

Grave Fears Entertained For Safety of Steamer Huronic After Big Storm on Lake Superior

All Efforts To Get In Touch With the Big Northern Navigation Boat by Wireless Have Failed—Is Now Thirty-Six Hours Overdue at the Soo.

OVER TWO HUNDRED PASSENGERS ON BOARD

[Canadian Press.] Sault Ste. Marie, Ont., Sept. 22.—Grave fears are entertained for the safety of the steamer Huronic, of the Northern Navigation Company, with a large complement of passengers.

She should have arrived at the Canadian Soo at 10 o'clock yesterday morning from Port Arthur, but no word has been received, although the vessel is equipped with wireless.

SUDDENLY CEASED.

What is regarded as a bad sign is the fact that the steamer Tionesta, of the Anchor Line, had just got into communication with her in Lake Superior when the messages suddenly ceased, and all efforts to get her again were unavailing. The vessel left Port Arthur on Saturday afternoon in the teeth of a gale which increased in force during the night.

ALL EFFORTS FAIL.

When she did not arrive yesterday morning, efforts were made to reach her by wireless, but the Tionesta had just got her when the message ceased.

Another attempt was made by the steamer Shenango, which was supposed to be in the immediate vicinity of the Huronic, but she could not get the latter by wireless, her call being answered by the Hamonic, which was a greater distance away.

A ROUGH PASSAGE.

The Manitoba arrived safely, but reported she had one of the worst passages she ever made.

The local wireless station reports that the last word heard from the Huronic was from the neighborhood of Jackfish Bay, the operator adding that if she is afloat her wireless must be disabled as her speed position is within easy wireless distance from the Soo.

OVER 200 ON BOARD.

It is supposed there must be two hundred passengers on board. The rumor that the Hamonic had gone to her assistance was refuted this morning by the arrival of the latter vessel at Port Arthur at 10 a.m. with the report that she had not seen anything of the Huronic, nor had she been in communication.

MANY TOOK SHELTER.

[Canadian Press.] Port Arthur, Sept. 22.—As far as can be learned up to noon today by wireless and otherwise, there were no disasters or wrecks on Lake Superior during the storm of Saturday night and yesterday. The boats had ample warning, and most of them took shelter. The C.P.R. steamer Assiniboia and the Northern Navigation Company steamer Hamonic, the two biggest steamers on the lakes, arrived this morning about three hours late from the Soo. Both started while the storm was at its height, but came straight through.

Local ticket agents say that so far as they are aware, there are no Londoners on board the Huronic, although many Londoners have been taking advantage of the lake trips this season, and it is just possible that some may be returning on the missing boat. The local offices do not sell reservations for the return trip.

HOW EXPERTS' REPORTS PROVE ELECTRIFICATION DISASTROUS

Fixed Charges Amount to \$117,100, Showing a Deficit by Mr. Marshall of \$50,000, by Mr. Eastman of \$30,000, and by Mr. Warfield of \$20,000.

In the experts' reports the sum of \$765,000 is set down as the amount already expended on the London and Port Stanley Railway, upon which interest must be earned.

Of this, \$600,000 represents the right-of-way—the roadbed, etc.—which may fairly be called non-depreciable. The other \$165,000 represents the bridges, stations, culverts, etc., which are of a depreciable nature.

All liable to Depreciation. The electrification bylaw calls for an outlay of \$706,000 upon equipment, rails, etc., all of which would be liable to depreciation.

The depreciable property, if the road is electrified, will, therefore, be valued at \$871,000. A modest 5 per cent annually for depreciation—or to be exact 3½ per cent, for depreciation and 1½ per cent, for contingencies—would require \$43,550 a year.

The Parliament To Meet in January

[Special to The Advertiser.]

Ottawa, Sept. 22.—The Government has decided that it will be ready to meet Parliament in November. Owing to the unprepared condition of public business, Parliament will be called to meet some time in January, and the Government believes that with the rigorous application of the closure it will be able to get a working amount of estimates together before the fiscal year closes at the end of March.

Canadian Buffalo For Zoo in Dublin

[Special to The Advertiser.]

