

43RD YEAR : NO. 19044

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PRICE TWO CENTS.

## Dock Strike Is Still On; Fight to a Finish Now

Montreal, Que., May 20.—The longshoremen's strike deadlock is as hard and fast as ever. Mr. Ackland, the acting deputy minister of labor, has gone back to Ottawa, having practically exhausted all efforts of his department to bring the strike to an end. This course followed the action of the strikers today in rejecting the offer made direct to the men instead of through the longshoremen's union which has withdrawn from the matter. The men are more determined than ever to stand out for their original demand of an increase of 5 cents an hour. Warrants for breach of contract were taken out today for fourteen men who had contracted to work for two stevedores, Ives & Ferns, for the season, but who were, it is alleged, intimidated into leaving the job. It is now said the shipping federation is getting more help, and has arranged to bring a lot of men out from the old country.

## COLD NIGHT? SURE; NEAR FREEZING POINT

Thermometer at Observatory Dropped to 32.5 Degrees Above Zero.

Pretty cold last night, wasn't it? So cold many people thought they were having an unexpected return of winter.

Grave fears were expressed that the frost would do serious harm, but the weather men didn't go the limit. According to the registration of the thermometer at the observatory in South London, the mercury went down in the bulb to 32.5 degrees, which was very close, but not quite at the freezing point.

## WAS 75 YEARS RESIDENT OF LONDON

Death of Mrs. Wilson, Wife of the Veteran School Teacher.

The death occurred in this city last evening of Mrs. Sarah Wilson, wife of Mr. Nicholas Wilson, the veteran school teacher. Mrs. Wilson was the third daughter of the late John O'Brien, one of London's earliest and best known inhabitants. She was born on the 5th day of January, 1832, in Stratford-on-Avon, County Warwick, England, and came to this city with her parents in 1852. She had resided here ever since.

Mrs. Wilson was among the earliest residents, and witnessed the stirring scenes of 1857 and 1858. She was the only surviving member of her family. Mrs. Wilson was married in 1847, and out of a family of eleven children—three sons and eight daughters—only Mrs. E. S. Winnett and Miss Annie, of this city; Edward and Harry of the United States, and William, and Thomas, of this city.

For some time past Mrs. Wilson had been ailing, and for two weeks her recovery had been despaired of. She was beloved by all who knew her. Deep sympathy will be felt for Mr. Wilson among his wide circle of friends in this city. The funeral will take place from the family residence on Maitland street, at 3 o'clock on Wednesday afternoon. The services will be conducted at 2:30 p.m. by Rev. R. S. W. Howard will conduct them, and interment will be made at Woodlawn cemetery.

## PRISON DOORS CLOSE ON ABE

## Hummel Starts His One-Year's Sentence on Blackwell's Island.

New York, May 20.—Abraham H. Hummel, who for nearly a third of a century was one of the most widely known and successful criminal lawyers in this city, today began to serve a one-year sentence in the Blackwell Island penitentiary, following his conviction two years ago for conspiracy growing out of his connection with the Dodge-Morse divorce litigation. Hummel fought the conviction through several courts, but the decisions were adverse to him, and it is decreed that the term of imprisonment should begin today. The Bar Association some time ago disbarred him. Hummel started for the penitentiary from his home in East Seventy-third street in an automobile, and without a guard. He had been at liberty on bail, and had given his promise that he would go voluntarily to the prison today. A big crowd was gathered in front of his residence when the little lawyer dashed out of a basement door, and holding a large handkerchief in front of his face, he ran to the curb, jumped into the closed automobile, and a moment later was whirled away toward the prison.

## BUST OF DRUMMOND.

Montreal, May 19.—Mr. George W. Hill, the sculptor of the Strathcona memorial on Dominion Square, is modeling the bust of the late Dr. William Henry Drummond, from which a bronze replica will be made for the Carnegie Institute, New York. The likeness is extremely natural and lifelike, and Mr. Hill has been greatly praised for the fidelity with which he has executed the work.

## SAVED HIMSELF FROM GOING BENEATH CAR

Young Farmer Clung to Handle and Was Dragged Some Distance.

