

HAVE PROMISES EVER REDUCED YOUR TAXES?

George Blackburn Close to Death Shot Through Body Following Row at a Local Hotel Last Night

Thomas Riley, Grand Trunk Brakeman Said To Have Shot Down Bartender at Hotel Cecil, Captured After Long Search in East End Yards.

DODGES OFFICERS IN FOG FOR SEVERAL HOURS

Dr. P. P. Drake, who, with Dr. W. J. Stevenson, is attending Geo. Blackburn, told The Advertiser at 3 o'clock this afternoon that Blackburn's chances for recovery are very slim.

"I went to the hospital a short time ago to see if the man was a fit case for a morient statement," said the doctor. "While he is quite bright, his pulse is so bad that I do not think he would be able to stand it. If he lives for 24 hours more he will have a chance for recovery, but his condition is such at present that I fear he will not."

Mr. Blackburn's wife is in constant attendance at his bedside.

After threatening to "get" R. G. Blackburn, 189 Clarence street, a bartender at the Cecil Hotel, because he ordered him from the barroom at 5:20 Friday afternoon, Thomas R. Riley, a brakeman, who hails from Kansas City or Fort Scott, is said to have gone to his boarding-house, secured a revolver of .32-calibre, and returned to the hotel nearly two hours later, and shot Blackburn through the stomach.

Blackburn was rushed to Victoria Hospital in the police ambulance. An X-ray photograph of the wound was taken by Dr. H. Stevenson, after which he was placed on the operating table, and Drs. Drake and W. J. Stevenson performed an operation in an endeavor to extract the bullet, which was lodged in his bowels, and to seal three wounds, which had been made in his intestines by the bullet.

His attending physicians say he has only a slight chance of recovery, and that only one in a hundred could recover from such wounds.

A LONG CHASE.

After a chase lasting for four hours, Detectives Nickle and Down arrested Riley in the Grand Trunk yards at Egerton street at 3:30 this morning, as he was making ready to board a freight train eastbound.

He walked right into a net spread for him by the detectives, and was captured before he had any chance to offer resistance. The revolver which he is said to have shot Blackburn with was not on him when he was caught, and it is thought by the detectives that he disposed of it before starting down the yards to catch a train.

His light felt hat he discarded for a black peaked cap. After securing information to the effect that Riley boarded a freight train bound for London, the officers returned to the station, and there awaited news from points along the line that had been wired to be on the watch for the man.

DOUBLED ON HIS TRACKS.

But Riley, who is an experienced railroad man and who, no doubt, knew that every train would be scrutinized, got off the freight a short distance west of where he boarded it, and doubled on his tracks. He hid among the hundreds of freight cars that are kept in the yards between Clarence and Rectory streets until 11 o'clock, when he turned up at the East London depot. He did not seem to be a bit afraid, and walked up and down the cinder path at the east side of the depot several times. Each time he looked through the window into the yardmaster's office. After walking about for several minutes he started on Rectory street to his boarding-house, a block away. There, it is said, he packed his suitcase, but Mrs. Bryanton told The Advertiser today that the best of her knowledge the man had not been in the house after leaving shortly after six o'clock.

JAUGHT IN THE YARDS.

About ten minutes after going south the man returned to the depot, but a police sergeant was coming along Rectory street, and although the fog was so thick it was next to impossible to see anything ten yards away, Riley saw the officer, who for a moment, was in the glare of a light from the depot, the officer could not see Riley. The latter then turned about and again faded south on Rectory street. He went as far as the track south of the roundhouse, where he turned east for about 100 yards, and then turned north until he came to the main lines again. Making sure there were no officers about Riley again walked up to the depot, and into the trainmaster's office, where he stood for a few minutes, before disappearing down the stairs to the street.

GEORGE BLACKBURN, who is in very critical condition as result of being shot.