Ottawa, Sept. 22.—A pair of Canadian buffalo have been presented by the Canadian Government to the Royal Zoological Society of Ireland. Max-

Interest at 5 per cent upon the original \$765,000, and upon the \$706,000 called for by the electrification scheme—\$1,471,000 in all—would work out at \$73,550 per annum.

Here are annual fixed charges of \$117,100.

The Different Deficits. On this basis the Marshall report yields a yearly deficit of \$50,000; the Eastman report a deficit of \$30,000; and the Warfield report a deficit of \$20,000.

The figures, produced by Mr. Richter, cannot be controverted. Financially Disastrous. The experts' reports are cited by electrification advocates as buttressing their project.

As a matter of fact if the experts' reports are to be accepted, the electrification scheme would be financially disastrous.

well Graham, of the department of interior, has been instructed to convey the animals across the Atlantic, when they will be placed in the Zoo Gardens at Dublin.

Rushing Work on Hudson Bay Line

[Special to The Advertiser.]

Ottawa, Sept. 22.—Reports from engineers indicate good progress with the Hudson Bay Railroad. Before the close of the working season, grading will have been completed on a stretch of 150 miles, and with the exception of a few cuts the line will have been graded from the Pas to Thicket Portage, about 25 miles.

Owing to the scarcity of sleepers, rail-laying has but kept pace with grading. About 60 miles of rails are down, and before frost stops work the total rail mileage will pass the 70-mile mark. The contractor has his work well up to the time schedule planned for it.

NO PROVISION FOR TERMINALS IN BECK PLAN

Probably Expects to Use Airships to Deposit Passengers in Heart of the City.

IMPRACTICABLE SCHEME

Old Railwayman Points Out the Peril to Trainmen—The Wage Question.

"No railway conductor or employee will operate his train beneath the wires of an electric railway," said one of the oldest conductors on the Grand Trunk this morning in discussing electrification.

"It would be worth the life of any brakeman to get on his train beneath the heavily-charged wires, and you can take it for granted that it will not be done," he continued.

"They may talk about putting the wires high enough, so that there will be no danger, but it is all very well for those to say that who don't have to do it. Every railwayman that I have spoken to on this proposition is dead against it."

The Wage Question.

"The wages question, which was brought up by Ald. Bennett, is one that will be a big point. The railroad organizations will not permit their men to work on the same line with men who are getting the wages it is proposed to pay. It would have to be a standard line from start to finish or not a member of any of the unions would operate over it. And if it is it would make a large difference in the receipts."

What About Terminals?

"Does anyone think for a moment that the Grand Trunk will permit wires to be strung through its yard? They have another thing coming then. They would not let an electric car come into the yards, and how they are going to get to the heart of the city is beyond me. Perhaps they are going to have airships to take the people from the city limits and deposit them on Richmond street. As far as I can learn they have no provision for terminals at all, and they cannot depend on the Grand Trunk to let them use their station. Furthermore, I do not think the railway commission would permit it."

Baron De Freyne Dies in Ireland

[Canadian Press.]

Dublin, Ireland, Sept. 22.—Baron de Freyne died today at his residence, 13, Grosvenor Road, County Roscommon, at the age of 58, after a long illness. He was at one time honorary colonel of the Fifth Battalion, Connaught Rangers.

The successor to the peerage is the Hon. Arthur Reginald French, his only son by his first marriage. He was born in 1879, and became an officer in the Royal Fusiliers. He afterwards resigned his commission in the British Army. He comes into possession of 30,000 acres in County Roscommon.

STORM ON SUPERIOR

Big Lake Boats Had to Put In for Shelter.

[Canadian Press.]

Port William, Ont., Sept. 22.—The passenger steamer Huronic spent yesterday in Jackfish Harbor on the north shore, having taken shelter there from the storm on the lake. A number of American passenger boats were reported sheltering under Thunder Cape. Wireless reports tell of the storm abating, and it is expected vessels will continue their voyage today. No wrecks have been reported.

THE WEATHER.

TOMORROW—COLDER.

Forecast.

