LAST EDITION

London Advertiser

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47th YEAR, NO. 20290 | TOMORROW: FAIR AND COOL. | LONDON, ONTARIO, FRIDAY, MAY 12, 1911. —SIXTEEN PAGES | Sun Rises Tomorrow, 4:55. Sun Sets Tomorrow, 7:32. | PRICE TWO CENTS.

76 POUNDS WITH 10 STREAMS ON WATER PRESSURE IS EXCELLENT

A Thorough Test Was Held on Market Today—City Will Now Ask the Underwriters to Reduce the Insurance Rates in London.

The water pressure was given a thorough test at noon today by the fire department under the direction of Superintendent Glaubitz and Fire Chief Aitken. A large number of citizens and a majority of the aldermen and water commissioners were present.

Seventy-six pounds' pressure at the hydrant, and 65 pounds, with ten streams playing was the high water mark, and the system was apparently able to maintain this for a considerable length of time.

This test was made with the turbines at Horton street in operation, as well as the Springbank plant.

The best that could be made without the wells was 55 pounds at the hydrant, and 47 with the ten stream going full blast.

This is a decided improvement over conditions in 1910, when the underwriters conducted the last test. The temporary plant was then in operation, and the pressure at the hydrant was then 60 pounds and only 40 with ten lines of hose in operation.

With one hydrant open, the pressure was 35 pounds, as compared with 22 pounds made to the underwriters.

A Real Test.

Chief Aitken strung 250 feet of hose for each stream, and used eight inch and an eighth nozzles and two inch and a quarter nozzles.

They were attached to the 8-inch mains on Wellington and King streets, and operated to their fullest extent.

The first trial was made with the Springbank system alone in operation. The pressure from this source was better than usual. There was plenty of water in the reservoir, and the pressure was fairly good. Superintendent Glaubitz tested 55 pounds at the hydrant with 47 pounds' pressure when all the streams were in operation.

Shortly after Mr. Glaubitz ordered the electrical pumps at the Horton street plant to be put in operation, and in a short time the improved force could be seen. The streams were higher than the tallest buildings in the neighborhood, easily reaching the top of the Bank of Toronto.

When the gauge was put on the hydrant, it showed 65 pounds' pressure at the nozzle. With the streams turned off the pressure was 78 pounds.

For some minutes the water was allowed to flow. All those who witnessed it were well pleased with the showing made.

A Severe Trial.

Later Chief Aitken opened one of the hydrants, allowing it to run into the street. This is a particularly severe test, but the guage showed 35 pounds even with this. The ten streams were not nearly so large or powerful as they were under normal conditions, but they were by no means to be despised.

Later Chief Aitken put on the deluge set, attaching three streams to it. This is a new bit of apparatus, and was given its first try out.

It threw an inch and a quarter stream at a great height, and proved that in the case of a large fire it would

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CATCHING A SHARK IN THE BAHAMAS

London Visitor Home From the South Shows How It Is Done.

ANNEXING THE BAHAMAS

Engineer Ashplant Says That There Is a General Feeling in Islands For Joining Hands With Canada.

Mr. William Norman Ashplant, brother of Mr. H. B. Ashplant, of this city, is visiting in London, having just arrived from the Bahaman Islands, where he was assistant colonial engineer, and saw much service with the Government of the Islands.

To The Advertiser today, Mr. Ashplant says that there appears to be a general impression in the Bahamas that annexation with Canada is to be desired, and this feeling is fostered by many of the Canadian tourists.

Mr. Ashplant is not going back to the south, but thinks he will settle in Canada, as he believes this is the country of all countries. He has spent many years away from his home town of Haverhill, Essex, England, and talks interestingly of life in the British possessions.

He left South Africa in 1907, when

conditions were somewhat chaotic after the war, but he says that with the present union and Government, the Boers cannot help but be loyal and satisfied, as they are enjoying more freedom under the new than they ever knew under the old regime.

A Big Fish.

