

CANADA CENTRAL PLANS PUT LONDON ON ROUTE

Board of Trade Receives Prospectus of Railway Extension—Major Beattie Asked to Give Proposal Aid on the City's Behalf

London may be an important point for the new Canada Central Railway, the charter for whose line is being discussed in the railway committee of the House of Commons at the present time.

The main line will run from Montreal to Midland. At Fenelon Falls, the western branch will start, and run due west to Stratford through Orangeville. Another branch will run south from a point directly north of Toronto into the Queen City.

At Stratford, the western branch will run to London, and will continue south through this city to Port Stanley.

Another branch will run from Orillia across to Godfrey, a southern line will run to Stratford, connecting with the London line. The main branch is at present being constructed and at the present time surveying ranges

are at work on the other roads.

Wednesday the board of trade received the details of the proposed routes, together with a letter from President Armstrong, of Montreal, asking for the cooperation of the local board of trade. The latter perused the plans, etc., and immediately wired Major Thomas Beattie, M.P., inspecting him to assist the company as the line meant a great deal for London.

May Get Money Grant.

The company asked for a grant of land, which was refused, but will probably receive a money grant in lieu of that. This question has not been settled as yet, but will come up shortly.

The new road will tap a large area, bringing into this city a territory none too well served by railways at the present time.

It will mean much to London to have another big road come into this city, said Secretary Ed Nelles to The Advertiser. "We need all the lines we can get."

SICK, STARVED SINCE SUNDAY

Aged Dennis Delay Discovered in Dying Condition by Contractor Cox.

Life Saved Through Prompt Action—Taken to Victoria Hospital.

Sick and without food since last Sunday, Dennis J. Delay, who lives alone at 24 Blackfriars street, West London, was discovered this morning just in time to save his life.

Mr. M. A. Cox, a contractor, who lives next door, made the discovery at an early hour this morning. He stated to The Advertiser that on entering the house he found the old man huddled over a scum fire he had managed to keep going, and so weak that he was scarcely able to speak. He confessed that he had been absolutely without food since the previous Sunday.

Not Seen for Days.

Delay is well known in the neighborhood, where he has lived for some time. He is regarded as being eccentric, and lives all alone, seldom having anything to do with his neighbors. Nothing was thought of the fact that he had not been seen for several days, as he rarely appeared on the street.

Mr. Cox noticed, however, that there were no footprints in the snow around the house, and his suspicions being aroused, he investigated. Realizing that the man's life was in danger, he promptly summoned Dr. Tillman.

Removed to Hospital.

The doctor found the man threatened pneumonia, besides being weak from lack of nourishment, and ordered his removal to Victoria Hospital. He is reported to be progressing favorably, and should have no complications set in his recovery is looked for.

WELLAND WATCHMAN FROZEN TO DEATH

Welland, Ont., Feb. 13.—Frozen stiff by three days solid exposure to the weather, the body of Frank Slade, a night watchman, who had been missing since Saturday, was found lying beside the G. T. R. tracks near Welland Junction.

GUARANTEE BONDS FOR CAN. NORTHERN

B. C. Government Help Company Float \$10,000,000 for Terminals.

[Canadian Press.] Victoria, B. C., Feb. 13.—Very important legislation has been introduced in a special message from the lieutenant-governor.

The first bill named in this message guarantees the bonds of the Canadian Northern Railway for an additional \$10,000,000 for terminals. The government in the original bill dealt with the Canadian Northern, and guaranteed the bonds of the Canadian Northern main line up to \$25,000,000 a mile from the Yellowhead Pass to the Gulf of Georgia.

The bill brought down yesterday provides an additional guarantee on \$10,000,000 at the rate of 4½ per cent for terminals, to be constructed on a vast scale at Vancouver, Port Mann and Victoria, and for a branch line from Port Mann to a point near Stevenson on the Fraser River. The previous guarantee was at 4 per cent, but as financing at that rate is now difficult in London, the schedule of the bill introduced today provides a rate of interest guarantee of four and a half.

