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## Mob Pelts Winnipeg Cars; Street Railwaymen Are Out

### Rioting Follows Inauguration of Big Strike in the Prairie Capital—Passengers Hurt.

[Special to The Advertiser.]  
Winnipeg, Man., March 29.—After an hour's sitting the street railwaymen unanimously decided to go on strike this morning. Two hundred and thirty-seven men are affected. At 1 o'clock the men gave out the following statement:  
"The fight is on. A strike is declared. Nothing was left to us but this step, or else to renounce all the principles that constitute manhood. We will conduct the strike in a legitimate, law-abiding and honorable manner. Whether we win or lose, it will be done honestly."  
At the same hour, the company stated that in any event, the cars would run as usual, the company having sufficient men on hand for the purpose. An extra guard was kept at the barns throughout the night, but the city police were not called into requisition. The company have a few cars running regularly this morning. Street railwaymen are crowded at principal corners along Main street. They are attempting no violence, other than hooting the men in charge of cars and encouraging draymen to drive along the tracks.  
LATER.  
At noon today the street car strike situation is that no cars are running. Main street is crowded with men, who in some instances pulled the trolley off the tracks, cut the ropes, and when the car came to a standstill, threw stones at it, breaking windows and injuring a number of people, though not seriously. The present police force is too small to cope with the crowd, although a number of arrests have been made. The strikers claim that the mobism is not conducted or sanctioned by them, claiming that it is due to the large number of idle men in the city, who are only looking for an opportunity to create a disturbance. It is expected that the street railway company will start the cars running again as soon as adequate police protection is assured.

## TRAVELER DYING; FELL 14 FEET

### Charles Green, of Toronto, Sustains Fatal Injuries at a Local Hotel.

Charles Green, 45 years of age, and a traveler, fell over a balustrade at the Tremont House, last night, and sustained injuries from which it is feared he will not recover.  
Green was a guest at the hotel, occupying room 61. He had been complaining of feeling unwell during the day, and about 7:30 he remarked to the clerk that he was going upstairs. As his room was at the back of the house, he walked around to the rear stairway.  
A few moments later a heavy fall was heard, and several men who happened to be standing in the rotunda rushed back to see what had happened. Green was found lying on the floor, having fallen over the balustrade a distance of about fourteen feet. A portion of the balustrade was torn away, Green having seized it in an effort to save himself.  
The traveler is a heavy man, weighing about 180 pounds, and as he alighted on his head, his injuries are very serious. A trunk was standing at the foot of the staircase, and it is thought his head struck the corner of the trunk, as his head was injured. The doctor, in response to a telegram from his wife, arrived in the city early this morning. In response to a telegram from his wife, he arrived in the city early this morning. In response to a telegram from his wife, he arrived in the city early this morning.

## DIAMOND MURDER CASE

### Queensboro Woman Charged With Killing Daughter-in-Law.

Belleville, March 29.—Mrs. Susan Diamond, against whom the grand jury found a true bill for murder yesterday afternoon, was arraigned at the city court in this city this morning. She is charged with poisoning her daughter-in-law, Mrs. Harry Diamond, of Queensboro, in November last. She pleaded not guilty, and her trial will proceed with as soon as the civil case now going on is concluded. Mrs. Diamond asked that the indictment be quashed on the ground that the evidence of Harry Diamond, a dead man, had been read to the grand jury. The judge overruled the objection.

## Overcome By Gas.

Philadelphia, March 29.—Ignorance of the mechanism of a gas fixture, a family of Austrian immigrants who arrived here three days ago, were overcome by illuminating gas last night in a tenement house. The father, the mother, and three children, aged 22, 19 and 14, are reported to be dying at the same institution. 11,000 immigrants in one day.

New York, March 29.—Over 10,000 immigrants arrived here today on board steamships from European ports. This is a record for a single day. Ellis Island, where these immigrants are examined, in care for less than half of today's arrivals. Its limit is 5,000 daily. Those who cannot be landed today will be kept in their steamers until later in the week.