The cut shown in this article was made from a snapshot taken by a negro servant of Mr. Ashplant's in the Bahamas. Sharks abound in the northwest channel, which connects the Straits of Florida and the Atlantic Ocean, and the one shown in the illustration was caught there.

It is customary to shoot these fish when they are hauled to the side of the boat, and Mr. Ashplant can be seen with the "barker" in his hand, after doing the trick.

The fish was seven feet, two inches long, and weighed 250 pounds. This was a rather small one, as some sharks there measure fifteen feet in length.

MISS CAMPBELL DEFEATED

London, May 12.—Mrs. Ross, who on three occasions had the woman's golf championship title, today defeated Miss Dorothy Campbell, of Hamilton, Ontario, the Canadian and American champion, on the links of the Royal Golf Club. The round ended even, and on playing the nineteenth hole, Mrs. Ross made it in splendid strokes.

Miss Campbell, who won the American championship two years in succession, is also a former holder of the British title.

BREWERY WAGON SMASHED BY CAR

Joseph Loney and George Sissley Had a Close Call From Injury.

CRASH ON DUNDAS ST.

Men and Bottles Were Thrown to the Sidewalk, But the Former Escaped —A Very Narrow Escape.

Jos. Loney, 54 Thornton avenue, a driver for Carling's Brewery, and Geo. Sissley, 37 Empress avenue, a helper, had a narrow escape from serious injury shortly after 11:30 o'clock this morning, when their wagon was struck by a West London car, No. 74, in charge of Motorman Marsh, at the corner of Talbot and Dundas streets.

Loney was bruised and had his arm strained, but his injuries are not serious. Sissley escaped unhurt.

The front of the car was smashed in, and a large number of bottles were broken.

Loney was driving west on Dundas street, and as he attempted to cross to the north side of the street, the car hit the rig. Sissley saw it coming, and, shouting to Loney, he jumped. As he did so, the smash occurred, and two big cases of bottles were thrown off with him. All alighted on the pavement at the same time, but the bottles missed Sissley or he would have been badly injured.

Loney was hurled over the side of the rig, falling between the wheels on his back.

A Close Call.

The wagon was carried along by the car, but the wheel stopped within half an inch of his neck. A little farther and the wheel would have passed over him.

He scrambled out from under the rig, little the worse for his experience. All over the street broken bottles were scattered.

The crash could be heard for a block or more, and in a moment a very large crowd gathered about the accident.

"I was lucky to get out of it as well as I did," said Mr. Loney. "The motorman did not give me a chance to get away, and crashed into the rig."

The vestibule of the car was smashed in. The fender was twisted and ripped, and the head light was broken in.

The company blame Loney for the accident, claiming that he turned directly in front of the car. It was impossible, they claim, for the motorman to stop in time to avoid a collision.

THE POPE CANCELS PUBLIC AUDIENCES

His General Condition, However, Does Not Alarm Physicians.

[Canadian Press]

Rome, May 12.—Pope Pius X is still feeling the effects of his recent attack of gout and the public audiences planned for this morning were suspended. Those who had obtained invitations were turned back when they arrived at the Vatican. The general condition of his holiness is, however, giving little alarm to his physicians, who permitted the private audiences set for today. At one of these the Pontiff had a long conversation with Bishop Bianoonl, of Ferentino.

THE WEATHER.

TOMORROW—FAIR AND COOL.

FORECASTS.

Fresh to strong southwest to northwest winds; a few scatered showers, but generally fair and turning much cooler.

Saturday—Generally fair and cool.

WEATHER NOTES.

The depression which was near Lake Superior yesterday is drifting eastward far to the northward. Showers and thunderstorms have been almost general in Quebec, while in Ontario they have been extremely local. In Manitoba the weather has been cold, attended by local snowfalls.

Past 24 Hours.