Toronto, Sept. 22.—8 a.m. Today—Moderate winds; unsettled, with local showers.

Tuesday—Northerly winds and cooler.

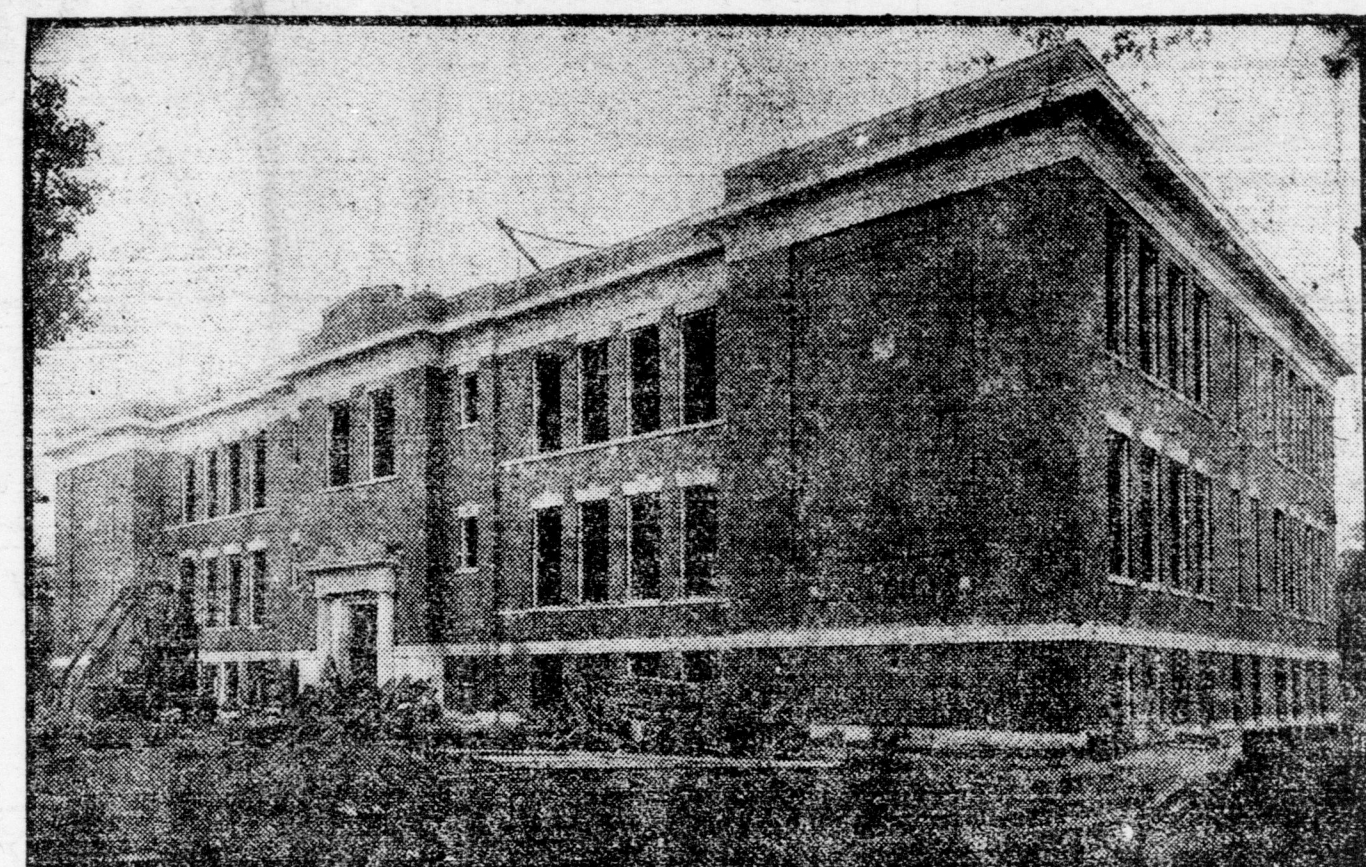
Temperatures.

