FAR AS BRAKES, ESPECIALLY WHEN THERE IS A SLIGHT UPGRADE TO WORK AGAINST.

The fatal crossing was, visited by large crowds of sight-seers yesterday, the major portion of whom were women. Many of them had their eyes fixed on the wreckage, and especially when there is a slight upgrade to work against.

The fence around Muir's dry-dock caught fire several times, but the turning of the water into the dock stopped the flames from spreading any further. There was no wind blowing, and that was fortunate for neighboring buildings and probably for the town itself.

Broderick's Business Suits \$22.50
115 King Street West.

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INJURED ALL DOING WELL

VICTIM'S FUNERALS TO-DAY

Full Military Honors for Pte. Stevens—Conductor McKay to Be Buried at Uxbridge.

Present indications are that the tale of fatalities in the Thanksgiving Day catastrophe will not amount to more than three already dead. Baby Robertson and Miss Agnes Macdonald are the most serious, one with an amputated leg, and the other with a fracture of the skull. They, however, are reported to be doing as well as one could desire, and there is every hope of their recovery. The band of hospital patients, five in number, are suffering from scalp wounds and minor injuries, and will soon be out on the streets again. Of the home patients, none are very serious. Many of them will be able to testify at the inquest.

The funerals of the three victims will take place to-day. The remains of William McKay will be taken from Millard's to the 7.50 morning train for Uxbridge, where interment will take place.

Mahaffy will be buried in Norway Cemetery, the funeral leaving 5.30 Ward-street at 3 o'clock. Full military honors will be accorded Pte. Russell Stevens of the Grenadiers. The casket will be conveyed on a gun carriage, and will be covered with the Union Jack. A company, of which he was a member, will assemble at the corner of Queen and More-streets at 2.45 o'clock. A firing party under Colonel Smith will assemble at the corner of Queen and More-streets at 2.45 o'clock. A firing party under Colonel Smith will assemble at the corner of Queen and More-streets at 2.45 o'clock.

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AMATEUR FORGER'S POOR LUCK.

Wanted All Bank Books Called for, But Couldn't Sign the Cheque.

William Bell was arrested last night on the charge of stealing a bank book. Mr. Bell lived with Mr. and Mrs. Rich and Locker at 25 Chestnut-street. They are colored people.

Richard had \$91.55 to his credit in the Dominion Bank, Queen and Tensley-streets. Bell went there, it is claimed, presented the bank book and told the teller he wished to draw out the full amount. Mr. Bank Clerk filled in the cheque, and the bank clerk gave him the bank book with instructions to draw \$15 for her, and that the bank clerk made a mistake in filling in the receipt for the fortune.

Bell doesn't explain how he was going to get the fifteen without the proper signature.

CHURCH BOARD DIRECTS DELEGATES

Abolish Bar and Drinking in Clubs or Don't Support Party.

At a meeting last evening of the official board of Central Methodist Church, the pastor, Rev. J. A. Rankin, presiding, the following resolution was unanimously adopted:

"That in the forthcoming provincial elections no candidate or government merits the support of the church, and that the church will promote such legislation as will result in the abolition of the bar, and the prohibition of drinking in clubs."

THE SOVEREIGN BANK OF CANADA

25 King St. West, Toronto.

SAVING DEPARTMENT.

SAVIER SUCCEEDS SHIELDS.
New York, Nov. 18.—(Special).—The directors of the Lake Superior Corporation have selected Willard N. Sawyer as general manager to succeed Cornelius Shields. Mr. Sawyer has been identified with the Carnegie and Tennessee Coal & Iron companies and is considered a very conservative manager.

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A CONGESTED THORFARE AND A CONGESTED CENTRE AND THE CURE.

Now that public opinion is aroused over the East Queen-street level crossing catastrophe, the authorities of the city and county may see the need of making some provision for the greater safety of the public.

