

TWO MEMBERS FOR LONDON? MR. BECK REFUSES TO TALK

Speaks of Niagara Power and Its Possible Effect Upon the London Electric Company—Says Producer Gas Can't Compete With Power From Falls

Hon. Adam Beck returned last night from Stratford, where he addressed a meeting on Niagara power. He spent Thursday afternoon in Toronto, and attended a power meeting there.

To The Advertiser, Mr. Beck refused to make any statement in regard to the report from Hamilton that Mr. Hendrie had said that a redistribution of the provincial constituencies was to take place at the next session of the Legislature, and that London would be given two members. Mr. Beck had heard nothing of the matter, he said.

Local Conservative say, however, that the rumor is well founded, and that London will be cut into two ridings, with Dundas street as the dividing line. This story was published in The Advertiser three months ago.

Speaking of Niagara power for London, Hon. Mr. Beck said that the effect which the power will have on the London Electric Company, if the power be introduced here, will be a purely business result.

"It may be hard on the stockholders," Mr. Beck said, "but the people of London cannot be expected to pass up Niagara power, simply because the London Electric is likely to be put out of business."

If a gas well were to be discovered in London, would anybody dream of not using the gas simply because the City Gas Company might not be able to compete with the natural gas?

In for a Jolt.

As the London Electric Company is

capitalized at about \$650,000, and the city of London is only figuring on a debenture issue of \$235,000 to provide a distributing plant, it is easily seen that unless the company is able to secure a contract for distributing the power, or finds it possible to compete with the city plant, the shareholders are in for a severe jolt. Mr. Beck claims that the city does not need the whole of the London Electric Company's plant. All that is wanted is the poles and wires throughout the city.

Producer Gas.

Mr. Beck still maintains that producer gas power cannot compete with Niagara power anywhere within the Niagara belt.

"Why is it that one of the big coal mines has made a contract for water-generated electricity and refuses to burn its own coal, if it is a proven fact that producer gas is the cheapest power?" he asked.

"A Montreal firm has thrown out the producer gas engines," he continued. "Why doesn't the London Electric install them if they are so cheap? Didn't the London Electric put in new steam engines last year?"

In conclusion, Mr. Beck admitted that the Niagara power bylaw, which calls for an issue of \$235,000 debentures, may have a hard row to hoe in January, owing to the fact that the people will be asked to vote on many other bylaws at the same time, and he said:

"If London doesn't get Niagara power this time, in my opinion it will never get it."

Wizard Titus Through With London Would Not Come Now for Any Price

So Says Mr. C. J. Fitzgerald, of New York, Who Is Now in London.

"Not if the city of London got down on its knees and begged him to come to London, would he come here."

This was what Mr. Christopher J. Fitzgerald, of the Cook-Fitzgerald Shoe Company, told The Advertiser today when asked if Mr. Silas W. Titus, the American water wizard, was still willing to install an artesian well plant for the city of London to supply the people with water.

"Mr. Titus has forgotten all about London," said Mr. Fitzgerald, who has just arrived in London, and who spent two months here looking after the interests of his shoe firm, together with Mr. J. P. Cook, his partner. "Mr. Titus came to London as a personal favor to me, and if the city had brought him here, he would have laughed at any fee less than \$1,000."

Made Good Offer.

"He made the city a good offer, but the city for some reason or other did not see fit to accept it, although it did not call for the issuing of a dollar of debentures by the people. Now, Mr. Titus is engaged on a \$30,000,000 proposition for the city of Brooklyn, and you may easily judge that he is not worrying about London. He traveled around quite a bit and put in some very large plants, but not until he came to London did he find men who knew more about water and wells than he did."

The Panic.

Mr. Fitzgerald, who is manager of one of the biggest turf concerns in America, and is interested in differ-

ent private ventures in New York, is optimistic as to the future, and does not regard the present financial flurry as being the precursor of hard times.

"In New York," continued Mr. Fitzgerald, "you could not sell gold dollars for ninety cents a few days ago, but even now things are beginning to pick up. There is plenty of business in the country, and no one looks upon the present stringency as the end of the wave of prosperity."

The Cause.