Stations.	High.	Low.	Weather.
LONDON	48	42	Fair
Victoria	40	34	Cloudy
Calgary	40	30	Cloudy
Winnipeg	44	22	Clear
Port Arthur	40	34	Cloudy
Port Huron	40	34	Cloudy
Parry Sound	56	48	Cloudy
Toronto	59	48	Cloudy
Ottawa	66	52	Cloudy
Montreal	62	48	Rain
Quebec	68	56	Cloudy
Father Point	62	46	Cloudy

Weather Notes.

The disturbance over the Great Lakes has remained almost stationary since Saturday, with gradually decreasing energy. A heavy northwest gale has prevailed on Lake Superior, and the weather has been generally unsettled on the other lakes. Rain is now falling in the Province of Quebec and in parts of Ontario and the Maritime Provinces.

THE NEW ABERDEEN SCHOOL



Front View of the Fine Structure at Hamilton Road and Grey Streets, Which Is Rapidly Nearing Completion.

LONDON NEEDS RAILWAYS THAT WILL BRING PEOPLE TO THE CITY

Ratepayers Will Be in No Mood to Adopt Further Railway Policy if Million Is Spent on Electrification—G.T.R. Improvements.

What the city of London needs is railways that will bring more people into the city, not take them out.

An electrified London and Port Stanley Railway would not bring another person into London. It might enable people to GET OUT of the city.

The guaranteeing of bonds to the extent of one million dollars, which an electrified line would undoubtedly cost, would attract to London radial lines that would bring hundreds of thousands of persons INTO London every year.

Will Spend No More.

But if a million dollars is expended on a road that has ALWAYS LOST UNDER MUNICIPAL OPERATION, the people will be in no mood to make further large expenditures of guarantees for radial railways.

Neither will they be prepared to face the large expenditure necessary to secure Grand Trunk improvements.

G. T. R. Improvements.

The question of Grand Trunk improvements is one that will confront the citizens within a few years. The railway board has stated that London can have these improvements when it is prepared to pay for them.

Urges Labor Men To Capture Seats in the Legislature

President Waters at Opening of Big Congress Tells Delegates They Must Fight Intelligently if They Wish to Make Any Progress—Many Important Reforms To Be Discussed.

[Canadian Press.]

Montreal, Sept. 22.—The 29th annual meeting of the Trades and Labor Congress of Canada opened today in the presence of over 300 delegates representing every department of enterprise in the Dominion.

A warm welcome was extended to the visitors by J. Foster, chairman of the local Trades and Labor Council; Mayor Lavallee and Alphonse Verville, Labor member of Parliament for Maisonneuve.

A feature of the opening session was the introduction of Will Thorne, Labor member in the Imperial House of Commons, who was greeted with the utmost warmth.

Throughout the morning registration went on, 220 delegates having presented their credentials.

Important Matters.

The report of J. M. Waters, president of the congress, will be considered by the congress, intimates at the outset that it deals with matters which arose in the House of Commons which relate to labor. It then says that "measured in terms substantive, tangible, the legislation enacted on behalf of human life by promoting the welfare of the workers, with one or two exceptions, can be summed up in the word 'nil,' and such experience should teach the workers that no amount of work on the outside will bring results commensurate with the importance of the organized labor movement until labor itself sets to work to direct its forces intelligently to capture seats on the floor of the House, and from the inside influence the shaping of legislation proportionately to its numerical strength."

Only Four Survived.

The report then points out that "Of the twelve bills or amendments to bills, introduced by the workers, only four survived the ordeal of a passage through both branches of the Legislature. They were: 1. I. C. R. act, providing for the payment of the total sum contributed by any employee to the provident fund in the event of his being discharged for political partisanship."

2. Amendments to R. N. W. M. police, providing for a general increase of wages and salaries and other minor regulations. 3. Amendments to the postal act, providing for an increase in wages and salaries to employees. 4. Amendments to the railway act, providing for the payment to employees by the railway companies of any loss incurred by reason of the changing of a divisional point.

Eight-Hour Bill.

The measures, which never reached the stage of discussion, dealt with the eight-hour bill, an amendment to the Lord's Day act exempting musicians from church parades and funerals from its operation, and amendments to the election act limiting persons to one vote, the

abolition of the election deposit, making it obligatory on the part of the employer to permit each employee voting without losing money.