A peculiar accident happened on Richmond street, near King, on Saturday afternoon, when George Coombs, a young Elfrida farmer, was struck by a south bound car as he was attempting to cross from the east side to the west side of Richmond street.

Coombs received a glancing blow from the fender and fell towards the front of the car. Grasping the handle of the vestibule he tried to throw himself clear of the car, but his clothes became entangled in the step and he was dragged some distance before the motorman was able to stop the car.

Investigation showed that Coombs was not injured beyond a few scratches sustained by being dragged over the sidewalk paving stones and asphalt filling with which the street at this point was covered. His clothes, however, had not fared so well, and he was obliged to borrow a pair of overalls before he could proceed on his journey. His trousers having been torn to shreds.

Saturday evening Fred Dart, a London Junction man, was struck by car No. 115, as he was driving across the tracks at the Junction. He was not injured.

## CASE GOES OVER TO NEXT COURT

Interesting Action Against Insurance Company Postponed at Non-Jury Sittings.

The Middlesex non-jury assizes opened at the court house at 1:30 this afternoon before Mr. Justice Britton.

One of the most interesting and important cases on the list—Somerville vs. Aetna—was adjourned until next sitting by consent of both parties. The case is one in which Mrs. Mary J. Somerville sues to recover \$2,000 from the Aetna Life Insurance Company of Hartford, Conn., as insurance on her husband, whom she believes to be dead.

The Watson vs. Reid case, the first on the list, was adjourned until the defendant paying the full amount asked for. W. J. Reid & Co. had brought action against H. Watson, of 200 Arthur, to recover \$45.60, due as part payment on goods sold and delivered.

The Southwestern Traction vs. Wilcox case is in progress. The Southwestern Traction Company seeks to recover \$633 from the Wilcox Manufacturing Company for the sale of a motor, and for electrical power supplied. The action is a most interesting one, inasmuch as the result will decide definitely whether a firm must pay for power alleged to have been irregularly supplied, when the contract stipulates that good service must be given.

In the case in question the defense alleges that the motor did not work satisfactorily, and that they requested the plaintiffs to remove it, which was not done.

## IS A LONDON MAN

Brakeman Who Lost Both Feet at Falls Formerly Resided Here.

The Michigan Central authorities in this city are endeavoring to ascertain the present whereabouts of Mr. A. E. Gard, who was at one time a resident of this city.

A son of Mr. Gard's, Henry by name, has been employed as a brakeman on the M. C. R. for some time, and on Friday last, while doing some switching at Niagara, he fell beneath some cars and had both feet amputated. His condition is critical, and doubts are entertained for his recovery.

The injured brakeman told the railway authorities and the hospital staff at Falls that he belonged to London, but he was unable to give his father's address.

## CANADIAN IN CHARGE

New Regulations for Navigation of the Lime Kiln Crossing.

Amherstburg, Ont., May 20.—As a result of the visit here of Commander Spain, with President Livingston, of the Lake Carriers' Association, United States District Engineer Davis and officials of the Pittsburgh and Wilson steamship companies, Capt. Frank Hackett, of the Canadian tug Home Rule, is now in charge of navigation past the Limekiln Crossing. The Home Rule flies the "Blue Peter" of the Canadian Government, and has full authority to regulate all navigation in the channels. Up-bound vessels will be required to take the easterly channel and down-bound vessels the westerly. This arrangement will hold until the new rules now being prepared at Washington, which will be agreed to by Canada, are promulgated. All expenses in connection with the matter are borne by the Lake Carriers' Association.

## GARAGE BURNED.

Buffalo, May 20.—William F. Potson's automobile garage at Nos. 22 and 24 West Union street, was burned early today. The loss on machines stored in the building is estimated at \$100,000, partly covered by insurance. The fire started in a locker-room, and is believed to have been caused by spontaneous combustion.

## MAIL ORDER VOTE READY THIS WEEK

London Will Have Early Opportunity to Ballot on Various Water Schemes.

The water commissioners promise faithfully that the mail order vote will be ready this week.