Stations.	Max.	Min.	Weather.
Parry Sound	80	56	Clear
Toronto	82	54	Clear
Ottawa	84	58	Fair
Montreal	76	62	Fair
Quebec	48	38	Fair
Father Point	48	30	Rain

BELIEVE BISHOP FALLON THE MAN

Londoners of Opinion That He Will Succeed the Late Archbishop McEvay.

BIG WORK IN TORONTO

Important Seminary Is Being Built There and His Lordship Is Especially Fitted to Conduct it.

London is said to be absolutely sure of losing his Lordship Bishop Fallon. It is pointed out that as archbishop of Toronto—and it is said he will undoubtedly succeed the late Archbishop McEvay—he will be in a position to carry on his work in regard to educational matters in Ontario, with even a surer hand than he held in the Diocese of London, and that the work in connection with the teaching of English in the so-called bilingual schools will not be interrupted.

In Toronto the Roman Catholics are erecting a seminary, the building alone f which means more than a quarter of a million of dollars, and Bishop Fallon is regarded as the one man in the church in Canada today to carry on the tremendous work of conducting successfully this institution, the maintenance of which will be a herculean task.

Bishop Fallon's work in Buffalo, as provincial or head of the great Order of Mary Immaculate; his tremendous knowledge of educational matters, gained through an intimate study of conditions in every province of Canada, and almost every state in the American Union, render him especially fitted for the work in Toronto, and it is the feeling among priests and people of the Diocese of London, and especially of the city of London, that his lordship will be elevated to the archiepiscopal see.

It is not expected that the official announcement of an appointment will in any event be made before some months.

INDEFINITE SUSPENSION FOR "MOONEY" GIBSON

Pittsburg's Catcher and Dooin Punished for Baiting Umpire.

[Canadian Press.]

New York, May 12.—President Lynch, of the national commission, today announced the suspension until further notice of Manager Dooin, of Philadelphia, and Catcher George Gibson, of the Pittsburg club, because of the trouble they had in the game at Philadelphia yesterday.

During the game Gibson and Wagner were sent to the bench by Umpire Finneran because of the objection to his decisions, and in the argument Manager Dooin took a hand. Finneran reported the matter to President Lynch, and the suspension resulted today. Gibson's home is in London, Ont.

THE ROYAL PAIR OPEN FESTIVAL OF EMPIRE

First Public Ceremony of King and Queen Since Mourning Ended.

[Canadian Press.]

London, May 12.—The Festival of the Empire a combination of an industrial exhibition with pageantry illustrative of the striking periods and episodes in the history of the different parts of the British Empire, was opened at Crystal Palace today by King George and Queen Mary.

It was the first public ceremony of their majesties since the court mourning for King Edward was ended, and the first of a series of functions which promises to make the coronation season memorable.

The King and Queen drove in a state carriage, drawn by four horses with outriders from Buckingham Palace to College road, opposite which a number of entrances to the Crystal Palace had been made for their use. Enormous crowds lined the route as the state procession proceeded. In Camberwell-Green, the royal pair were greeted by 40,000 school children, who had been given points of vantage.

Numerous foreign representatives participated in the opening ceremony.

KING AND QUEEN TO RIDE THROUGH CITY

First Processional Appearance as Prelude to Coronation.

[Canadian Press.]

London, May 12.—King George and Queen Mary will make their first processional ride through London today as a prelude to the coronation celebrations, to open the great Festival of Empire at Crystal Palace. They will be welcomed by many thousands, an audience of 45,000 persons and an orchestra.

ANOTHER BIG RAILWAY

Application to Construct Road From Port Arthur to Quebec.

Ottawa, May 12.—In the Commons railway committee yesterday a bill was considered incorporating the Quebec and Great North-Western Railway Company. The concern has an ambitious scheme to build a line of railway from Port Arthur to Quebec with a branch to Ottawa and Montreal. The directors are Dr. R. Cheverier, P. O'Reilley, P. Clarke and E. J. Daly, of Ottawa, and Jos. Bourque, of Hull.

The committee rather favored the charter, but a question arising as to the bonding powers it was deferred for consideration later.