Either by design or by accident things have taken the course that almost all the traffic coming into Toronto, either from the east or the northeast, or the west or the northwest, is forced down to the front of the city along Queen-street. And yet all the country traffic that comes into the city originates north of Bloor-street, but, as we said before, either by design or accident, it is forced down to Queen-street, where it congests. Take a look at the map, and you will see that all the country traffic, with the exception of the lake shore to the west, comes in on roads that run diagonally to the northeast and the northwest from the city hall. These roads are Dundas-street, the Weston and Davenport roads and the Vaughan-road, all west of Yonge-street. And east of Yonge-street there are the Don Mills-road, Dawes-road, the Kingston-road and the Danforth-road. All these roads strike the city north of Bloor-street and could all come in by Bloor or Gerrard street, either by two high-level bridges, both of which have been long advocated by The World, namely, one from Danforth-avenue to Bloor-street and a high-level bridge at Queen-street over the Don.

And if anyone cares to go out to the corner of Bloor-street and Dundas-street he will see a peculiar condition of affairs, namely, that for a quarter of a mile, from Dundas-street on Bloor-street going eastward, there is nothing but a sandy road, thru which no loaded wagon can make its way. If it did, it would encounter the Grand Trunk and the Canadian Pacific, which it can pass lower down over the Dundas bridges. But for some reason or other, this piece of roadway has been needed, and no one can come into the city by Bloor-street if they so desire—they must help to congest Queen-street.

The same thing happened in the east. The Bloor and Danforth viaduct has never been built, and for the want of this nearly all the country traffic to the northeast of the city has to come down a mile and a quarter south to Queen-street.

Then there is another condition that aggravates this situation. These diagonal roads leading into the city are nearly all of them in the worst possible condition. Let anyone drive to-day along the Davenport-road adjacent to the city hall, or in the city, or along the Kingston-road or Danforth-avenue, and they will find them altogether unfitted for the traffic that comes over them. The township council does not seem to be competent to provide proper roads; it seems to shift the responsibility on the city of providing an entrance by the three great arteries; namely, Dundas-street, over which there is a street railway track; and Yonge-street and Queen-street. Apparently the average township council will do nothing in the way of good roads unless it is forced to. We are sorry to say that even the municipality of Toronto Junction, with a population of over 500 people, is not able to maintain a proper roadway on Dundas-street. The township council of York for a few thousand dollars could bring the first concession east of Yonge-street—Bayview-avenue is its pretentious name—which ends at Cummer's Hill, underneath the Canadian Pacific on the side of the hill and into Rosedale; but the township council hitherto has refused to carry this out. The late E. A. Macdonald had the plans laid and saw the advantage of the improvement. The same township council is trying at the present moment to extend Gerrard-street from Greenwood-avenue to Coxwell-avenue at a cost of a few thousand dollars, and thus let traffic into the city under the subway near Pape-avenue and over the high-level bridges across the Don on Gerrard-street by the fall. But this, too, will apparently fail, as this same council has been trying to do this same thing for several years past, and always manages not to do it. The high-level bridge on Gerrard-street and the subway constructed at a very considerable cost east of it have practically been useless for the lack of this extension of Gerrard-street.

The consequence of all the foregoing is that traffic is forced down to Queen-street and has to cross the railways at the most expensive points. There is no comparison between the cost of a small and yet efficient subway like that on East Gerrard-street under the Grand Trunk and the long and more expensive subways that have to be built in the centre of the city like those on Queen and King streets.

The Bloor and Danforth high-level viaduct would not cost \$400,000, and once built it would give an uninterrupted roadway clear of railway crossings from Davenport-road in the west right over to the Kingston-road in the east, from six to seven miles in length. A high-level bridge at East Queen-street would let both the Grand Trunk and C. P. R. run underneath it and do away with two of the most dangerous level crossings that exist. A subway also must be built under the Grand Trunk and the Canadian Pacific along West Bloor-street, and Bloor-street would then be eight or ten miles long and give an uninterrupted approach to the city free of all level railway crossings. Another dangerous crossing of this class that must be removed at an early date is that on Yonge-street of the Canadian Pacific, where the traffic originating north of the city comes in. Some of these bridges or subways are of even more accommodation to the people outside of the city than to the people inside of the city, and therefore legislation ought to be provided that would apportion the cost fairly on all those interested. The roads of the township leading into the city are so bad that the legislature should establish some kind of a commission to do the work necessary in providing decent highways, as it seems to be utterly beyond the capacity of the township council.