COBALT EXPRESS TURNS TURTLE RUNNING AT TOP SPEED

Cars Piled Up by Broken Rail, But Nobody Seriously Hurt.

[Canadian Press.] North Bay, Feb. 13.—The Cobalt express, from Toronto this morning on the G. T. R., was wrecked near Trout Creek by a broken rail. Fortunately the accident happened at a level spot, for the cars piled up and turned over. The North Bay Pullman was almost upside down with the trucks on top of the cars. The accident happened about 6 o'clock.

MODIFICATIONS LIKELY FOR THE BANK ACT

Many Members On Both Sides of House Not Satisfied With Bill at Present.

[Special to The Advertiser.] Ottawa, Feb. 13.—The government's bank bill will be taken up seriously in the banking committee next week, and the details of the measure thoroughly gone into. It has been decided that there shall be three meetings a week of this committee, and that the new bank act shall be considered each Wednesday and Thursday. Friday will be devoted to the consideration of private bills, bankers and other outside interests will be welcomed before the committee to make any representations which they desire, and there shall be twenty-four hours' notice before any amendment is voted upon. It is expected that the discussions of the government bill will be interesting. There are a good many members on both sides who are not satisfied with it, and are prepared to go to considerable efforts to force the hands of the finance minister to adopt modifications.

PREPARED TO PUT TRANSMITTERS IN HOUSES FOR \$6

Chisholm-Dunn Company Will Make Offer to City if "Public Phones" Advances.

Citizens Complain of \$5 Extra Charges on the Blake Equipment.

The agitation commenced by Ald. E. H. Johnston for municipal ownership of telephones continues to attract interest. The latest development is in the announcement of the Chisholm-Dunn Company to representatives of the city that the firm is prepared to make the city an offer for cheap transmitters in case it is decided to enter upon a scheme of public-owned phones.

The Chisholm-Dunn Company is a combination of London inventor and a Stratford capitalist and others. The company claims to be able to manufacture a transmitter superior in many ways to the Blake transmitter, and in return to the extra charge of \$5 that is charged for Blake transmitters.

Prepared to Install. The company is prepared to make an offer to put in transmitters for about the figure quoted in case the city goes further in the matter. It is also stated that Ald. Johnston intends to make an investigation into the feasibility of the automatic system.

One complaint which citizens have made against the Bell Company is that they charge exorbitant prices for the installation of modern equipment—the Blake transmitter. In a number of residences the old-style box phones are still used. When a new set is asked for the subscriber is told that his telephone will cost him \$5 more a year. The cost of a Blake transmitter at retail is \$18, so that it would be practically paid for in three years. Yet its life would be of many years.

Exorbitant Rental.

"Why should I pay such an exorbitant rate for a new transmitter?" asked a subscriber. "Talk about exorbitant rates of interest or rental. If \$5 a year isn't exorbitant for a capital of \$18, there shouldn't be any laws for usury on our state books. London should get behind this movement for municipal phones. We are being held up every day by the Bell people."

An American Tribute to British Courage

THEIR MONUMENT.



John T. McCutcheon, in Chicago Tribune.

RICHTER WINS IF "COURT" IS FAIR TO CITY

But Hydro-Electric Tribunal Was Defending Its Own System of Operation.

LIGHT ON POWER BASIS CENSURED

Mr. Beck Says Manager Glaubitz Had No Authority to Adopt System in London.

[By Staff Reporter.] Toronto, Feb. 13.—The hydro-electric commission completed its session devoted to the hearing of the complaint of the London city council regarding the cost of street lighting last Wednesday afternoon, promising to bring down a judgment shortly. The position of the board was rather evident and it is patent that the city will have to pay \$50,000 for lighting the streets in 1912. A schedule for the coming year will be brought down, based on a rate per lamp. What this will amount to is hidden in deep mystery. But in this case the defendant had the privilege of choosing the judge.

Ald. Richter apparently brought something to the attention of the commission which had never been heard. This very fact killed his arguments with the board. He pointed out that the city of London had a right to purchase lighting on a power basis. This was being done by many consumers in the city. In fact, the sum of \$3,000 per annum was received from this source alone. Were the city to obtain lighting at the rate charged on the power basis in this case should be reduced by at least half.