Increases Made.

Continuing the report says: "It is gratifying to state that in almost every department of the Government, material increases have been made to the rates of wages paid department of public works, including the railway, and the parliament buildings; the postoffice department, including railway mail clerical carriers, etc.; the railway department. The federal trades on the I. C. R. are to be congratulated in seeing their introduction in 1907. It says: "In all, 145 applications have been received in this six-year period for the establishment of boards of conciliation and investigation under the act, as a result of which 127 boards were established. In the eighteen cases remaining, the matters in dispute were adjusted by mutual agreement, whilst steps for the establishment of boards were pending. In 127 cases the matters in dispute were settled by mutual agreement, and the threatened interruption of work was otherwise averted."

Referring to Mothers.

Referring to the work of Mrs. R. Henderson, Montreal, in connection with the question of pensions for mothers, considered by the House of Commons committee, the report states that the evidence she collected showed that a first and necessary step towards conserving the motherhood and childhood of the Dominion, a pension system for mothers was imperative. The pensions should also apply where the mother has been deserted or has an invalid husband.

The matter of withdrawing opposition to the legislation for securing fortnightly payment of wages on railroads, the president stated had been considered by the executive board, and it will be submitted to the congress by Mr. Hall.

The reference of the report to the naval aid bill followed by a discussion of "After weary weeks of floundering around in the mire of partisanship, the contribution of \$35,000,000 to build lifeboats was won through the Commons. Through the exercise of some peculiar physiological force, presumably from an outside source, enough modernism was injected into the mummified mind of the Senate to cause it to take the thoroughly British and up-to-date attitude. This democratic action of the Senate was rejected by the Commons, and the bill is at present resting peacefully."

WELLAND CANAL TENDERS.

[Special to The Advertiser.] Ottawa, Sept. 22.—Tenders for the second section of the Welland Canal are being invited today by advertisement in the newspapers favorable to the Government. Contracts for the first and third sections of the canal have already been let, and work is being commenced upon this \$35,000,000 work.

FIGHT AGAINST ALCOHOLISM IS CONGRESS' AIM

Delegates From More Than Forty Countries Are Meeting at Milan.

DECADENCE IN MORALS

Excellent Paper by Pope's Consulting Physician Was Enthusiastically Received.

[Canadian Press.]

Milan, Italy, Sept. 22.—The 14th International Congress of Alcoholism was inaugurated here today under the presidency of Dr. Angelo Filippetti, of Rome, who greeted the delegates in the name of the Italian temperance organizations.

Delegates from 40 nations were present at the inauguration, which took place in the splendid Hall of Statues.

Giovanni Giolitti, the Italian Premier, was represented by Alfredo Falconio, under secretary of state for the interior, who expressed the greetings of the Italian Government to the delegates.

Moral Decadence.

The work of the congress began with a discussion of the moral decadence caused by alcoholism. Professor Ettore Marchiafava, consulting physician to Pope Pius, delivered an address on the pathology of alcoholism, in which he dealt with his studies, researches and observations over a period of fifty years of professional work. He was enthusiastically applauded.

Scholarly and historical plenary will be the meeting place for the next few days of large delegations of scientists and others who are opposed to the use of alcohol. Delegates from 30 countries, of whom British and America predominate, are now here to attend the congress.

A Great Evil.

The first session will be held today, and an important feature of the congress is found in the fact that the discussion, which means a fight against one of the great evils of the day, will take place within walls noted in early days for gatherings where the drinking of wine and the shedding of blood played a conspicuous part.

Italy proportionately is the greatest wine-producing country in the world. At one time Italy had the lowest death rate from alcoholism, but lately this mortality has risen from one and one-half per 100,000 inhabitants in 1887 to more than four in 1909. The rate is now estimated at slightly below three.

NURSE STABBED

Insane Man Hid in Medicine Closet and Attacked Girl.

[Canadian Press.]

