

COST BOYS LIFE

Drowning of Little Clarence Ellis in the Don Surrounded by Ugly Circumstances---The Story of a Little Boy

Toronto News: A pitiful tale of the unavailing bravery of children and the contemptible cowardice of grown men is attached to the drowning accident which occurred on Saturday when little Clarence Ellis, son of William Ellis, 441 Gerrard Street East, was drowned in the river Don. According to the story of the dead boy's companions he was coaxed to go on the ice by two men, who offered him 10 cents to see if the ice was safe. When he broke through they ran making no attempt to rescue the lad who lost his life.

That the other children did their best to rescue their drowning comrade is indicated by the story of the two Graham boys, Clifford and Dunnie. Their home is at 261 Sumach street.

A CHUM'S STORY.
To The News, Clifford, aged eight, stated that a man and girl (the other children say two men, but Clifford holds to his version of the story) came to the hospital hill where they were sleigh riding and the man asked the boys to show them the way across.

"I told Clarence not to go," said Clifford. "I said, you'll get drowned! but he went right down and went out on the ice."

"Did they say they'd give you anything?" asked the reporter.

"Yes, they were going to give him and Jimmie Driscoll and I five cents each to go on, or Clarence 10 cents if he went alone."

"When he broke through," continued Clifford, "he called for his brother John. The girl ran as soon as she heard the ice crack."

EFFORTS TO RESCUE.
"Did you try to get him out?"

"We fastened sleighs together, and shoved them out to him. We could see his stocking cap through the water, but we couldn't get out far enough."

"Weren't there any men there to help you?"

"There was one there, but he threw a big club out and tried to knock Clarence down," was the indignant reply. The little boy has evidently misinterpreted the man's attempt at rescue.

A PLUCKY YOUNGSTER.
The other Graham boy, was one of the most courageous of the youthful rescuers.

"He stripped off and was going to plunge in after little Clarence," but the men on the bank wouldn't let him," said Daniel's mother. He's a good swimmer, and when we lived at the beach he often went in the icy water. He could have saved the lad if they had let him go, but the men were afraid he would go under the ice."

"When John—that Clarence's brother—came," said Daniel, taking up the story, "we made a raft and crawled out on it. When we got him out we thought he was alive, for his body was warm. We rubbed him down, and I took my clothes off and put them on him, and we took him up to the hospital. I went with nothing but my pants on. When they got him to the hospital they said he was dead."

Gordon, the dead boy's eight-year-old brother, who was with him on the hill, says that it was two men who came, and describes them in detail.

"One was old and had grey curly hair, and a mustache, and the other was young, with black hair," he said.

SCARED THE LITTLE GIRLS.
Ethel and Flossie Marshall, 13 St. David St., say that two men of the same description came to them shortly before the accident, and offered them ten cents to try the ice.

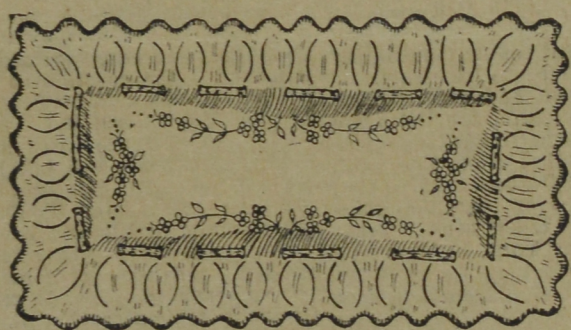
When they refused, they say the men threatened to throw them in, whereupon they ran away.

The parents are heartbroken over the death of their boy. Neighbors speak very kindly of the little fellow.

Just before the accident he had carried a smaller playmate, who had been hurt, home, and it was shortly after he had joined the others on the hill again, that he met his death.

No trace as to the identity of the men responsible can be discovered.

OUR NEW PATTERN SERVICE.



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BERESFORD ON THE NAVY

British Admiral Declares Britain's Fleet could Pulverize that of any other Nation

London Daily Mail: "The British navy will pulverize any country that dares to molest us," said Lord Chas. Beresford in a remarkable speech at the Salter's Hall. Following on Admiral Sir John Fisher's declaration that we "may sleep quietly in our beds," it is evident that those at the head of affairs are quite satisfied that our fighting ships are as good on the water as they are on paper.

At the outset the admiral gave his reminiscences of the service since he joined it.