## The Minneapolis Butcher.

Duluth, Minn., March 29.—Six foreigners, are thought by the police to have been occupied the house in Minneapolis, where six Bulgarians were murdered early Tuesday, were arrested here today.

## TRENT VALLEY CANAL

### Delegation Asks That One End Be Completed This Year.

[Special to The Advertiser.]  
Ottawa, March 29.—Hon. H. R. Emmerson, replying to the Trent Valley delegation, said that the Government was in the transportation business to stay as long as there was a dollar to spend. The Government wanted to see Canadian products go by Canadian soil and Canadian water to the seaboard. The November session would show something in the estimates for both ends of the canal. Messrs. Patterson and Hyman introduced the delegation. The delegation was about 400 strong. They asked for completion of one end of the canal this year.

## STRIKE NOT LIKELY

### Private Dispatches from the Coal Regions Are to That Effect.

Private dispatches received in this city today declare that the indication is that there will be no coal strike this spring, and that even if the strike did take place the coal barons have enough coal to carry their customers until the end of the trouble.

## OFFICER WAS FINED

### County Constable McColl Taxed \$10 for Assault.

Country Constable John D. McColl was fined \$10 and costs yesterday by Squire Flaherty, of Thorncliffe, on a charge of assault, preferred by a man named Eede.  
Eede had trouble over some logs that McColl was loading for the Beck Company of this city. Eede kicked one of the skids down several times and was annoying McColl. He kicked it down once before McColl caught Eede by the boot, upsetting him. Hence the assault.  
There is some talk of appealing the case, as the defense claim no assault was committed.

## CRASH ON BRIDGE

### A Score Injured in New York Trolley Collision.

New York, March 29.—Two street cars collided today on the Westchester bridge over the East River, injuring about a score of passengers. Miss Fannie Ferguson, of Brooklyn, was seriously hurt by being trampled on by other passengers. The collision occurred on the incline on the Manhattan side of the river, one of the cars running away down the slope, and striking the rear end of a car ahead. The spot where the cars met is more than 100 feet above the street, and during the panic following the collision the police had hard work to keep frightened passengers from being crowded off the bridge.

## UNIVERSITY BILL BEFORE COMMITTEE

### Measure Affecting the Western and Huron College Reported at Toronto.

[Special to The Advertiser.]  
Toronto, March 29.—In the private bills committee today, when the Western University and Huron College bills came up, Chairman Carson pointed out that some new amendments had been inserted which the committee had not seen. They referred to the denominational management of the institution, and the assumption by the city of London of financial responsibility for members of the faculty.  
The Bishop of Huron, who appeared before the committee, assured the members that all parties interested in the institution were in agreement on the bill, which was intended to bring the university into harmony with the life of the Anglican Church. The bill was reported.

## INSURANCE COMMISSION

### Mr. Langmuir Has No Pecuniary Interest in Mutual Reserve.

[Special to The Advertiser.]  
Ottawa, March 29.—The first business of the insurance commission this forenoon was to dispose of the reference yesterday which came out of the evidence of Mr. W. J. Langmuir, one of the commissioners being a trustee of the Mutual Reserve of New York. Mr. Shipley, the crown counsel, said that he had imagined everyone would have known that the name of Mr. Langmuir as managing director, and Mr. Hoskins as president, had appeared as trustees for the Mutual Reserve of New York, as a mere matter of form, as they were acting for the Toronto General Trust Corporation. Mr. Langmuir was not in any other way interested.

Mr. Langmuir explained that his name was used because the department had ruled that names were necessary to sign on behalf of the corporation. He had no pecuniary or other interest in the transaction. Judge McTavish said that the incident had been talked over by the board at the request of Mr. Langmuir, and the same view was reached as that now expressed by the crown counsel.