City Left in Cold. "I see no reason whatever why this should not be the case," argued Ald. Richter. "It is being done in London daily. I know of many instances, and the cost is apparently much less than we have to pay. In my computation I allow the highest possible price per horsepower for the current."

General Manager Glaubitz admitted that many consumers were getting light on a power basis, but pleaded that special circumstances caused this to be done. It was not the commission's intention to make this general.

Why Did Mr. Glaubitz Do It? Then the hydro-electric board took a hand in the discussion. Hon. Adam Beck stated emphatically that no such arrangement had been sanctioned by the board. It was impossible to allow it, in fact.

He promised that the experts of the board would go into the matter to discover to what extent this practice had been carried on in London, and whether or not the arrangement had been fair. He was just as emphatic, however, in stating that under no conditions would the city be allowed to purchase light on a power basis.

Of course, when the commission ruled that it was an impossibility to dispose of power on this basis, General Manager Glaubitz insisted that under the conditions which prevailed when he sold light on a power basis, the scheme was perfectly justifiable.

Another Unfair System.

Ald. Richter took exception to the method of fixing the amount of street lighting should carry with reference to the fixed charges. Mr. Gaby had set the figure at one quarter of the cost, without any reference to the usage, or any other contributing factor. This was entirely unfair, and Ald. Richter insisted that the only fair way was to charge each branch, power, domestic lighting, commercial lighting, and street lighting with the proportion they should bear, based on the amount of use each made of the plant.

However, Mr. Gaby would not yield on this point, and Hon. Adam Beck pointedly informed the city representatives that the board in their decision (Continued on Page Eleven.)

U. S. EASTERN RAILROADS FACE A GIGANTIC STRIKE

Failure to Meet on Middle Ground Indicates That Vast Army of Firemen Will Walk Out Friday—Companies and Men Prepared for Prolonged Conflict.

[Canadian Press.] New York, Feb. 13.—Unless some middle ground of agreement is reached today or tomorrow by the 54 eastern railroads and their 24,000 firemen, it is considered likely that a strike will be called Friday night, effective 48 hours thereafter. This was the consensus of opinion today of those following the conference, which was held in the United States commerce court, has been trying to bring the two sides to a single point of view, and if no understanding is reached today, President Carter of the Brotherhood of Locomotive

SCHEME TO RAISE MONEY REQUIRED FOR RIVER WALL

Good News for West London in Plan to Use Local Improvement Tax.

Main Part of City to Pay Two-Thirds and Western Section One-Third.

A scheme to build a permanent breakwater for West London as a local improvement, has been evolved, and will likely be presented at the next meeting of the city council. The cost of raising the difficulty at the present time is to finance the scheme. Under the ordinary procedure, a bylaw would have to be submitted to the people to raise the money for the breakwater, or it would have to be paid out of the general rate. This has been bothering the aldermen for some time, in fact they are in a quandary regarding it. The cost of raising the money by bylaw at the present time would be considerable, and there is the possibility of its being defeated. With the work in hand, the board of works cannot spare any large sum of money to construct it.

As a Local Improvement.

It has been suggested that the breakwater be built as a local improvement. The municipal act was scrutinized today by some of the aldermen, and it was discovered that this could be done. It was suggested that West London be taxed for one-third the total cost, and the remaining two-thirds charged up to the rest of the city.

If this were agreed upon, or if it was thought that these proportions were not suitable, and others decided on, the council could then pass the bylaw by a majority vote, and the money could be raised by debentures, and the money could be used for the breakwater.

The procedure would be identical with that followed in the case of any local improvement, and the money would be obtained in a similar way. Believes It Practicable. Ald. Richter is of the opinion that this could be done. This would relieve the city of rather a vexing problem at the present time. The work would be done this year, and the danger of floods eliminated for all time to come.

In conversation with some of the residents of that section, they were of opinion that they would readily agree to pay one-third the total cost.

THE WEATHER.