Having joined the service in 1869, he had now had forty-eight years' experience in the navy. He was old enough to remember the birth of the ironclad fleet, to show how different the ships were now, he said the Marlborough had engines and boilers of 800 h. p. and she was 4,000 tons. At this moment we have a ship of 1,725

tons with 4,500 h. p. The guns on the ship on which he first served were 32 pounders, the same that Nelson had on the Victory, and they fired charges of from four to ten pounds, the explosion being rather like a pop-gun. Now we had 12-inch guns for shot like an avalanche, and every discharge was like a volcanic eruption. The projectile weighed over 800 pounds and the charge was 254 pound of cordite. The men were the same, they had the same ideas of chivalry and pluck, and the same respect for discipline as they ever had.

"SHOCKING AMPHIBIOUS SUB-MARINE."
Since the days when he had joined we had started other methods of warfare. We had got under water war-fare, and torpedoes which had a range of 3,000 yards and a speed of forty tourists.

knots; we had got "wireless;" we had got a shocking amphibious animal called a submarine, of which we were very frightened, as we had not tried it yet in warfare. Then we had mines, which a ship might strike in the open sea, and all the ship could do if she hit one was to sink and the crew to play "God Save the King."

We had also got the torpedo destroyer, on which men could not lie, could not eat, could not do anything. Still they had got officers and men tumbling over each other to get into these boats, because they knew it would be the most desperate work in war.

Success in war depended upon the accuracy and forethought of their action in time of peace. Not one bit did it matter what number of ships that side had, what number of guns it had got, whether they had the best armour, the best men, and the best officers, provided it had no strategic plan it would fail when suddenly called upon in time of war, because it was not prepared. That, he believed, history would show.

NECESSITY FOR COMRADESHIP.

There was another very great point in the navy to which they must always pay attention, and it was perhaps more important than any other—that was the point of maintaining the very best comradeship with each other.

The officers must have confidence in each other. They must be good-natured under discipline, and be good comrades in every way. He had never believed in exalting himself for a moment at the expense of one of his comrades.

We might have what sized ships we liked, and as many as we liked, the most armour, the best boilers and engines, but we had to remember that it was the human element that won. And that was why the question of comradeship was so important in the navy. They could not do better than follow the example set by Nelson—Nelson and his captains were like brothers.

"It is your business, and it is our business," concluded Lord Charles, "to have our navy in such a state that war is impossible; and any country that does provoke war, our sense of security and practical state of preparation will pulverize that country if they dare to molest us."

NOVEL CAMPAIGNING SCHEME IN ENGLAND.

Well-Equipped Vans will Carry Orators Through the Country to Preach Tariff Reform.

LONDON, Dec. 12.—North and south from Westminster Bridge, this afternoon streamed one of the most novel political processions ever seen in England. It was composed of eighteen specially built vans, each

equipped with three Tory campaigners equipped with magic lanterns, gramophones, posters, placards and collapsible platforms. The sides of the vans are gay with campaign paper, suggesting the bills of a circus.

The principal member of the trio on each wagon was a workingman orator of Tory convictions. The others were, respectively, the operator of the magic lantern and gramophone and the driver. These smartly decked horse vans will travel all about the country until April, holding meetings at the gates of mills and factories at the noon hour and in halls in the evening. The travelling orators will be assisted by local campaigners and the gospel of tariff reform will be poured into the ears of people of all classes in all districts.

The speakers are Cockneys, Lancashire men, Yorkshire men, Midlanders, West Country men, carpenters, joiners, painters, miners and railway employees.

The main gramophone records contain speeches by Messrs. Balfour, Chamberlain, Bonar Law, and Chaplin, together with catchy Tory sayings and music. On the backs of the vans will be thrown lantern views, while the orators and instrument operators stand on the fold-up platforms fastened to the sides of the vehicles.

The vehicle meetings began last night on the outskirts of London. They are likely to attract immense crowds any day stir up the "Hooligans" who flock to the suburbs of the city for carol singing toward Christmas time.

The campaign will be wholeheartedly protectionist. Mr. Balfour has drawn steadily nearer to Chamberlain for several years, going gradually in order to carry at least a majority of the Tory party with him. His latest speeches show that he feels protectionism can be more candidly avowed now without driving the Unionists asunder. Hence the fight between the Protectionists and Free Traders at once will become open and fierce.

DUKE EVICTED BY FATHER-IN-LAW.