## CASH WAS HANDED IN

### Large Loss on a Stock Speculation Was Made Good.

Ottawa, March 29.—An investment in two unauthorized securities by one company, which resulted in a loss of \$10,684, was revealed at today's sitting of the insurance commission. Superintendent Fitzgerald had drawn the company's attention to the matter and had stated that the directors were personally liable. Subsequently he learned that the cash had been handed in and the policyholders' interests protected. The transactions took place in 1903 and involved the purchase of two hundred shares of Dominion Steel bonds, and \$50,000 of Dominion Steel bonds. Most of the day was occupied in reviewing the circumstances under which the minimum interest rate on the reserve was reduced some years ago. The commissioners today had printed copies of the evidence up to date laid before them, promptly had the work of reporting the proceedings been done by Mr. Nelson R. Butcher.

## WILL BE \$35,863

### Increase in City's Taxes This Year on 21-Mill Rate.

City Clerk Baker has prepared a statement for No. 1 committee for use when the estimates are being considered, probably on Friday.  
It shows that the total increase in taxable assessment over 1905 is \$1,707,808, for general rate, and \$1,725,658 for school rates.  
Thus the city's gain in taxable assessment last year was well on to \$2,600,000.  
Figuring on a 21-mill rate this year the increase in taxes over 1905 will be \$35,863.

## \$10,000 Bank Robbery.

Colorado Springs, Col., March 29.—The Bank of Victor, at Victor, Col., in the Phipple Creek district was robbed of \$10,000 during last night. The police authorities here and in Denver have been notified to assist in the capture of the burglars.

## Death Sentence Commuted

Chita, East Siberia, March 29.—Governor-General Rennenkampf today commuted the sentences of death imposed by a court martial here March 27 on three soldiers, who had participated in the recent strike, to various terms of penal servitude, and in some cases to exile.

## Arbitration Plan Fails

Montreal, March 29.—It looks now as if matters seeking adjustment between the Grand Trunk Railway Company and the locomotive engineers will not be settled by arbitration, as was expected, but will revert to the former method of negotiation between the officials of the company and representatives of the men. The arbitration plan failed, the arbitrators on either side not being able to find a satisfactory man to come in between them.

## NO CHANGES IN LICENSE MEASURE

### Whitney Tells Temperance Delegation Local Option Clauses Will Stand.

Toronto, March 29.—Premier Whitney and Hon. Mr. Hanna made it plain to the delegation from the Ontario Alliance which waited on the Government this morning that the Government has no intention of changing the provisions of the license act demanding a three-fifths of the vote polled for the carrying of local option bylaws. They also clearly stated that the Government will insist on equalization in regard to hotel, saloon, and other local option, thus, whether the bylaw falls or carries in a municipality, no other vote will be taken for a fixed time. Two years is mentioned in the bill, but the Government is not, it was announced, bound to that time.

## THE WEATHER.

### Tomorrow—Sleet or Rain

Sun rises, 6:20 a.m. Moon rises, 3:34 p.m. Sun sets, 6:29 p.m. Moon sets, 11:34 a.m.  
Toronto, March 29.—A very mild day has been here, with very mild in Manitoba and the Northwest Provinces, and fine and mild from Ontario to the Atlantic.  
Minimum and maximum temperatures: Dawson, 28-34; Victoria, 38-56; Vancouver, 38-52; Calgary, 32-42; Qu'Appelle, 32-42; Winnipeg, 32-42; Port Arthur, 32-42; Pelly Sound, 16-38; Toronto, 30-38; Ottawa, 32-42; Montreal, 36-38; Quebec, 28-38; St. John, 36-46; Halifax, 34-42.

## FORECASTS.

Thursday, March 29—8 a.m. Today—Fine and mild, with sleet or rain.

## TEMPERATURES.

Stations. 24. Min. Weather.

Calgary 24. Clear.

Winnipeg 24. Clear.

New York 25. Clear.

Parry Sound 26. Clear.

Toronto 30. Clear.

Ottawa 32. Clear.