George Blackburn, who is a son of Capt. Blackburn, of the steamship Tunisian, was born in London, Eng. His mother, who was a French lady, died when he was quite young, and his early years were spent on his father's ship. When he was about 14 years old, in company with another boy of about his own age, he ran away from the boat while she was in port on this side of the Atlantic. Coming inland, he found employment with John Sheldon, who kept a hotel at Blenheim. Sheldon subsequently removed to Ridgeway, and ran another hotel there. Blackburn went with him, and was bartender there for a number of years. About six years ago he came to London and secured employment at the Hotel Cecil bar. He left Mr. Oke after two years, and for one year tended bar in a hotel at Forest. Three years ago he returned to the Hotel Cecil, where he worked up to the present.

HERE ARE 80 FIRMS WHO HAVE NOT SIGNED THAT "MONSTER" PETITION

A petition has been presented for publication in the newspapers, circulated by Messrs. Pocock, Graham and Spittal, and will be "played up" in the electrification organ as the major portion of the business community.

There are hundreds of business institutions of all classes in London which have not signed the petition. Just a few of them are presented in the following list:

Smallman & Ingram.
D. H. Gillies & Co.
Columbia Handle works.
Canadian Oil Company.
Globe Casket Company.
London Cold Storage Co.
Miller, Limited.
Dymont-Baker Lumber Co.
London Box Company.
Forest City Bent Goods Co.
Rumball Lumber Co.
London Fence Machine Co.
William Heaman & Co.
Fraser Car Company.
M. Masuret Company.
James Cowan & Co.
T. Mara's.
Brewster's, Limited.
Gray's, Limited.
Wortman & Ward.
London Engine Supplies.
McCormick Mfg. Company.
E. Leonard & Sons.
London Bolt and Hinge Co.
Reid Bros. & Co.

Cook-Fitzgerald.
Murray Shoe Company.
H. T. Reason & Co.
Somerville Paper Box Co.
Imperial Brass Company.
London Brass Company.
G. H. Belton.
London Canning Company.
Gorman & Eckert.
John Campbell & Sons.
Laughlin Carriage Co.
McNee & Sons.
Rod, Nolan.
Garagar Company.
E. Swift.

SAYS INTOXICATION CAUSED HIM TO SHOOT BLACKBURN

Riley Declares He Was Drunk When He Shot Down Bartender.

CAN'T RECALL THE AFFAIR

Realizes Seriousness of His Situation, But Takes Incarceration Quietly.

"I certainly did not know what I was doing. I was paralyzed drunk," said Thomas Riley to some of the officials at the county jail, referring to the shooting at the Hotel Cecil Friday evening. This is the only explanation he gives of the rash act which resulted in the serious wounding of George Blackburn, and for which he is locked up on a charge of shooting of George Blackburn, and for which he with intent to kill. He now realizes the seriousness of the crime with which he is charged, and seems deeply concerned at the position in which he finds himself. He is taking his incarceration quietly, however, and has given little trouble to the officers at the jail. "He seems a very quiet and nice fellow," said one of them. Riley claims to remember little of what transpired at the hotel, and says the whole blame for the affair on his intoxication.

There is a possibility that the prisoner will be removed from the jail to Victoria Hospital this afternoon in an effort to have him identified by his victim. The jail officials have received no notification to that effect, however.

HOTEL CECIL, where shooting of George Blackburn occurred Friday night. Marked door shows where Riley stood as he shot, a moment before running into the street.



Photo by Hines, East London, taken for The Advertiser.

LONDON WHOLESALERS WOULD BE FORCED TO BUILD WAREHOUSES IN ST. THOMAS SAYS T. B. ESCOTT, LEADING MERCHANT

Rates Between This City and St Thomas the Same Now as St. Thomas Enjoys—A Practical Summary of the Scheme's Many Defects—Promises Sound Like Gold Mining Prospectus, Says Mr. Escott.

One of the clearest-cut and most logical interviews which has been secured since the electrification campaign began more than nine months ago, was given to The Advertiser today by Mr. T. B. Escott, for many years one of London's leading wholesale grocers, and a practical authority on the feasibility of the scheme from the standpoint of the shipper and the business-man.