The accident of Thanksgiving evening, has long been delayed, but its coming was inevitable. Still more disastrous accidents must come in the near future if some intelligent solution is not found for the condition of affairs described above. There is no need to congest the traffic of Toronto when a few comparatively cheap expedients will distribute it and save time, save life and aid the convenience of everybody.

There is no reason why traffic should any longer be forced south to Queen-street when it would if it could come in more naturally to the north end; why Queen-street should be congested from one end to the other, and why the business of Toronto should have a tendency to be concentrated to the south end of the city, at the corner of King and Yonge streets. The Bloor-street improvements that we suggest both to the east and west would let traffic from north of Bloor-street come along Bloor-street to any street it cared to come down, and in this way Spadina-avenue would be improved, the corner of Bloor and Yonge streets would become a prominent retail centre, and the Second and Third Wards, which we have always pointed out were more or less dead, would get an impetus of growth. The west end has had its full share of subways and bridges, and in consequence the west end is growing abnormally, making the city one-sided; and a jake side has been neglected.

IS THIS A JOKE?

It looks like one, altho the city directory is not given to humor. But when one happens to run across this bit of information, it looks as if somebody had been fooling:

"Trowell, John V., captain horse machines, 11 Cavvra-square."

A Filling Cabinet costs money, but if it saves time, it's worth it. "Ask Adams" about it. City Hall-square.

COLLAGE FLOWER SHOP 445 YONGE STREET

Roses, Chrysanthemums and Violets at reasonable prices. Telephone orders receive prompt attention. Wedding bouquets and funeral designs a specialty. Phone 8-182.

DEATHS.

PIRGE—At Hamilton, Ont., on Wednesday, Nov. 16th, 1904, Margaret Vanstone, wife of Cyrus A. Birge.

And Winter is Coming.

You must not think that winter means the wearing out of old stock on hand. We have collected. As a matter of fact, nothing is so good as a winter sun. It shows all the shabby spots and all the defects in your clothing. Dineen Company have just received their winter stock of men's hats. Store open to-night.

FINE AND MILD.

Minimum and maximum temperatures: Victoria, 34-46; Calgary, 28-34; Qu'Appelle, 22-46; Winnipeg, 18-34; Port Arthur, 20-41; Pelly Sound, 24-36; Toronto, 30-42; Ottawa, 14-28; Montreal, 12-29; Quebec, 16-24; St. John, 24-32; Halifax, 28-38.

Probabilities.

Lower Lakes and Georgian Bay—Fresh southerly to southwesterly winds; fine and mild.

Simmons Easily First.

At the Chrysanthemum Show, held this week at the Granite Kirk, Mr. J. S. Simmons, the Yonge-street florist, was facile princeps, securing over all competitors four first prizes and two seconds out of six prizes. A winter second for best floral design, first for wedding bouquet, first for presentation basket of roses, first for table decoration.

STEAMSHIP MOVEMENTS.

Nov. 18
At
From
Caseville, N. Y. ... New York ...
Gallia, N. Y. ... New York ...
Neckar, N. Y. ... New York ...
Patria, N. Y. ... New York ...
Mott, N. Y. ... New York ...
Loulain, N. Y. ... New York ...
No ride to the city for passengers if you "ask Adams" for prices on Office Furniture. City Hall-square.

No Frisco Labor Union Label Cigars 240

SINFUL NEGLECT

How is it possible for a sane man with good teeth to destroy them through careless neglect? SOZODONT is positively beneficial. It has made the toothbrush habit a real pleasure.