Montreal 36. Clear.

Quebec 28. Clear.

Halifax 34. Clear.

Father Point 30. Clear.

## STATE CONTROL OF THE 'PHONES

### To Be Placed in Hands of Railway Commission.

### WILL GO INTO THE STATIONS

### Approved by Opposition Leader—Lively Debate Over Mr. MacLean's Railway Measure.

Ottawa, March 29.—Another long step was taken in control of the great public corporations of Canada, when Hon. H. R. Emmerson introduced a bill, the great feature of which is the placing of telephone rates under control of the railway commission. The Minister of Justice announced the Government's intention of making this control as effective as that now exercised over railway freight and passenger rates by the same tribunal, a control which has not elsewhere been equalled in the world where private ownership prevails. The bill also provides for the interchange of traffic between telephone companies, and removes the barrier to the entrance of independent telephones to railway stations by removing from consideration in setting the compensation any exclusive contract between the railway and any other telephone company. The bill was introduced by Mr. Emmerson and Mr. Fitzpatrick were received with every mark of attention, and the leader of the Opposition gave assurance that he would do all he could to assist in perfecting the measure. The evening was spent on Mr. W. F. MacLean's bill to put express companies under the jurisdiction of the railway commission, and the bill was passed by a majority of 10.

Mr. Andrew Ingram was perhaps indiscreetly frank in setting down the rising hope of the Conservative party. Among other things he said: "I care not for the member for South York or his paper. There was a time when he wrote a paper that he would be leader of the Conservative party. Now he has not got a follower, and I do not know a man that deserves to have fewer followers."

Mr. Emmerson made a lengthy explanation in introducing the bill to amend the railway act, 1903. The majority of the bill, he said, was designed to correct little difficulties in the administration of the railway act, but the most important changes had reference to control of the telephone companies. Later sections would be found to correct what must be recognized as a grievance in connection with the telephone administration in this country. It would be seen that the bill did not go as far as some would expect, but at any rate it would be a distinct advancement. Without being revolutionary, the bill recognized the public interest, and he trusted all other interests would be preserved. The first section of the bill gave leave to appeal from the railway commission to the supreme court on questions of jurisdiction. The second section permits acceptance of evidence in the form of affidavits or declarations where a witness is not convenient to Ottawa or the place of the commission's meeting. Section 13 added the provision that in fixing compensation to be paid by a telephone company for entering a railway station no consideration shall be given to any contract whereby the railway company gives exclusive privileges with respect to its station to any other telephone company.

"Other sections provided for the complaint in many sections of Canada, if not in all sections, and it has been a matter of some irritation. It is hoped that this provision will remedy the abuse which has grown up." Other sections provided for interchange of traffic, subject to a standard of efficiency being reached by the company desiring the interchange; regulation of all telephone rates by the railway commission, and for direct oral communication in case of connection between two or more companies. Hon. John Haggart complained of the powers given to the minister to say what the location of a railway might be. "It does not change the law in that respect," Mr. Emmerson replied.

Mr. Borden approved. Mr. Ingram suggested that the railway commission should be required to report to Parliament, and Mr. Emmerson replied that there would probably be further amendments to the bill later.

Mr. R. L. Borden said the railway commission was perhaps the most important judicial tribunal in Canada. There seemed to be quite as much need for regulating telephones as for regulating railways—perhaps more. If the present bill did not give as thorough control over telephone rates as the commission now had over railway rates, he would support any amendments necessary for that purpose. The Government had not seen fit to embark on the principle of public ownership, as had been expected when the late postmaster-general moved the appointment of a telephone committee. Perhaps that view had not been shared by his colleagues. The House did not know how far that might be regretted. Mr. William Mulock's retirement, if the Government did not adopt public ownership there was only one alternative, and that was the most effective control that could be devised (Continued on Page Eight.)