Malden, Mass., Sept. 22.—Miss Doris Robinson, a nurse at the Malden Hospital, was stabbed while on duty early today by an unknown and supposedly insane man. The intruder had hidden in a medicine closet, and when the nurse opened the door, he stabbed her twice near the heart, then jumped through a window and escaped.

Miss Robinson's condition is critical.

SPECIAL SESSION OF COUNCIL TO BE HELD TUESDAY EVENING

Date for Votes on the Bylaws Will Probably Be Set.

Notices will be sent out today calling the aldermen to a special meeting for Tuesday night, when in all probability the date will be fixed for the special vote on electrification, storm sewers, West London breakwater, and the board of control.

When the council decided on Friday night, by a unanimous vote, to send the electrification question to the ratepayers, no date was fixed. It is the intention of the aldermen to have all four questions, electrification, storm sewers, breakwater and board of control voted on at once, and as arrangements for the bylaws on the three last-named questions were not then prepared, the election date fixing was deferred.

It is expected that the bylaws on electrification and the board of control will be ready for submission to the council. The date for the vote will be fixed and bylaws likely ratified later.

THOUSANDS WATCH LONG CORTEGE OF MAYOR W. GAYNOR

Impressive Service Was Conducted by Bishop Greer in Trinity Church.

POLICE LED MOURNERS

Big Delegation Present From Over 100 of New York's Leading Organizations.

[Canadian Press.]

New York, Sept. 22.—The body of Mayor Gaynor was taken at 10:30 o'clock this morning from its resting place in the City Hall to Trinity Church, where Bishop Greer read over it the solemn Episcopal service for the burial of the dead.

A standing army of citizens, many thousands strong—greater in number than the throng which had gazed on the body as it lay in state, yesterday—blackened the sidewalks from curb to building line as the funeral train crept along the ten blocks of lower Broadway from the City Hall to the church. The low-lying clouds lifted shortly before the long cortege started, and the march to the church was under an overcast sky from which the sun shone fitfully through rifts in the clouds.

Led By Police.

Heading the throng of marchers was a single line of eight mounted police. Behind them came, in the order named, the Police Band, playing the measured strains of "The Dead March"; a regiment of mounted police, twelve abreast, and another regiment of police on foot in lines that stretched across Broadway from curb to curb. Next was the coffin, followed by the honorary pallbearers, including Former President William H. Taft. Then came the heads of the city departments, United States senators and committee from the Legislature, the justices of the appellate division of the supreme court, the justices of the supreme court and judges of general sessions, commanding officers of the National Guards, council representatives, representative of the lord mayor of Liverpool, and a delegation of mayors from different cities.

Big Delegations.

The citizens' committee, headed by Seth Low, were followed by delegations of almost a hundred organizations, clubs and societies.

The services in the church, admission to which was by card only, lasted about an hour. The services concluded, the funeral procession moved slowly over Brooklyn Bridge, thence to Greenwood Cemetery, Brooklyn, for interment.

EARLIEST SNOW IN 29 YEARS

A Heavy Fall in Northern Minnesota and Around Port Arthur.

ALL RECORDS SMASHED

[Canadian Press.]

Duluth, Minn., Sept. 22.—A record unequalled since the establishment of the weather bureau in 1884 was made yesterday when snow fell at nearly all points in Northern Minnesota and around the shores of Lake Superior. The earliest previous snowfall was recorded Sept. 24, 1907.

Wintry scenes prevailed in the vicinity of Port Arthur, Ont., and Grand Marais, Minn., where the ground was blanketed with snow. The average temperature at Duluth was 35 degrees.

Reach Decision in Grand Trunk Dispute

[Special to The Advertiser.]

Ottawa, Sept. 22.—An investigation into the dispute between the G. T. R. and its maintenance of way men has resulted in a unanimous decision of the board of conciliation, consisting of Judge Gumm, of Ottawa; F. H. McGuigan, of Toronto, and G. D. Robertson, of Welland.

The finding deals chiefly with working conditions and hours of labor. The Grand Trunk stated that it was not at present prepared to discuss an increase of wages, and that feature is left over until March 1.

Hon. T. W. Crothers, minister of labor, sails from England on Sept. 24, and will reach Canada on Oct. 1.