Opposition Is Stronger.

Mr. Escott has opposed the scheme from the first, and has not altered his views in the slightest degree since he first gave the matter serious study. Rather, it can be said that his opposition has intensified as the various serious aspects of the scheme have unfolded themselves.

"Let us go back to 1854 at the time the road was built," began Mr. Escott, "and we will find a point to be considered. At that time the city operated the road for a period of twenty years at a loss. So serious was the situation that for a time the road went begging, and finally was leased to the Grand Trunk. At the present time, I believe, the citizens are paying in their tax bills a part of the losses created for us after 1854, and during all that period that the city operated it."

Must Buy Steamers.

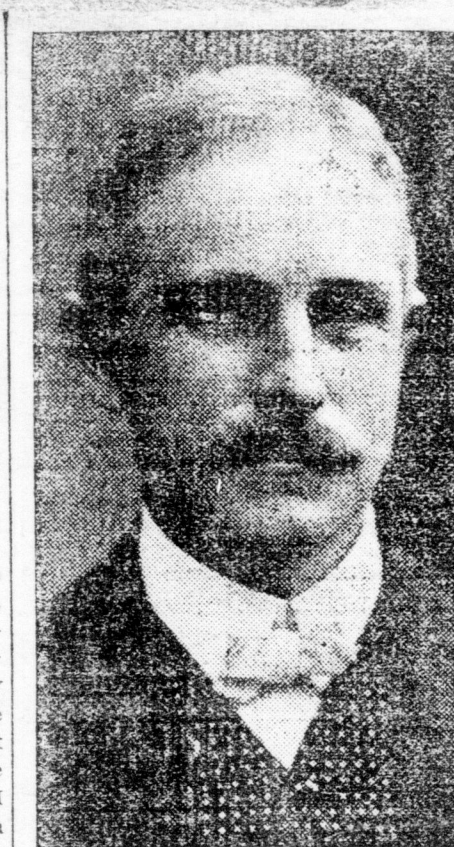
"If we run the road ourselves, the statement is made that we will save in freight rates. Thus, I believe, to be altogether impossible, unless a fleet of steamers is built by the city and can from Montreal, as the lake steamship companies have recently gone in to a merger with a capitalization of \$32,000,000, and have working arrangements with all railroads. A slight differential is given to these steamers that amounts to 2½ cents per hundred. This differential is more than counterbalanced by delay in transit. This has been shown markedly in a recent case when we were compelled to withdraw our shipments by steamer and the Lake Erie road on account of the delay. In some instances the goods were held in Montreal waiting for steamers to depart, claiming that there was not sufficient freight for Port Stanley. I recall that with one shipment thirty days elapsed from the time our goods arrived in Montreal until they got to London. It pays the wholesale merchant better to bring his goods all rail than by steamship and rail from Montreal, as the goods always arrive here in better condition and quicker."

An Additional Million.

"If it is contemplated to build a line of steamers for use between Montreal to Port Stanley, the city must face an additional investment of a million dollars in addition to the million-dollar spent to electrify the road. Otherwise our expenditure in electrifying the road would be of little service to London in the matter of saving freight charges."

If Both Lines Were Tied Up.

"The road can do an excursion business similar to what it is doing now, but I question if it would be as satisfactory as it is now in view of the fact that we now have an electric road and a steam road, and if the electric road breaks down with thousands of people at Port Stanley, the road and steam engine will bring the people safely home. If we electrified this



MR. T. B. ESCOTT.

road and the power went off (as it was demonstrated this summer, it might go off), how would the people get back to London?

"Then the question of borrowing a vast sum of money at a high rate of interest to invest in a doubtful speculation is one that should be considered carefully. London cannot borrow at less than 5 per cent. If we invest a million, there is \$50,000 a year interest that must be paid. If the road pays all this interest may be covered (if the result is not as pictured by some of the prospectuses published—some of which read like gold-mining prospectuses), then the taxpayers will for the next forty or fifty years be obliged to face this payment on their tax bills with the additional losses which have been or will be incurred on the road."