SOZODONT TOOTH POWDER

the natural complement of SOZODONT Liquid, is a beautiful polish, absolutely free from grit and acid. Are you using it? You ought to be.

3 FORMS: LIQUID, POWDER, PASTE.

BOGUS BALLOT BOXES

Continued From Page 1.

Shepley of Toronto would take part in the prosecution at a later stage of the proceedings. The early part of the morning was devoted to the hearing of renewed objections by Mr. McCann, counsel for the accused, to the jurisdiction of the court, and the hearing of evidence claimed to be irrelevant.

As to Jurisdiction.

On the opening of the court, Mr. DuVerne, acting for E. Guss Porter, asked that the court permit the hearing of renewed objections by Mr. McCann, counsel for the accused, to the jurisdiction of the court, and the hearing of evidence claimed to be irrelevant. He then discussed the jurisdiction of the court, and the hearing of evidence claimed to be irrelevant. He then discussed the jurisdiction of the court, and the hearing of evidence claimed to be irrelevant.

Stand for One Week.

Mr. DuVerne asked that the charge against Mr. Porter be allowed to stand for one week, and this was agreed to. Mr. McCann was perfectly willing to have Mr. Porter stand in conjunction with the prosecution. He gave the additional objection to the jurisdiction of the court. That the information did not show where it was taken. Mr. Porter was charged with the authority of a justice of the peace; that Mr. Wood had not been sworn in and had not taken an affidavit in the proper office; that this charge arising out of a political matter, the magistrate should not try this case because he was an active participant in the said election.

His Brother Told Him.

Phil Lott said his brother, B. O. Lott, had told him about the scheme, that he (Byron) at first got into the scheme in the office of one of the judges, and the matter went along until Byron told him to go to the office of the judge, and the matter went along until Byron told him to go to the office of the judge, and the matter went along until Byron told him to go to the office of the judge.

Mr. Porter in the Box.

E. Guss Porter was put in the box and began the story of his knowledge of the bogus ballot boxes. From time to time Mr. McCann interrupted him with objections to the evidence. He did not want to hear anything of this kind, and he charged with the authority of a justice of the peace, that Mr. Wood had not been sworn in and had not taken an affidavit in the proper office; that this charge arising out of a political matter, the magistrate should not try this case because he was an active participant in the said election.

Mr. Porter in the Box.

Mr. Porter said that he had been in the box for the first time of the election, and he had been in the box for the first time of the election, and he had been in the box for the first time of the election, and he had been in the box for the first time of the election, and he had been in the box for the first time of the election.

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PROTECTION OF LEVEL CROSSINGS BOARD OF TRADE INVESTIGATING

Peculiar Coincidences in the Visit of Delegation to Buffalo on Thanksgiving Day.

It may well be considered coincidental that at the time of the happening of the Thanksgiving level crossing tragedy, President J. F. Ellis and Secretary F. G. Morley of the board of trade were in Buffalo making enquiries along the line of the problem which, in the aftermath of the accident, is a general theme of discussion, namely, ways and means for obviating the dangers of such crossings.

The matter came up as an issue at a meeting of the board of trade council two months ago, but in the absence of data it was deemed necessary to allow it to stand over for a time.

The visit of Mr. Ellis and Mr. Morley to Buffalo on Thursday was with the purpose of getting such data, and they have returned very favorably impressed with the workings of the Buffalo level crossing commission, as explained to them by its chairman, Augustus F. Scheel, chief engineer E. B. Guthrie and Edward J. Brady, a commissioner.

A rather peculiar incident of their trip was the fact that Mr. Ellis, who had spoken of the difficulty in getting people at large interested, that it would probably require an accident whereby several people were killed, to attract public opinion. The words were uttered as closely as can be judged about the time the Buffalo level crossing tragedy was crashed into by the engine.