It appears that the matter which is to be sent to the voters has been prepared by Commissioner Saunders, but that the mayor and Chairman Darch have blue-pencilled it until the author can scarcely recognize it.

It is understood that Mr. Saunders came out very strong for the Komoka scheme, and adduced many arguments to show why it is, in comparison with any other scheme as yet presented, the best for the city to adopt.

The mayor, though he says he is in favor of the Komoka scheme, still thinks that each scheme with few facts as to cost, etc., should be sent to the people, all on the same basis, so that the voters may be able to tell the commission which plan is considered the best for the city to adopt.

The matter prepared by Mr. Saunders is now being revised by him, and it is thought it will be ready to send to the printer so that the ballots may be sent out this week.

## Well on Carling Farm.

Contractor Barlett, who has been boring a well for the commission on the Carling farm, Dundas street east, struck a great flow of water at a depth of 170 feet, which is ten feet in the rock.

The water of this well will be tested at once, before any more money is spent on it.

Superintendent Moore says the well is flowing over the five-inch casing which has been sunk a part of the distance in it, and that it looks like a very good well.

Mr. Moore says that great as the flow is, it cannot furnish a very large amount of water for the city. The probability is that other wells will be bored in the neighborhood if the water is found to be pure, which is altogether likely, as the well is ten feet in the rock.

## Would Be Independent.

A communication will come before the city council tonight asking that the commission shall be allowed to have its own row in the future, and shall be allowed to retain its annual surplus for the improvement of the water-works.

Mayor Judd, when interviewed today, declined to state his position on the matter.

He said that the communication would likely be referred to No. 1 committee, where it would be threshed out. It is said that the majority of the council are against the granting of the request.

## DROWNED IN CANAL

Small Boy Was Endeavoring to Rescue Hat From Water.

St. Catharines, May 20.—George Wedemeyer, a young son of John Wedemeyer, Decatur street, was drowned in the new canal, near the Niagara street bridge, about 8 o'clock last evening. His hat blew into the canal, and in endeavoring to secure it he fell in. His brother was on the opposite side of the canal, but before he got around the little fellow had disappeared. The body was recovered soon afterwards.

## BELLIGERENT WINSTON

Expects, But Is Prepared for Another Preference Battle.

London, May 19.—The speeches of Premier Deakin, Sir William Lyne and Dr. Jameson since the termination of the conference have been keenly criticized by the radical press. Mr. Winston Churchill, making a strong speech at Edinburgh, referring to these and the efforts of the protectionist press, said the sacred laws of hospitality imposed obligations upon guests as well as upon hosts. The Government had not only handed the door against imperial taxation, but had locked, barred and bolted it, and would not give a farthing preference on a single peppercorn. The Liberal party stood like a rock between the hard-working masses and all who exploit their food supply to squeeze some shameful profit out of the scanty pittance of the weak poor. There would be another battle, but all he said was "come on."

## FOOD FACTORY FIRE

Blaze Discovered by the Night Watchman—Serious Damage Averted.

At 3:50 this morning the firemen had a run to the factory of the Battle Creek Health Food Company, Grey street, near Adelaide, where a fire had broken out on the second floor from an overheated oven. Only the chemical engine was used, and the flames were subdued with small loss, probably \$40 or \$50.

The alarm was sent in by the night watchman, and it was responded to promptly by the firemen.

## ASK BURNHAM TO RESIGN.

New York, May 20.—The Herald says that Frederick A. Burnham, president of the Mutual Life Insurance Company, has been asked by the directors of the company to present his resignation not later than Wednesday. In the event of his failure to resign, steps will be taken to declare his office vacant, and also to elect Archibald C. Haynes to his place.

## No Perishable Freight Accepted

As a result of the teamsters' strike in Montreal, Freight Agent Gordon of the Grand Trunk Railway, stated that his company is refusing to accept perishable freight in carloads and less than carload lots, for Montreal.

Mr. Gordon explained, however, that at this time of the year the order affects practically only eggs and beer. The order holds good until the termination of the strike.

## ELEVATION OFF FOR YEAR ANYWAY

And Rumors Say City Must Considerably Modify Its Present Stand.