CARNEGIE SCHOLARSHIP.

London, May 12.—At th annual meeting of the British Iron and Steel Institute today, the Carnegie research scholarship of $500 was awarded to R. M. Keefe, of Colorado.

A WESTERN UNIVERSITY STUDENT WON $1,000 PRIZE AT HARVARD UNIVERSITY

NORMAN S. B. GRAS.

Norman S. B. Gras Once Again Distinguishes Himself.

TAKES SHELDON FELLOWSHIP

Former London Boy Is Continuing His Progress Upward.

Mr. Norman S. B. Gras, M.A., the young Londoner who has distinguished himself by taking such a brilliant course at Harvard and winning various scholarships, has added another, and the most important as yet, to his list of laurels by winning the Frederick Sheldon fellowship, valued at $1,000.

The fellowship is available for study abroad, and Mr. Gras will spend next year at various universities in Europe.

Last year Mr. Gras won the Ozias Goodwin memorial scholarship, and this year has been spending his time between London and Paris, obtaining material for a treatise on the economic results of the mediaeval corn trade. At present he is in London, England.

Mr. Gras graduated from the Western University here in the spring of 1906, winning the Governor-General's gold medal for proficiency.

Canadian Students.

A dispatch says:

The announcement of the annual award of fellowships and scholarships at Harvard University discloses the fact that an unusual number of those coveted honors have been captured this year by students from Canada. No fewer than seventeen fellowships and scholarships ranging in value from $150 to $1,150, have been won by Canadian students. The most lucrative prize, which is the Hooper fellowship of the value of $1,150, goes to T. Thorvaldson, of Arnes, Man., a graduate of the University of Manitoba, who has been pursuing advanced studies in chemistry at Harvard during the last three years. The Frederick Sheldon fellowship, of the value of $1,000, goes to Norman S. B. Gras, of London, Ont., a post-graduate student of history. Both these fellowships are available for study abroad, and Messrs. Thorvaldson and Gras will spend next year at universities in Europe.

Thayer Fellowships.

Two Thayer fellowships, of the value of $450 each, have been awarded to W. G. Peterson, of Montreal, son of Principal Peterson of McGill, and to Garnett G. Sedgwick, of New Glasgow, N. S. Mr. Peterson received his B. A. from McGill in 1906, and was for three years a Rhodes scholar at Oxford. He is a candidate for the degree of Ph. D. in history at Harvard. Arthur E. R. Boak, of Vancouver, B. C., a graduate of Queen's University, gets the Saltonstall scholarship of $400; and J. M. Mavor, of Toronto, a son of Professor James Mavor, of the University of Toronto, secures the Gibbs' scholarship of $250.

Austin scholarships of the value of $250 each have been awarded to Henry Chodat, of Vancouver, B. C., professor of romance languages in the College of British Columbia, to Professor H. C. Simpson, of Trinity College, Toronto, and to Professor John S. Turner, of King's College, Windsor, N. S. The Austin scholarships are awarded to professors in other colleges who desire to spend a year in post-graduate study at Harvard, the competition being open to all the educational institutions of Canada and the United States.

More Prizes.

Eight university scholarships, valued at $150 each, go to Canadian students as follows: Harold G. Black, Pugwash, N. S.; James W. Estey, Fredericton, N. B.; Walter A. McCubbin, Bolton, Ont.; Charles Louis Townsend, Montreal; James F. Bridges, Casco mpec, P. E. I.; Calvin W. Day, Kingston, Ont.; Arthur R. Kaiser, Billtown, N. S., and John A. T. Weatherbee, New Glasgow, N. S. There are about fifty Canadian students at Harvard, and they seem able, as the foregoing list shows, to hold their own in the matter of gaining university honors.

LONDON PEOPLE IN TROUBLE IN DETROIT

George Ruston and Mrs. Beally Arraigned in Michigan Police Court.

CANNOT BE DEPORTED

American Officers Would Be Glad To Get Rid of the Pair.