As An Investment.

"I wonder if there is a citizen that would think it a good investment to borrow large amounts at high interest to invest in a similar undertaking. It means that every home in London will be practically mortgaged to raise the money. Whether the road earns the money or not, if the city must run a railroad and a steamboat line, where are the expert business managers required to conduct these businesses to be secured? Perhaps the gentlemen who give such glaring figures of profits may be the experts to conduct this railway business. You must not forget, we have only about half a year to bring freight from Montreal, and if we cut off the coal business handled by the G. T. R. we have only the excursion business during the summer."

Freight Rate Absorbed.

"Another serious side is the fact that the M. C. R. has promised to withdraw from the city. This would mean a serious matter to the wholesale merchants of the city who do business in Southwestern Ontario. The freight rates at present enjoyed by merchants are the same as enjoyed by the city of St. Thomas. The railways at present absorb the rate between London and St. Thomas, and if this privilege were

withdrawn the wholesalers would be obliged to pay the city line's rate from London to St. Thomas, and the railway rate from St. Thomas to the other points. I believe there are more than 200 points along the lines served by these lines, and that altogether the railway lines would total a mileage of more than 800 miles.

THE CREAM OF THE BUSINESS.

"THE CREAM OF THE BUSINESS OF LONDON'S WHOLESALERS IS DONE IN THIS SOUTHWEST-ERN DISTRICT."

"IF THE RATE TO THESE POINTS WERE INCREASED THE WHOLESALERS OF LONDON WOULD BE OBLIGED TO ESTABLISH IN ST. THOMAS, AT THE VERY LEAST, TRUNK WOULD HAVE TO ESTABLISH A BRANCH OF THE BUSINESS IN ST. THOMAS, MOVING AS MANY MEN AS WAS NECESSARY TO HANDLE THE BUSINESS. THIS WOULD INVOLVE A LARGE NUMBER OF MEN TO SAY THE LEAST. EITHER THIS OR THE LONDON WHOLESALERS WOULD HAVE TO DROP THAT BUSINESS, AS OUR COMPETITORS WOULD BEAT US OUT OF THE FIELD. WE WOULD BE BUILDING UP ST. THOMAS, A THING WE HAVE UNFORTUNATELY DONE BEFORE, AND WE WOULD BE DRIVING BUSINESS AWAY FROM LONDON."

A DELIBERATE FALSEHOOD.

Engineer Warfield estimates a wage scale six cents higher for motormen than is paid on the traction line, London Free Press.

This is a malicious falsehood, Warfield's estimate for motormen is 22 cents an hour, which is exactly the same as the traction line's scale.

Warfield gives four cents more an hour for electric locomotive drivers than he provides for motormen. His scale is non-union, little more than half the amount paid by the Grand Trunk for electric locomotive drivers at Sarnia tunnel. The railway brotherhoods will deal with this phase of the question shortly.

Engineer Died as Train Pulled In

[Canadian Press.]

Regina, Sask., Oct. 4.—It is generally of Toronto, on No. 21 train, from Port Hope to Toronto, died on his engine just as the train was coming into Omeamee at Sturgeon street station today.

THE WEATHER.

TOMORROW—RAIN.

Forecasts.

Today—Light winds; fine.

Sunday—Increasing southeast winds; fine at first; rain before 2 p.m.

Temperatures.

The following were the highest and lowest temperatures during the 24 hours previous to 8 a.m. today:

Stations.	High.	Low.	Weather.
LONDON	56	36	Clear
Calgary	46	32	Cloudy
Winnipeg	44	34	Cloudy
Port Arthur	55	35	Cloudy
Toronto	58	38	Clear
Ottawa	58	38	Clear
Montreal	60	48	Clear
Quebec	54	46	Clear
Father Point	46	34	Clear

Weather Notes.