Grand Trunk elevation and the possibility of its being accomplished this year or even next year, is discussed with much interest around the city hall these days.

A statement is credited to Hon. Adam Beck that Mr. Hays, general manager of the railway, told him in Montreal that there will be no track elevation in London unless the city is prepared to come down handsomely.

This statement, which Mr. Beck certainly has never made in public, is denied, it is said, by Mr. Hays, and by other officials of the company.

Nevertheless, it has caused a great deal of uneasiness, and coupled with Superintendent Brown's statement to the effect that there will be no track elevation this year, has somewhat dampened the ardor of the railway committee.

Ald. Booth, chairman of that body, does not hesitate to say that he is afraid the city made a mistake last year when it allowed the company to come as far east as Ridout street, as the G. T. R. appears to be in no hurry now to make an agreement with the city.

Ald. Matthews, who last year opposed the Grand Trunk at every turn, is now a convert to "I told you so," and is quite cheerful.

In the meantime, everything depends on Mr. Fitzhugh's reply to the draft agreement sent by the railway committee to Montreal some months ago.

It is said that Mr. Hays has given out that an agreement is impossible as long as the city stands out for the liability clause inserted in the agreement.

Those who are supposed to know say the whole matter of track elevation will be taken up shortly, and that an agreement will be reached whereby a bylaw may be submitted to the people in January next, fixing the assessment of the Grand Trunk Railway in London at a figure satisfactory to the city and the company, and which will insure track elevation in London by next summer at the latest.

## CITY WAS OVERPAID

Auditor Jewell Finds Claim of Pere Marquette To Be Correct.

City Auditor Jewell has returned from Cincinnati, where he audited the earnings of the L. and P. S. R., the head office of the Pere Marquette Railway, which now control the line to the lake, being in that city.

Mr. Jewell will shortly make a report to the city of its percentage of earnings of the road. The auditor states that he found the statement of the Pere Marquette relative to the mistake which had been made by which the city was paid about \$3,000 more than the amount to which it was entitled for percentage, to be correct, and has certified to the figures presented by the company on the subject.

This amount will be refunded to the company out of this year's earnings. Mr. Jewell says that the company gave him all the information he asked for, and did everything possible to assist him in the auditing of the company's books relating to the operation of the L. and P. S. R.

## 1,000 TRACKMEN OUT.

New Haven, Conn., May 20.—Italian trackmen employed by the New York, New Haven and Hartford Railroad Company, to the number of about one thousand, went out on strike today for more pay.

## THE WEATHER.

TOMORROW—A LITTLE WARMER.

FORECASTS.

Today—Northwesterly winds, "fresh" to strong during the day; fair and cool; local frosts at night.

Tuesday—Fine, with stationary or slightly higher temperatures.

TEMPERATURES.

Stations. 8 a.m. Min. Weather.

Calgary..... 36..... 20..... Rain.

Winnipeg..... 36..... 20..... Clear.

Edmonton..... 36..... 20..... Clear.

Parry Sound..... 36..... 20..... Cloudy.

Toronto..... 44..... 34..... Clear.

Montreal..... 44..... 34..... Fair.

Quebec..... 46..... 36..... Rain.

The first column in the above table records the temperature at 8 o'clock this morning; the second column records the minimum temperatures during the 24 hours previous.

## LOCAL TEMPERATURES.

The highest and lowest readings of the thermometer at the local observatory for the 24 hours ended at 8 p.m. Saturday were: Highest, 73°; lowest, 52°; above, Sunday: Highest, 73°; lowest, 52°.

## WEATHER NOTES.

Rain is falling this morning in Quebec and Alberta. Elsewhere the weather is fair. Unseasonably low temperature conditions still continue in the Western Provinces.

## MACHINISTS AND G. T. R. AGREE SUBSTANTIAL INCREASE FOR MEN

The Labor Disputes Act Settles a Long Standing Fight.

Montreal, May 19.—Once more has the Government's labor disputes act scored.

The board of conciliation appointed by Mr. Lemieux to investigate the differences in dispute between the Grand Trunk Railway and their machinists, completed their work last night and reached an agreement that is satisfactory to both sides.