[Special to The Advertiser.]

Detroit, May 12.—George Ruston, formerly of London, under arrest here, is wanted in Toronto on a charge of criminal assault, according to a telegram received by the Detroit police from Toronto.

Mrs. Frances Beally is also a former resident of London, and her husband is said to still live there. Her children were taken away from her by the Society for the Prevention of Cruelty to children. They have been prominently before the public during the past few days as a result of Mrs. Beally's efforts to recover possession of the children.

Immigration Officer B. Oliver Frank made an investigation yesterday in an endeavor to find out if he could not deport both the father and mother. He found, however, that they had both been in this country for seven years, and were therefore outside of the statute of limitations.

"I should very much like to deport the man, more than I would the woman, but I regret that I cannot touch either one," said the officer.

George Ruston was arraigned in the police court and placed in jail pending his trial on May 16. Bail was fixed at $1,000, with two sureties.

The charge made against the husband is that of living with Mrs. Beally while his own wife was alive and unseparated.

HAMILTON FIRMS NOT IN MERGER

[Canadian Press.]

Hamilton, May 12. — An emphatic denial was given today by the large Hamilton hardware firms, that they would be included in the $5,000,000 merger which is being formed, according to a Montreal dispatch.

PASTOR FORGIVES WIFE WHO ELOPED

Rev. Mr. Kennedy Takes Her Back, But Quits Pastorate.

Niagara Falls, May 12.—The charge of theft against the eloping wife of Rev. J. P. Kennedy, the local Baptist minister, was withdrawn yesterday, and she returns to her husband's home. His resignation as pastor of the Morrison Street Baptist Church has been accepted with regret, and sympathy expressed for his sorrow.

Seagraves, the young Englishman who ran off with Mrs. Kennedy, returned on the same train with her, and is in town. Feeling against him runs very strong.

NO CHANGE IN ORGANIST

Mr. Givens Will Continue In New St. James' Church.

Members of the New St. James Presbyterian Church have pointed out that there will be no change whatever in the matter of an organist for their church, as Mr. Givens, the present organist, has given every satisfaction, and has made many friends among the members of the church during the time that he has occupied the position. He has proved himself capable in every respect, and the story that he was to be replaced by another organist is said to be absolutely without any foundation whatever.

MORE BREAD SEIZED

A Number of Loaves Taken Which Are Said To Be Under Weight.

Inspector McCallum made another seizure of bread yesterday afternoon. It was underweight, it is alleged, and it is probable that police court proceedings will be taken against the baker.

Some loaves were found belonging to other bakers which were also said to be underweight, but there was not sufficient to make a seizure.

"It looks as if we will be kept busy this summer," said the inspector. "These bakers should live up to the law."

IMPRESSIVE CEREMONIES MARK BURIAL OF ARCHBISHOP M'EVAY

Thousands of Citizens Attend Obsequies Over Remains of Late Prelate at Toronto—Papal Delegate and Bishop Fallon Take Part.

[Canadian Press.]

Toronto, May 12.—With all the impressive ritual of the Roman Catholic Church, the funeral of the late Archbishop McEvay took place this morning from St Michael's Cathedral. The service was one of the most impressive that ever took place in the city, and was witnessed by thousands of citizens, in addition to the crowds of mourners that thronged the cathedral.

Great Crowd Mourns.

The minute the cathedral doors swung open at 10:30, the people streamed in, and inside not a seat was vacant in a few minutes, and the aisles were filled all but a narrow passge down the centre. The procession of priests extended for about a block, the apostolic delegate, Mgr. Stagni, and Bishop Fallon, of London, bringing up the rear. The chancel was completely filled with bishops and officials and priests. The solemn service was not concluded till after 12 o'clock.

Funeral Masses.

The funeral mass was sung by the papal delegate. The deacons of honor were Deans Hand and Moyna; deacon of the mass, Father Trayling; subdeacon, Father Cerlle. Bishop Fallon preached the sermon, and four archbishops participated in the absolutions after mass—Archbishops Begin, Quebec; Bruchesi, Montreal; Gauthier, Ottawa, and McCarthy, Halifax.