At next Tuesday's meeting of the board of trade, the level crossing problem viewed from a vantage point not heretofore gained, it is also more than probable that Mr. Guthrie, who has expressed his willingness to speak before a general meeting of the board, will be invited to Toronto, engineer Rust will likely be asked to be present also, so that the practical side will be well represented in debate. Members of the board will have the privilege of seeing the Buffalo level crossing commission, and the meeting will be of an open kind.

The Buffalo commission was founded in 1888 as the result of an agitation of the local chamber of commerce. Then, now, it consisted of ten members, who were state appointed, the posts being purely honorary and unremunerated. The policy has been to choose citizens of Buffalo of large landed interests, that they might have the authority to lay out on improvements might be the better checked.

Since 1888 no less than \$10,000,000 has been expended in overcoming the perils and obstructions of the level crossing. It is to be hoped that the commission will decide where action should be taken, and when so directed, the railway is to be closed for the cost of the cost, and the railway refuses to agree, the matter is referred to the superior court.

Not to let go the handle until the box was examined.

"At any rate," Lott said, "those are my instructions." His Brother Told Him. Phil Lott said his brother, B. O. Lott, had told him about the scheme, that he (Byron) at first got into the scheme in the office of one of the judges, and the matter went along until Byron told him to go to the office of the judge, and the matter went along until Byron told him to go to the office of the judge.

Mr. Porter in the Box.

E. Guss Porter was put in the box and began the story of his knowledge of the bogus ballot boxes. From time to time Mr. McCann interrupted him with objections to the evidence. He did not want to hear anything of this kind, and he charged with the authority of a justice of the peace, that Mr. Wood had not been sworn in and had not taken an affidavit in the proper office; that this charge arising out of a political matter, the magistrate should not try this case because he was an active participant in the said election.

Mr. Porter in the Box.

Mr. Porter said that he had been in the box for the first time of the election, and he had been in the box for the first time of the election, and he had been in the box for the first time of the election, and he had been in the box for the first time of the election, and he had been in the box for the first time of the election.

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ENGINEER TO REPORT.

At yesterday's meeting of the city board of works the following resolutions were carried on motion of Ald. Foster: That in view of the dangers of the C.P.R. crossing over Queen-street at the Don, which danger will be very much increased when the C.P.R. is brought down the street, the city engineer be instructed to report upon the best means of permanent protection of this point, together with an estimate of the cost thereof.

That in view of the serious accident at the Grand Trunk Railway crossing at East York street, and as the ever increasing traffic at this point will increase the liability of such accidents occurring in the future, be it therefore resolved that the city engineer be instructed to report upon the best means of permanent protection of this point, together with an estimate of the cost thereof.

Should the railway neglect to begin work or to complete it the commission is empowered to use its own staff and to recover the cost from the railway.

The commission is invested with very broad powers. It can, if necessary, order the closing of any street, or acquire such property as may be needed.

The expense of the commission, surveys, plans, engineers, etc., are borne by the city.

Mr. Ellis expressed himself as not desirous of having the commission established, entirely free of administrative control. He approved absolutely of the permanent holding of the office of commissioner.

Dangerous Discrepancy.

A railroad official yesterday spoke of the Grand Trunk crossing to the freight sheds at the foot of John-street as a spot that offered serious menace to passengers in the street railway cars operating along the route.

Shunting of freight cars is constantly going on at this point, and the understanding arrived at when the street cars took place was that street cars should not reach the crossing tracks until the freight cars had been shunted out of the way. There was no danger. This rule is now often ignored, the street cars making no attempt to clear the crossing.

In several quarters yesterday the question was asked why the system of shunting freight cars at the crossing is not improved. It was pointed out that the crossing is a narrow one, and that the street cars are crowded together, and that the freight cars are crowded together, and that the street cars are crowded together, and that the freight cars are crowded together.

It is stated that trains, passenger or freight, pass over the crossing at the rate of one every 15 minutes.

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THE ROGERS FURNITURE CO., LIMITED.