The main points in the agreement, which is to last one year from May 1, 1907, include the regulation of hours, the disposition of the apprenticeship question, the definition of the minimum wage, the reinstatement of men formerly employed by the company, and no discrimination against committees of machinists acting for the men.

The trouble arose over a strike in 1905, by which several hundred men in Port Huron, Stratford, Toronto and other points were laid off. Since that time the matter has been dragging along with no hope of settlement, till the adoption of Minister Lemieux's act. The men are loud in praise of the measure, as it brought them and the company together.

The board of conciliation has been in session here for three days. It was composed of Prof. Sharpe, of Kingston (chairman); Hon. Waldo Nesbitt, Toronto, for the company; and Mr. John G. O'Donoghue, of Toronto, for the men.

What the men consider of great importance to them, is that their association is not to be discriminated against in future by the company.

The settlement affects the machinists over the whole G. T. R. system.

## THE OFFICIAL STATEMENT.

The following is the official statement:

Wallace Nesbitt represented the Grand Trunk, and Mr. John O'Donoghue the machinists, while Prof. Adam Shortt acted as third arbitrator, and presided over the inquiry.

The cases of interest to the public which were decided are as follows: The one hundred and ten men who went out two years ago and who have been maintained by their union are to be taken back to work.

The company also concedes an increase of pay. The company agrees that the men may join the union, the regulation of apprentices is also decided upon.

There were also a great many technical matters decided affecting the machinists all over the system, but the above are the main features of the award.

The new scale of wages, which represents a substantial increase will effect 500 men in Montreal, Ottawa, Belleville, Toronto, London, Stratford, and other points. The new agreement begins May 1 and lasts for one year.

## THROWN FROM BICYCLE

Mr. D. A. McDermid, Victim of Accident on Dundas Street.

Mr. D. A. McDermid, secretary of the London Temperance League, met with a painful accident on Saturday evening.

About 10:30 he jumped on his wheel and attempted to ride home, but in front of his office on Dundas street, near Clarence, he was run down by a delivery rig.

Mr. McDermid was thrown violently to the pavement, his arm being sprained and his side badly hurt. He is able to be around today, but his arm is giving him much pain, being badly swollen.

## THAT BEAUTIFUL ROADWAY

Citizen Makes Complaint About Condition of the Asphalt.

A citizen today complained to City Engineer Graydon of the condition of the asphalt pavements.

"Why," said the citizen, "the members of the Forty-eighth Highland Regiment from Toronto are liable to fall into the holes and injure themselves."

"Don't worry any about those Scotchmen," replied the engineer. "They're accustomed to falling into holes in the pavement and crawling out of them."

Mr. Graydon says that he intends to have the pavements repaired as soon as the street railway is ready. The time limit set for the company to have its portion of the streets ready is the 1st of June.

## ENGINEER BAKER DEAD BUILT FORTH BRIDGE

Inventor of Pneumatic Tunnel Shield Passes Away at London.

New York, May 20.—A dispatch from London today announces the death of Sir Benjamin Baker, one of the world's great engineers. It was he who invented the pneumatic shield, which has rendered so much assistance in tunneling under rivers.

The two engineering works by which he will be best remembered are the Forth Bridge in Scotland, and the Assouan Dam.

## NEW SHIP MORENA HARD ON REEF

Pounding to Pieces Off Cape Race and Will Be a Total Wreck.

St. John's, Nfld., May 20.—The crew of the steamer Morena, which went on a reef off Cape Race Saturday, abandoned the vessel at sundown last night, her bottom having been beaten out by pounding on the rocks. The Morena is a total wreck, and will break to pieces probably in the first storm. She was a new vessel, bound from Liverpool for Montreal with a cargo of pig-iron, and stranded during a heavy fog.

## "RED" BOMB WOUNDS MUCH-HATED OFFICER

Odessa Police Superintendent and Two Other Detectives Assassinated.

Odessa, May 20.—The superintendent of police of Odessa, and the two chief detectives of this city were shockingly dismembered and killed, and seven other persons were seriously injured by the explosion of an infernal machine in the central police bureau this morning.