Members of parliament, representing both parties, were present from Ottawa and several of the provincial parliaments were represented. Hon. Dr. Reaume, Hon. W. J. Hanna and Hon. J. J. Foy attended on behalf of the Ontario Legislature. Toronto was represented by the mayor, as well as members of the city council.

Members of the Catholic societies—Knights of Columbus and St. John, C. M. B. A., Holy Name, Saint Vincent DePaul, and others followed the prelates, and made a procession several

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THE HAVANA LINER, MERDIA WAS SUNK BY A COLLISION

Marine Disaster Off the Coast of Virginia Early Today Reported By Wireless—Passengers and Crew Taken Off.

[Canadian Press.]

New York, May 12.—The SS. Merida of the Ward Line, with 207 passengers from Havana for this city, was rammed by the steamer Admiral Farragut shortly after midnight this morning. The Merida's passengers were transferred to the Admiral Farragut. Water poured through the gaping wound in the Merida's side, and five hours after the collision the steamship settled beneath the waves.

Wireless distress signals were flashed in every direction, and the U. S. Battleship Iowa hurried to the Merida's assistance. The Admiral Farragut, of the American Steamship Company, returned to Philadelphia.

The Admiral Farragut was somewhat damaged in the collision, but was able to proceed. Officers of both steamships went among the passengers and assured them that there was no danger.

Rammed in Fog.

The Merida, under the command of Captain Robertson, left Vera Cruz on May 4th, and Havana on May 9th. The Admiral Farragut, commanded by Captain Mader, left Philadelphia for Port Antonio yesterday morning. She carried ten passengers.

About 12:30 o'clock this morning, when both steamships were about 55 miles east of Cape Charles lightship, the Admiral Farragut crashed into the Merida. The night was dark, and it is thought here that the collision occurred in a fog bank. Following the crash, wireless calls were sent out, and an examination of the Merida showed that she was making water fast.

The shock of the collision brought the passengers of both steamships to the decks. The transfer of passengers

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ARE NOT RESPONSIBLE FOR ALL THE DELAY

London Street Railway Company Blamed for Sins of Others.

The London street railway claim that they are making as rapid progress with their work on Dundas and Richmond streets as it is possible to make. They are as anxious, they say, to have the work completed in good time as the citizens, and are doing all they possibly can to hurry it along.

"The delay has not all been caused by us," said a director to The Advertiser. "We have been held up by the City Gas Company, the Helena Company, and by some of the city men who have been putting in side drains and sewers, as well as water connections. All these things have held us up and delayed us. In addition, there is much difficulty in securing good men for the work. There need be no worry about us. We will get the track allowance ready as soon as it is possible to have it done. We are not trying to hold the city up, nor do we intend doing so. We are hurrying the work along as rapidly as we can."

SENSATION AT VITERBO

One Day of Camorra Trial Passes Without a Scene.

[Canadian Press.]

Viterbo, May 12.—The great crowd that pressed into the court of assizes this morning in anticipation of a violent scene between Gennarro Abbatemaggio, the informer, and Enrico Alfano, whom the former has denounced as the guiding spirit in the Camorra, was disappointed. The exchanges were comparatively mild, Alfano maintaining a dignified composure, and his accuser following the other's lead.

Several hours passed in an effort to establish whether the two first met in 1905 as Abbatemaggio asserts, or in 1906, as Alfano declares. On this point the jury heard today only the conflicting statements of these men.

The informer repeated his accusations against Alfano to the effect that he was the actual if not the acknowledged head of the Camorra, and so primarily responsible for the murder of Gennaro Cuocolo and his wife. Alfano denied every charge. He said that Abbatemaggio had blackmailed Giovanni Rapi, the treasurer of the Camorra, and had denounced him to the authorities only when Rapi had been gone four days from Italy, and so could no longer be the victim of extortion. Turning to the informer, Alfano said: "The truth is that you are the real murderer. We are your victims, but we will reply as lions."