Announcement

Our warerooms will be closed to-day (Saturday) the 19th, and on Monday, the 21st inst., for stock-taking.

The O'Keefe Mantel and Tile Company, whose showrooms are in our premises, will be open for business as usual.

The Rogers Furniture Co., LIMITED,

97 YONGE STREET.

IS BLAME TO BE ATTACHED?

Continued From Page 1.

East Queen-street, T. C. Child (27) summoned the following to act as jurors:

Thomas S. Lobb, dry goods, 778 East Queen-street.

Samuel H. Gibbons, grocer, 742 East Queen-street.

Joseph P. Jones, harness-maker, 722 East Queen-street.

Charles R. Harlock, grocer, 720 East Queen-street.

John S. LeRoy, real estate, 45 St. Lawrence-street.

Charles C. Hughes, tailor, 812 East Queen-street.

Thomas H. Peacock, tanner, 158 East King-street.

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OIL THAT GIVES LIGHT OIL THAT LUBRICATES

CANADIAN OIL CO., LIMITED.

LUBRICATING AND ILLUMINATING OILS

"PENNOLE," THE BEST BURNING OIL MADE

CRYSTAL SPRAY—HIGH GRADE AMERICAN.
SILVER LIGHT AND LILY WHITE.

WRITE FOR PRICES

HEAD OFFICE: - TORONTO.

PURE OILS ECONOMICAL OILS

PRICE CONSIDERED HIGH
CITY DOES NOT LOSE HOPEFacts Relating to the Ottawa Street
Railway and Ottawa's Proposal
to Buy It.

Ottawa, Nov. 18.—(Special.)—Although it is admitted by all that the price asked by the Ottawa Electric Railway is a decidedly high one, the city has not lost hope of acquiring the road to be operated by the municipality. At the last meeting of the special committee it was decided to have the city engineer prepare a report as to the condition of the road and plant, the city solicitor as to the legal phase of the question, and the city auditor as to the financial aspect and the prospects of the city making the venture pay at even a high purchase price.

Offered \$210 a share.
The committee offered the company \$210 instead of \$250 per share, but the company would not come down.

As to the manner of paying for the road, the plan approved by the sub-committee is:

If a sale be made to the city the purchase price should be paid by the city issuing bonds carrying interest at 4 per cent., which would be exchanged for the company's stock.

Words, if the amount of the purchase price was agreed upon by the city would be taken by the shareholders of the company on payment for their stock. This is the proposition accepted by the company. The acceptance of it makes the financing of the project by the city a very simple matter.

If the sale is carried out, in that case the bonds should be twenty years, without sinking fund. Then, in the legislation required, the right to issue other bonds to renew these should be obtained, and a sinking fund of at least 1 1/2 per cent. provided for the second issue, so that at the end of the second term of 20 years a considerable portion would be paid off. Authority should also be obtained to reissue the balance of the bonds for a further term of twenty years, with full sinking fund, to the extent of whatever time is lacking in the sinking funds to meet the full second issue. It is also proposed to make a charge upon the property assets and undertakings of the street railway when taken over by the city, the bondholders to have the same rights which the bondholders of a private company would have, viz., the right to foreclose and sell the railway, with all its appurtenances and property, in the event of the city defaulting on the bonds. In this way the debt incurred by the city in the purchase of the street railway should be borne and carried by the street railway, with its appurtenances and property, the same being a substantial asset.

The debt incurred in the purchase would also be in the hands of the city, and the city would have the right to foreclose and sell the railway, with all its appurtenances and property, in the event of the city defaulting on the bonds. In this way the debt incurred by the city in the purchase of the street railway should be borne and carried by the street railway, with its appurtenances and property, the same being a substantial asset.

As to the manner of operating the road, Mayor Ellis, the father of the scheme, thinks there should be a commission of the mayor and two citizens elected alternately for two or three years, by the ratepayers. This would be a way with wire pulling, which would be in evidence if the city council made the appointments.