## The Legislature Divides Over County Councils Act

### Reversion to the Old Order of Things—Opposition Advises Against Too Hasty Action.

### Public Works. The bill prohibited hunting with dogs, and provided for a license fee of \$100 on United States hunters. After Mr. Pratt had carefully and exhaustively explained his bill, Hon. Dr. Reame said that the Government was reviewing the game law, and preparing the necessary amendments. The subject matter of Mr. Pratt's bill was being considered, and he asked that the bill be withdrawn for the present.

The second reading was given to Mr. Tucker's bill to amend the act regulating width between sleigh runners. It provides for a change from 4 feet from outside to outside of runner, to 2 feet if fishes from center to center. Messrs. Atkinson (North Norfolk), McCol (West Kent), Bowyer (East Kent), Reed (South Westworth), and other members from southern counties where sleighing is scarce, protested against the bill being applied to their districts, and suggested that county councils be given the option of adopting the provisions of the act. Messrs. McGowan (Glenary), Clark (North Bruce), Torrance (North Perth), and other members from deep-snow sections heartily approved of the bill. The Premier, in reply, said that the bill was not intended to apply only to certain portions of the Province, said that there would be no more such slovenly slipshod legislation, especially where there was no need for it.

A Contentious Question. A special committee was named to (Continued on Page Three.)

## SOUTH END FOLK AND CROSSINGS

### One Deputation Favors Viaducts, Another Passageways at the Sides.

The people of the south end are watching with interest very closely in the negotiations with the Grand Trunk Railway, and this week two deputations have waited on Mr. Booth, who, living south of the tracks, is looked upon as the local man to see that the south-enders get fair play. One of the deputations, it is understood, have asked the alderman to fight the full width of all streets in the city, while the other deputation would like to have two passageways on William street, instead of one on each side of the street. City Engineer Graydon thinks the wishes of the people could be met easily on this score, but some people think that a large opening in the center of the street would be preferable to the two narrow passageways on either side.

A prominent citizen who has given the matter much thought said today that the large opening with steel pillars in the center would be preferable to the narrow tunnel through characters would be likely to congregate, whereas in the wide opening there would be no shelter for evildoers.

The question is being frequently asked now. What is the cause of the delay? Why does not the railway commission get down to business? As in the narrow tunnel tough characters would be likely to congregate, whereas in the wide opening there would be no shelter for evildoers.

In regard to the complaint of the people of the district around the corner of Napier street and Empress avenue, West London, that the corner is in a dangerous condition for the construction of the breakwater, City Engineer Graydon writes the board of works that the people who own the property in the vicinity are to blame for the condition of affairs. He says that when the city tried to buy land for the breakwater, one resident in particular tried to hold the city up for an outrageous sum, and the result was the city did without the land, to the detriment of the street.

## RAILWAY PHONE SYSTEM

### G. T. R. Intends to Establish It All Over Their Lines.

Montreal, March 29.—Arrangements are being made by the Grand Trunk Railway Company for a telephone installation of their own over their entire system. The central exchange will be at the general offices of the company, where the switchboard, with all the necessary control facilities will be erected, and the wires will run from Montreal to Portland on the one hand, and from Montreal to Chicago on the other. This installation will mark an entirely new departure so far as Canadian railroads are concerned. It is regarded as a highly important undertaking, involving an expenditure of between three and four hundred thousand dollars, and the construction of many thousands of miles of copper wire. It was stated today that it would be some time before the actual construction of the system, as the project is difficult and complicated, and outside the ordinary line of railway experience.

Flora, La., March 29.—A negro known as "Cotton" was lynched last night near Oak Grove station at West Carroll parish, within an hour after he is alleged to have attempted a criminal assault upon a young white woman. Miss Blair, daughter of a contractor at a railroad camp, discovered the negro in her room, screamed and struggled with him until members of the family were aroused, when he fled. He was captured after a short pursuit and hanged to a tree.

Adv. Mine Explosion. Tokyo, March 29.—By an explosion in the Takashima coal mine near Nagasaki 250 miners were killed.