TOMORROW—MILDER. Toronto, Feb. 13—8 a.m. Today—Fresh west and southwest wind; fine. Friday—Fair and milder. Temperatures. The following were the highest and lowest temperatures during the 24 hours previous to 8 a.m. today:

Place	High	Low	Weather
LONDON	48	32	Clear
Victoria	46	30	Clear
Calgary	44	28	Clear
Winnipeg	46	30	Fair
Port Arthur	44	28	Cloudy
Port Huron	44	28	Clear
Toronto	44	28	Snow
Ottawa	44	28	Fair
Montreal	44	28	Clear
Quebec	44	28	Clear
Father Point	44	28	Cloudy

Minus (—) means below zero.

The barometer is now highest over the Middle States, and a shadow disturbance is passing eastward across Northern Ontario.

EMBARGO ON COAL HAS BEEN LIFTED

Not the Least Bit of Danger of Fuel Famine, Says the Grand Trunk.

FALLS BLOCKADE OVER Three Thousand Cars Moved From the American Frontier Since Last Friday.

General Superintendent H. E. Whittemberger, of the eastern division of the Grand Trunk, who arrived in this city this morning in his private car, made the announcement to The Advertiser today that the embargo on coal and other freight, which was placed last Thursday along the Niagara frontier, has been lifted.

"There is not the least bit of danger of a coal famine in Canada now," said Mr. Whittemberger. "Wednesday we moved 700 cars out of the yards at Black Rock and Fort Erie, and Tuesday we moved 600 cars. Since last Friday we moved in the neighborhood of 2,000 cars from the different connections in that district, and everything is running smoothly at present."

"During January of this year we carried 2,500 more cars of coal into Canada for Ontario and Quebec than we did in the same month last year. Taking into consideration the fact that last year was considerably colder than this, such an increase is phenomenal. "During the past month 1,100 cars of coal have been moved from Ontario and Quebec were taken through the yards at Sarnia, and 6,000 cars passed through the yards at Niagara Falls. This sets a record for shipping for Canada, and means that business all through this district is increasing wonderfully."

FIREMAN EDOYANE AIDED SCOTT IN FINAL PREPARATION FOR DASH

Another Former British Seaman in London Wh Accompanied the Terra Nova Describes the Polar Hero's Personality.

Fireman G. R. Edothane, of No. 1 Station, was for many days closely associated with Captain Scott when he was making his final preparations for his dash to the pole.

Fireman Edothane was for fifteen years in the British navy, and when the Terra Nova was starting for the south his ship the H. M. S. Cambria, was detailed by the admiral of the fleet to accompany her to the most southern port in New Zealand, a small harbor named Bluff.

Mr. Edothane, who was a gunner on the Cambria, was chosen by the captain of the battleship to take charge of the special boat which Captain Scott needed in making dozens of trips between the Terra Nova and shore, and also to the warship, as he personally superintended the final arrangements. Mr. Edothane was coxswain of the boat, and it was to him that Captain Scott gave the orders as to where he wished to be taken.

An Appreciation of Scott. "We were with him throughout his final preparations," said Mr. Edothane to The Advertiser today. "The Cambria accompanied the Terra Nova as far as the harbor at Bluff, and at once the work of taking on dogs and supplies was proceeded with. Captain Scott was everywhere superintending the work. He was a very active man and a thoroughly fine fellow. Every man who came in touch with him liked him. He was very systematic and accomplished an endless amount of detail work in the shortest possible time. At Bluff large quantities of supplies were taken on, and a great number of the dogs used for drawing the sleds over the ice. Captain Scott made hundreds of trips in my boat during those last few days, and I saw a great deal of him."

Departure of the Terra Nova. "After all was ready, the Terra Nova set sail for the south late one afternoon, and my ship, the Cambria, went some few miles with her. Both boats went out of the harbor together. We left the Terra Nova after a few hours and put back to rejoin the squadron. No one, of course, ever thought that that was the last we should ever see of Capt. Scott."

Mr. Edothane was much interested in (Continued on Page Eleven.)