The machine was deposited in the bureau just before it exploded by two men and a girl. The police pursued, wounded, and captured the men, but the girl escaped. The leader of the trio turned out to be a Terrorist named Ticherkov.

The two detectives were bitterly hated by the Terrorists, one of them for participating in the outbreak of 1905 here, and the other who was nicknamed "the hangman," because he had tortured political prisoners.

These victims may be taken for what they are worth, but they summarize the general club talk.

## ALLIANCE CLOSES WORK FOR SEASON

Expresses Regret at Removal From City of Rev. Arthur Carlisle.

The closing meeting for the season of the London Ministerial Alliance was held this morning in the Y. M. C. A. parlors, with over 30 members in attendance. The year, under the presidency of Dr. McCrae, of the First Presbyterian Church, Westminster, has been the most successful in the history of the association, all of the meetings being well attended, and questions of the greatest interest to the clergymen discussed.

Dr. McCrae was in the chair today, others present including Revs. J. G. Stuart, W. M. Walker, Principal Walter, D. E. Martin, D. S. Hamilton, Geo. M. Cox, Dean Davis, G. B. Sage, A. Brown, E. B. Wallwin, E. R. Black, Dr. Son Hague, James Livingstone, W. H. McAlister, Hector Mackay and T. T. Shields.

Rev. Arthur Carlisle, B. A., who is about to take charge of the Anglican Church at Lunenburg, resigned his position as secretary of the association. The resignation was accepted with regret, and an expression of the appreciation and good wishes of the alliance was conveyed to Mr. Carlisle.

Rev. E. R. Black, pastor of the Christian Church, East London, was elected in his place.

A paper on "Church Music" was given by Rev. Dyson Hague, rector of the Memorial Church. The paper was exceedingly interesting, and Mr. Hague was unanimously requested to have it published.

Rev. A. R. Cavalier, of India, and Dr. Kireh, of the Leper Mission in Palestine, were introduced to the alliance by Rev. Principal Waller, and each gave a short address on the particular work in which he is engaged.

Rev. Dr. Wharton, the evangelist, was also introduced, and spoke briefly. A committee, consisting of Revs. Dr. McCrae, D. E. Martin, J. J. Ross and D. S. Hamilton, was appointed to convey the expressions of the alliance's regret at the pending removal from the city of Revs. J. W. Graham, Arthur Carlisle and Dr. Daniel.

## STEAMERS ARRIVED.

May 19. Reported at. From.

Lake Champlain Quebec..... Liverpool

Philadelphia New York..... Southampton

Memorine..... Philadelphia..... Antwerp

Breila..... Liverpool..... Bremerhaven

Virginia..... Liverpool..... Montreal

Grosvenor..... Liverpool..... New York

first..... Cherbourg..... New York

Noordam..... Cherbourg..... New York

Buchar..... Rotterdam..... New York

Memorine..... Plymouth..... New York

Sylvania..... Liverpool..... New York

Crete..... Gibraltor..... New York

Panama..... Trieste..... New York

Montreal..... London..... St. John

Southwark..... Father Point..... Liverpool

## ADMIRALTY STOPS THE MANEUVERS

No British Naval Evolutions Will Be Held This Year.

TOO MANY SHIPS CONDEMNED

More Than One Hundred Cruisers Unavailable and Might Break Down Under Strain.

London, May 19.—That the parsimonious policy of the British admiralty is causing not a little anxiety is plainly evident from the discussion one hears in service clubs. It is now definitely known that there will be no naval maneuvers this year.

Instead of being allowed to prepare itself for war by carrying out strategic evolutions, the fleet is to be sent on a show cruise around the British Isles. The reason for this decision is not far to seek.

Last year the maneuvers were designed to test the capacity of the navy to afford protection to Great Britain's maritime trade, and their only result was to show that the "scraping" policy introduced in 1904, by which scores of cruisers were condemned as unfit for purposes of war, was likely to prove extremely injurious to the country in the event of hostilities.

It was illustrated that the only means by which British commerce could have been defended from the depredations of a hostile fleet would have been the commissioning of