"Every man has his theory as to what caused the panic. My own is that the good intentions of President Roosevelt in his attitude toward the trusts and corporations, is much to blame, but Mr. Roosevelt is honest, and his work will yet bear good fruit. Something had to be done with the trusts, and, of course, some people had to suffer."

Always a Lull.

"Coming on toward the presidential year there is always a lull in business, so that this year in this regard is no exception to the rule. But I think that if Roosevelt should consent to run again, or if he should have the naming of a man to take his place, which he most likely will, times will regulate themselves at once, and the heads of the trusts will throw up their hands in a moment to terms with the Government, instead of following their present course, which is to make it appear that Roosevelt is ruining the country."

Canada All Right.

"Canada has not appreciably felt the shock of the American panic," Mr. Fitzgerald concluded. "Our own firm is doing a big business—bigger in Eastern Canada than ever before, but in the west things are a little quiet just now."

Freshmen Held Initiation Reception

The freshmen of the Western University held their initiation reception last evening in convocation hall. A very large number of citizens were present and spent a pleasant time. Mr. Harry Ashby, chairman of the freshmen, opened the programme with an address, in which he extended a warm welcome to all.

The programme which followed included a song by Miss Vrooman; violin solo, Mr. K. Alexander; reading, Mr. Stewart; tableau, a trial scene from "The Merchant of Venice"; an orchestral selection by Messrs. Alexander, Tennant and Langford; reading, Mr. H. B. Curry; instrumental solo, Miss Carrothers; solo, Mr. Charles Evans; instrumental, Miss Smith; recitation, Miss Carrothers. At the conclusion of the programme refreshments were served in the library.

TERRIBLE TOLL OF RAILROADS 5,000 KILLED IN UNITED STATES

Washington, Nov. 7.—The Interstate commerce commission bulletin upon accidents upon railroads of the United States during the year ended June 30 last shows total casualties \$1,286, or 5,000 persons killed and 76,286 injured. This shows an increase of 10,352 casualties, or 775 in the killed and 9,577 in the injured, as compared with the previous year.

These figures include only accidents to passengers and to employees while actually on duty. The bulletin says: "There have been heavy increases in all of the items, except accidents to coal coupling and in striking against overhead obstructions."

The number of passengers killed and injured in collisions and derailments has increased to an alarming degree. In this item the very large

total reported in 1905 is now exceeded by 17 per cent. The comparative smallness of the increase in casualties due to coupling and uncoupling cars, and in accidents to men on the tops of freight cars, is undoubtedly due to the maintenance and care of automatic couplers and to the increased use of air brakes on freight trains.

"The disastrous record of casualties to passengers in train accidents (4,108 killed) is due in large measure to ten accidents, which caused the death of 291 persons."

The report for the last quarter (included in these figures for the year) embracing April, May and June, shows 1,065 persons killed and 18,644 injured; 1,905 collisions and 1,971 derailments, involving \$3,232,673 damage to the trains and roadway.

G. T. R. Says Rent All Premises Looks Bad for Track Elevation

The Pere Marquette Also Stops Expenditures—Both Want Cheaper Money.

A St. Thomas dispatch announces that the new shops which it was announced the Pere Marquette Railway would build in that city will not be erected, and that instead all the repairs that are necessary to the locomotives and rolling stock of the company will be made at Port Wayne, Indiana.

The tightness of the money market is blamed for the refusal of the railway to build the shops in Canada.

It looks, too, as though the Grand Trunk Railway does not intend to do anything in the way of track elevation.

Narrow Escape of a Messenger Boy Fell Under a Wellington Street Car

Was Dragged Under the Fender for Ten Feet—Practically Uninjured.

Percy Knaggs, a C. P. R. messenger boy, who resides on Lorne avenue, had a narrow escape from death or serious injury at 12:30 today, just south of Dundas street on Richmond street.

The lad, who is about 15 years of age, was riding south on his wheel on the west side of the street.

At the same time a southbound Wellington street car was crossing Dundas street, and when it reached the south side it was proceeding rather slowly with young Knaggs riding his wheel alongside.

A man was walking north on the

board walk put down in front of Smallman & Ingram's new store, and he suddenly left the walk to cross over to the car. Knaggs saw him, and to avoid a collision, swerved to one side.