Your correspondent endeavored to find out from the company the number of passenger cars, the valuation of the different assets of the company, etc.

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but the company did not care to give much more at present than that contained in the annual statement.

It is understood, however, that there are 100 or more cars, including 10 open cars, seven sweepers and two snow plows.

The park at Britannia comprises 15 acres. There are four hydraulic water lots, power house and a modern storage battery.

The distance from Britannia to the Rocklife range is eleven miles. These are the two most distant points of the service, and the fare from the centre of the city to either is ten cents, or two tickets. There are in all 43 miles of track, the street distance being about 25 miles.

The fourth annual statement published for the year ending Dec. 31, 1903, gives the following information:

The gross receipts for the year were \$248,888.78, and the expenses, including interest on bonds, taxes and track mileage, totalled \$254,246.96, leaving a net profit of \$4,541.82, or nearly 11 per cent. of the average capital stock.

Four quarterly dividends of 2 per cent. were declared, the same amounting to \$68,240.77, leaving a balance of profit of \$25,757.75, of which \$20,200 was placed to the credit of the contingent account to be applied to the reduction of car equipment account, new track expenditure and other items. The balance of \$5,557.75 was placed to the credit of profit and loss.

The amount paid to the city for track mileage was \$881.48. The cost of new clearing for the year was \$14,885.00. During the summer of 1902 new 22-pound rails were laid on Bank-street from Gladstone-avenue to the exhibition grounds, on Rideau from Nicholas to Waller, and on the south side of Rideau-street from Waller to Charlotte.

(This summer the work has been continued on Rideau, Albert, Elgin and St. Patrick-street and elsewhere.)

The liabilities and assets as given in the annual report are:

Assets of Company:

Roadbed and equipment.....\$1,648,520.95

Stores.....5,453.71

Accounts receivable.....3,287.70

Discounts unearned.....2,636.67

Cash.....35,322.40

Total.....\$1,695,220.43

Liabilities:

Capital stock.....\$ 965,700.00

First mortgage, 4 per cent. bonds.....500,000.00

Dividend on Jan. 1, 1904.....19,241.13

Interest on bonds.....10,000.00

Unpaid dividends.....4,000.00

Accounts payable.....2,992.21

Contingent account.....20,200.00

Profit and loss.....144,611.14

Total.....\$1,695,220.43

The profit and loss account shows a balance from 1902 of \$109,023, and a net profit for 1903 of \$4,541, making a total of \$113,564. Of this sum the quarterly dividends were \$69,241, the contingent account, \$20,200, leaving a balance of \$24,123. Of the profit and loss account, Dec. 31, 1903, of \$144,611.

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THIRTY LIBERALS BY ACCLAMATION

Elected to the Legislature of the Province of Quebec

Montreal, Nov. 18.—(Special.)—Thirty Liberal members were elected today to the legislative assembly by acclamation. The following counties have returned members to support the Parent government:

Arthabaska, Bagot, Beauport, Beloeil, Bouchette, Brome, Dorchester, Drummond, Kamouraska, Laprairie, L'Assomption, Levis, Lotbiniere, Matane, Montmagny, Montmorency, St. James, Nicolet, Pontiac, Quebec Centre, Quebec County, Richmond, Rimouski, St. Lawrence, Temiscouata, Veillon, Yamoucheville, Two Mountains, Rouville.

All the ministers holding portfolios have been returned by acclamation—Premier Parent in St. Lawrence, Hon. Mr. Houlton in Quebec Centre, Hon. L. Gauthier in St. James, Hon. W. A. Vein and Hon. Dr. Goerlin, ministers without portfolio, are being opposed in Argenteuil and St. Anne's, respectively.

Hon. P. E. LeBlanc has been returned by acclamation in Laval, while Hon. E. J. Flynn and Hon. L. F. Pellerin are without seats in Nicolet and Dorchester. Liberals have taken their places in the new house.

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