To this Abbatemaggio responded grandiosely: "I will be a lion of accusation."

At this point adjournment was taken for lunch.

Will Play in Stratford.

Stratford Herald: Maitland A. Humber, manager of the G. T. R. Baseball Club, has received a favorable reply to his query sent recently to the Hyman Baseball Club of London, as to the possibility of them sending over a team for a game on the afternoon of May 24. The Hymans will be here in force. Among those playing will be Jeffries and Tozer.

MUST MOVE OR THE CITY WILL DO WORK

Board of Works Will Compel Street Railway to Hurry Paving Work on Main Streets.

MERCHANTS COMPLAINING

City Decides That Within Ten Days Drastic Action Shall Be Taken.

The London Street Railway Company are not popular with the board of works, and in a day or two the management will receive a letter from the city solicitor, notifying them that if better progress is not made with the company's tracks on Richmond and Dundas streets the city will proceed to put down the company's road allowance within ten days and will charge the cost to the street railway.

City Engineer Wright brought the matter to the attention of the committee. He reported that the special work was placed in a position at the corner of Richmond and Dundas streets on April 30. Since that time very little had been done, and it would be another week before the company would have this work done.

"At the present rate of progress it will be the end of August before the company have their work finished," said Mr. Wright. "This is not satisfactory. The merchants are complaining, and rightly so. The streets are torn up. If the company do not hurry up, it will be a month before the Barber Company can get started between King and Dundas streets on Richmond. I am getting tired of this, and I want instructions as to the method of procedure. According to the agreement, we can order the company to hurry their work, and if they do not comply we can do the work ourselves and charge them for it. We can go ahead with our own part of the contract if we desire. We may lay our own portion of the street and compel the company to work to that. This would help the merchants out, and would not make it any easier for the company.

No Authority for This.

"I want to call your attention to the fact that the company have widened the devil strip without the consent of the council. I think it would be well to have this as a matter of record."

Ald. Cooper thought the company were doing good work, and were making the best progress possible.

"It is not an easy matter to pave their allowance. "If we start grumbling, everybody will make it unpleasant for the company."

"There is every reason to grumble," said Mr. Wright. "The company could get the men if they would pay the price. I suggested a temporary track at the side of the street, so that the men could work on both tracks without interruption, but that idea was not followed. That is the practice elsewhere, and is most satisfactory."

"The engineer is absolutely right," said Ald. Saunders. "I move that he be instructed to see the city solicitor to have the necessary notice prepared and forwarded to the company."

Deserve Censure.

"The company deserve censure," said Ald. Morgan. "It is enough to make the citizens thoroughly disgusted."

"We should get the company off the street as soon as we can?" said Ald. Mitchell. "We want this work completed at the earliest possible moment."

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LONDONERS IN LIST

Pass Exams of the School of Science

A number of Londoners passed the examinations of the School of Practical Science, according to the results announced in Toronto Thursday night. Mr. T. C. McBride, a son of Mr. H. C. McBride, passed in architecture, while Mr. Frank Mortimore, of Arva, in the supplemental examinations passed in the theory of construction. Both will receive degrees of Bachelor of Applied Science. In the first year, Lorne Hayman, a son of Mr. John Hayman, passed with honors in civil engineering. W. A. Richardson and H. L. Roblin, third year students in civil engineering, passed. R. J. Fuller and P. G. Welford passed in mechanical and electrical engineering.

MAY CALL MR. HAY.

Ottawa, May 11.—Knox Presbyterian Church will probably extend a call to Rev. W. M. Hay, of Ottawa South Presbyterian Church. Rev. Mr. Hay is a young man, but his record in the ministry here is a brilliant one. Before entering the ministry he was a newspaperman, and is secretary of the Ottawa Ministerial Association. He preached here several weeks ago.