FIREMAN EDOYANE, of No. 1 Station, and sailors who were placed under Captain Scott's special orders as he was making his final preparations for the dash to the Pole. Fireman Edothane, on the left, was in charge of the party.

AGED MAN TAKES LARGE DOSE OF PARIS GREEN; MAY DIE

George Saunby, of West London, Was Conveyed to Victoria Hospital, Where Physicians Worked Over Him For Hours—It Is Feared That He Will Not Recover.

Mr. George W. Saunby, an aged citizen, residing at 28 Argyle street, West London, was taken to Victoria Hospital, in the police ambulance, shortly before 10 o'clock this morning, suffering from the effects of a dose of paris green, which he is said to have taken by mistake.

Dr. McGregor and house surgeons worked over him for two hours in an endeavor to take the poison from his stomach. A considerable amount was removed with a stomach pump, but it is said that he will not survive. It is said that he took nearly two teaspoonsful of the poison before being found. His wife was in bed, ill, when Mr. Saunby took the poison, and when she found him a hurry call was sent for the police ambulance.

OCEAN STEAMSHIPS.

Feb. 13 Reported at From
Zealand.....New York.....Antwerp
Adelaide.....New York.....Naples
California.....New York.....Glasgow
Cornwall.....London.....Liverpool
Carnegie.....Fishguard.....New York
Waimate.....Auckland, N.Z. Montreal

School Children Will Honor Capt. Scott and Express Sympathy for Widow and Boy Who "Kept Daddy Warm"



THE SON OF A HERO.

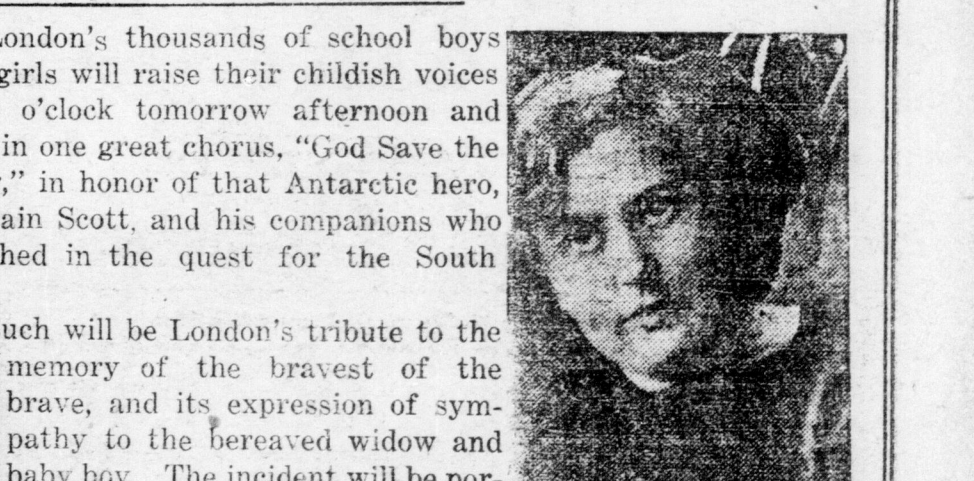
London's thousands of school boys and girls will raise their childish voices at 3 o'clock tomorrow afternoon and sing in one great chorus, "God Save the King," in honor of that Antarctic hero, Captain Scott, and his companions who perished in the quest for the South Pole.

Such will be London's tribute to the memory of the bravest of the brave, and its expression of sympathy to the bereaved widow and baby boy. The incident will be portrayed to the children by the teachers of each grade. The instructors will describe the valor of the deed, and tell what the sacrifice means to British character and also to Canadians.

Not a few of the students will be thinking of the little chap whose picture is herewith produced, who while his father was absent in the south, took his photograph to bed with him "to keep his daddy warm." The three-year-old chap will bear a name of honor, and upon his baby shoulders will fall the responsibility his father laid down so reluctantly.

Inspector C. B. Edwards issued a circular letter today instructing the teachers of all city schools to mark the tragedy by placing the school flags at half-mast, and by referring to the incident.

There will be memorial services in many city churches on Sunday next.



THE HERO'S WIDOW.

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