NEW YORK, December 12.—A special from Belfast to The World says Eugene Zimmerman has tolerated no interference by his son-in-law in rearranging the latter's affairs. All the Duke of Manchester's creditors have been notified to furnish bills to date, and Mr. Zimmerman's solicitor is to settle with them all, while no new account is to be opened until further notice.

The Duchess father has taken the law into his own hands with regard also to the late of Tanderagee, the ancient family seat of the Montagues. He has compelled the Duke to leave his county Armagh residence and go to Kyleneore, which will in future be the recognized home of the Montagues in Ireland. Having taken the lease of Tanderagee himself, Mr. Zimmerman really is the Duke's landlord and the latter has no alternative but to obey.

There is consternation among the tenants and cottagers over the rumor that the castle is to be turned into a hotel. But that is improbable, as the place offers no health or sporting fare, and torpedoes which had a range of 3,000 yards and a speed of forty tourists.

SIMPLE RECIPE

A Mixture to relieve all Catarrh Sufferers here

The coming months will be a harvest for the doctors and patent medicine manufacturers unless great care is taken to keep the feet dry, also dress warmly.

This advice should be heeded by all who are subject to rheumatism, kidney and bladder troubles and especially catarrh. While the latter is considered by most sufferers an incurable disease, there are few men or women who will fail to experience great relief from the following simple home prescription, and if taken in time it will prevent an attack of catarrh during the entire season.

Here is the prescription which any one can mix: Fluid Extract Dandelion one-half ounce, Compound Kargon one ounce, Compound Syrup Sarsaparilla three ounces. Shake well in a bottle and use in teaspoonful doses after each meal and again at bedtime.

The Compound Kargon in this prescription acts directly upon the eliminative tissues of the kidneys to make them filter and strain from the blood the poisons that produce all forms of catarrhal affections. Relief is often felt even after the first dose, and it is seldom that the sufferer ever experiences a return attack within the year.

This prescription makes a splendid remedy for all forms of blood disorders and such symptoms as lame back, bladder weakness and rheumatism pains are entirely dispelled.

As this valuable, though simple remedy comes from a thoroughly reliable source, it should be heeded by every afflicted reader.

MEN PASSENGERS FLED.

Left Women and Children on Damaged Boat.

NEW YORK, December 12.—The Fall River Line steamer Providence was in collision with and but narrowly escaped sinking a crowded East River ferry boat to-night. The latter craft lost a portion of her superstructure, and her passengers were thrown into a panic, during which it is reported, a man and woman jumped overboard and were drowned.

This report could not be confirmed, and so far as known no one was killed or seriously injured. The Providence's prow struck the ferryboat, a glancing blow on the starboard, and the boats hung together long enough to permit many of its passengers to pass from the ferry's upper deck to the steamer. Others were taken off by tugs, while some remained on board.

Following the accident charges of cowardice and brutality were made against the male passengers of the ferryboat. When the latter craft reached a slip she still had seventy-five women and children on board, while, with few exceptions, the men passengers had escaped to other boats.

The ferryboat had been practically stripped of life preservers. The accident was due to fog through which the boats had fortunately moved very slowly.

Mrs. Casey—I don't know what we'll put in little Patsy's stockin', Mike. He writ a letter t' Santa Claus asin' f'r a rale auttomobile, no liss.

Mr. Casey—Sure, we'll drop a few drops iv gassyline in it an' I'll bet he'll be thankful he didn't git th' rist iv th' machine.

Absolute truth telling is a good thing, but not every good thing goes in politics.

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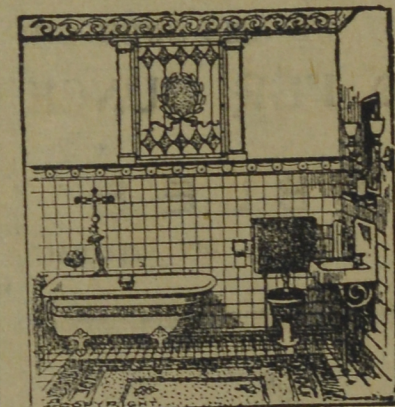
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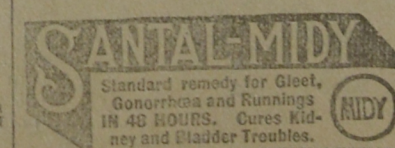
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