The disturbance which was near the middle Atlantic coast yesterday is moving slowly eastward, south of Nova Scotia, while that in the West is now centred in Nebraska.

HUNT FOR RILEY PROVIDED THRILL FOR REPORTERS

One Scribe Was Phoning About Wanted Man When Latter Stepped In.

WENT WITHOUT A WORD

At One Time Was Walking Down Street With Policeman Right Behind Him.

One of the most dramatic happenings in the chain of dramatic events which centred about the shooting of George Blackburn and the capture of Thomas Riley, his assailant, Friday night, occurred with two Advertiser reporters at the East London Grand Trunk depot shortly after 11 o'clock. The scribes hurried to the East London yards about 11 o'clock after being handed a "tip." On the way up Rectory street they met three policemen, and all commented on the fog and darkness of the night. One of the reporters walked into the yardmaster's office and asked permission to telephone, while the other waited outside, on the watch.

Saw Riley Near Policemen.

Before the permission was received, one of the employees of the company walked in and said: "I just saw Riley walking down the street; a policeman is right behind him!" This statement provoked a laugh, as the men in the room thought Riley was miles away from the scene at that time. The employee insisted that he had seen him, and that he went south on Rectory street, and the reporter on the inside looking out stood and thought and wondered what the one on the outside was doing.

Nothing more was said for a few minutes, and after obtaining permission to use the telephone, the scribe on the inside sat down at a desk just inside the door and called a number. He received a response, and had just asked, "Do you know a man named Riley, formerly employed on the Grand Trunk, who is wanted for shoot—"

Riley came in, and looking at the reporter, he said: "Oh!" and glancing around noticed that one of the men had turned pale and that another was squirming uneasily in his seat.

"Something must be wrong," thought the scribe, and something was wrong. Turning around in his seat he glanced toward the door, and there, standing right beside him and looking right into his face stood Riley, the man who was wanted for the shooting, and who was armed. Then something happened to the reporter. He had visions of a long cortege of black wagons following behind a glass-enclosed hack, in which he was having a ride, and one or two friends remarking that after all he was not such a bad fellow. He also felt cold shivers running up and down his back, and he knew that his hat was slowly ascending, but Riley, after standing at the desk for a couple of seconds—it seemed like years to the reporter—turned and walked out the door without saying a word.

The scribe on the outside was standing beside a window with his hands in his pockets, in an endeavor to keep warm. After issuing from the office he walked over to him and stared him in the face for several seconds, then walked away. As soon as Riley got going behind a glass-enclosed hack, the reporter on the outside felt a peculiar sensation steal over him, and also felt a little colder than he had previous to Riley's scrutiny of him.

That was the last the scribes saw of the man until he was arrested some hours later by the detectives.

BOARD OF TRADE SETS CARTAGE RATES

And Deputes Members to See Railway Commission on the Matter.

On motion of the board of trade, passed at a special session Friday night a cartage charge of 20 cents for "small" and 60 cents per ton for big package freight will be paid, pending the provision of a new cartage system. This resolution was passed as a result of the announced abolition of the railway cartage systems, made some time ago, and the increase in rates made. In addition to passing the resolution, the board deputed P. Pocock and John Marr to take up the freight cartage question with the Dominion Railway Commission in an endeavor to get the present tangle satisfactorily straightened out.

Montenegrin Army To Be Remobilized

[Canadian Press.]

Cettigne, Montenegro, Oct. 4.—A partial remobilization of the Montenegrin army was ordered today by royal proclamation published in the Official Gazette. The document says the step has been taken "in consequence of events transpiring on our eastern frontier."

West Brightening Up.—Mr. E. L. Graves, a fourth-year student at the Western Medical College, has returned from Watrous, Sask., where he assisted in a medical practice during the past summer. According to Mr. Graves, prospects in the west are brightening up rapidly; money is freer, and collections are coming in very satisfactorily. The harvest has been a very fair one, and the westerners are optimistic.