He missed the man all right, but unfortunately the lad's wheel struck the board walk, and threw its rider directly in front of the car.

Young Knaggs' legs went under the fender, and the wheel scraped his right leg, as he wriggled from under. A couple of men jumped to his rescue and pulled him out of harm's way, but his clothes were ruined, and he was very badly frightened.

The several hundred witnesses of the accident thought for a few seconds that it was all over with the boy. He was dragged about 10 feet before the car stopped. He was practically uninjured.

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MORE CASES FOR NON-JURY ASSIZES

The entry list for the non-jury assizes which open here Monday closed yesterday at 4 o'clock.

The latest cases to be entered are: Rowe vs. Rennie—Elizabeth Rowe and Jane Coombs ask for \$1,000 damages from Rupert W. Rennie, for alleged trespass of certain lands, on Talbot street, this city.

Gibbons, Harper & Gibbons for the plaintiffs; Macpherson & Perrin for defense.

Griffin vs. St. Marys—J. Y. Griffin & Co. ask for \$1,000 damages from the St. Marys Creamery Company. According to the statement of claim, in December, 1905, the plaintiffs ordered 22,400 pounds of first-class butter from the defendants. The butter was delivered and received, and a quantity sold, which it was discovered, is alleged, was of inferior quality, and was not of merchantable quality.

The plaintiffs thereupon notified the defendants of the fact, and were directed to pay the cost of the trial. The defendants, however, refused to pay the cost, and forward an itemized account of their losses to the defendants.

The account was forwarded after the butter had been sold, but the defendants, it is alleged, failed to make good the losses sustained.

The defense denies that the butter sold was bad, and also that they offered to make good any losses on the same.

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SMALL HOUSES ARE IN DEMAND

The Larger Residences Find Tenants Rather Slowly.

BUT FEW VACANT PLACES HERE

Rents for the smaller class of houses remain as high as ever in London.

Real estate men predict that houses of the larger class will be considerably cheaper before the winter is over.

"People who have small houses are in luck now," said one agent this morning. "If I had fifty small houses I could rent them in no time. Everybody who comes along these days is asking for small houses. By a small house I mean one for which the rent does not exceed ten or twelve dollars a month. Many people, especially English people, are 'doubling up,' in order to save expenses. In several instances that I know of two and three families are occupying a single house in this way they save considerable rent, but have to put up with considerable inconvenience."

Few Vacancies.

"I do not think there are as many houses vacant in London now as there were a year ago. On the first of November last year we calculated that there were over three hundred vacant places in London. This year I do not think there will be so many, for the reason that the building trade has not been so brisk. Possibly the percentage of empty places is larger in proportion. There is no likelihood that small houses will be any cheaper to rent while the present demand lasts, and there is no prospect that the demand will lessen. On the contrary, it is more than likely that it may increase."

Will Not Finish Houses.

A leading contractor said this morning that owing to the action of the banks a number of houses which had been begun this year would not be finished.

"The banks say they have no money," he said, "and will not advance any. The result is that a number of contractors are boarding up the houses on which they were working and letting them stand, while they go on with other work."

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McClary's Will Not Throw Out Gas Col. Gartshore Makes Statement

Does Not Believe That Niagara Power Will Come Here at a Cheaper Rate.

In yesterday's issue of the Hamilton Herald, the following item appeared:

So much capital has been made by opponents of the Government power policy out of the announcement that the McClary Company of London had utilized producer gas at a cost very much lower than the lowest possible price for electric power, that it is interesting to learn from the McClary Company itself that it installed a producer gas engine only for temporary use, and intends to take Niagara power as soon as it can be delivered.

When questioned regarding the matter this morning Colonel Gartshore stated that the article was a fabrication, and that the McClary Company had not the slightest intention of adopting Niagara power and displacing its producer gas plant.

"The producer gas plant is proving too satisfactory for any such move to be contemplated," said Col. Gartshore, to The Advertiser. "We know pretty nearly what it costs us to get our power from it. We know nothing as yet regarding Niagara power, but, of course, if it can be delivered to us for less than our power from the producer gas engine costs us, we should be foolish not to adopt it. But so far there is no reason to believe that Niagara power can be delivered in London at a rate that will compete with the cost of our power for producer gas."

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