

43RD YEAR NO. 18005

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PRICE TWO CENTS.

CIVIC SOLONS OF THIS DISTRICT TALK OVER NIAGARA POWER

They Ask Questions and Get Answers From the Hydro-Electric Commissioners—Favor Vote in January.

"That this meeting hereby expresses its approval of the work done by the hydro-electric commission, and of the Western Ontario Municipal Niagara Power Union, and recommends that by-laws be submitted to the electors at the municipal elections authorizing the various councils to negotiate with the commission for power."

The above resolution, moved by Mayor Butler, of Woodstock, and seconded by Mayor Coulter, of Ingersoll, was unanimously passed at the conclusion of the Niagara power meeting held in the banquet hall of the Masonic Temple yesterday afternoon.

Fearing the board of directors would be too small to contain the meeting, the city council secured the room in the Masonic Temple. The precaution was unnecessary, however, as only about 50 persons were present. But these fifty were people who were very much interested, and they asked many questions, which were answered by Hon. Adam Beck and the experts present.

The meeting was held under the auspices of the Municipal Union, and President Pryor, of Galt, and Secretary Lyons, of Guelph, were present.

Hon. Adam Beck had with him P. W. Sothmann, chief engineer; E. Richards, assistant engineer, and E. C. Settel, secretary of the Hydro-Electric Commission.

Delegates Present.

The following delegates from outside places recorded their names: T. C. S. Wilson, Ingersoll; George Neely, Dorchester; W. R. Smith, Ingersoll; J. A. Coulter, mayor of Ingersoll; A. L. Richardson, Ingersoll; R. Skinner, Ingersoll; W. J. Elliott, Ingersoll; R. Dixon, St. Marys; W. D. Hogarth, mayor of Woodstock; John Butler, mayor of Woodstock; J. A. Bell, city engineer, St. Thomas; George L. Oill, manager of the light, heat and power department, St. Thomas.

The London Board of Trade was represented by President White, and Secretary Nelles.

The Trades and Labor Council by Messrs. Harry Clarke, H. Hollingshead and H. Rymill.

The London Real Estate Association by Messrs. J. M. Parsons, Wm. Scarrow, Charles Taylor and R. A. Y. Stinchcombe.

The city council by Acting-Mayor Matthews, Ald. Armstrong and City Clerk Baker.

The manufacturers' committee by Ald. Armstrong and Assessment Commissioner Grant.

Amongst other citizens present were Richard Southern, H. J. Jones, A. McCoubrey, A. H. McFarlane, H. T. Reason, Ben Hole, C. B. Hunt, F. W. Farncombe and J. M. Moore.

Many Questions.

Scores of questions were asked, but the greatest interest centered in the questions of the liability of the municipalities in case they vote to have Niagara power, the price of power, and also as to the guarantee there will be of the Government supplying the municipalities at all times and under all conditions, in case steam power is done away with to a great extent, and the people decide to use Niagara power.

To the first question, Mr. Beck's answer was that the municipalities would only be liable for what the Government is liable for—that is, 10,000 horsepower for 30 years.

If a contract is made with the power companies now generating power at the falls the Government will have to bind itself to take 10,000 horsepower per annum, and if this power was not sold, the municipalities as a whole would have to pay the bill. But this contingency, to Mr. Beck, was remote and impossible, practically. Already the commission has applications for 140,000 horsepower, so that in reality, the municipalities will not be undertaking any liability whatsoever, and will not be venturing upon issue a dollar of debt.

Mr. Beck put it, the credit of the Government will bring power to the doors of the municipalities of Western Ontario.

Must Make Contract.

It will be necessary for the municipalities to make a contract for a stated amount of power, but if, for example, Continued on Page Six.

G. T. R. WOULD BE RID TROUBLESOME CLAUSE

Will Ask Parliament to Repeal That Two-Cent Rate Section.

Ottawa, Dec. 8.—The Grand Trunk Railway Company will apply to Parliament this session to repeal or amend clause three of its charter, under which it is declared that "the fare or charge for each third-class passenger by every train on the said railway shall not exceed one penny currency for each mile traveled, and that at least one train having in it third-class carriages shall run every day throughout the length of the line."

THE M. C. R. VICTORS IN RATE ARBITRATION

Is Placed in Special Differential Class With Eastern Connections.

Chicago, Dec. 8.—The Michigan Central Railroad was placed in a differential class by itself yesterday, when Lucius Tuttle, president of the Boston and Maine, as referee, rendered a decision in the rate controversy. By the terms of the decision, the Michigan Central is permitted to charge a rate to Boston, New York and Buffalo, which is between the standard and the regular published differential rates. An exception is made in the case of the standard first-class rate to Boston.

Railroadmen call the result a compromise, and declare that it will complicate the eastern rate situation. The statement was made that the ruling is not regarded as an arbitration, but simply as a decision, and there is grave question whether the railroad under the new law have the right to arbitrate rate questions. The decision is therefore not regarded as binding upon any road, but there is reason to believe it will be absorbed, because each president gave his word to abide by it before the arbitrator decides that the rates which he has given the Michigan Central shall be applied by that road only over its eastern connection—the New York Central.

SEARCHING FOR BROTHER

Connecticut Lady Writes Mayor Judd About Missing Man.

Mayor Judd today received the following letter from a lady in Connecticut, regarding the death of the late Hugh McDougall:

"I. Whitman Court,
Hartford, Conn., U.S.A.,
"Dec. 4, 1906.

"Dear Sir,—I read in a paper that in March two men, named Scott Dexter and Hugh McDougall, were drowned by falling over a dam in the Thames River. Would you do me a favor and let me know anything you can about the man named Hugh McDougall? I have or had a brother of that name and about that age, and I cannot find him by letter. He lived near Boulder, Col., for many years. I have had no word from him for three years, and the last letter was returned saying he was not there. So I have lost trace of him, but seeing the item in the paper, I cut it out but still hoped he was in Boulder. He was interested in silver mines. If you could enlighten me about the one who was drowned I will be thankful, for myself and sisters in Scotland."
"MRS. W. M. MCINTYRE."

It is not thought that the victim of the drowning accident is the man for whom the Connecticut lady is looking, as McDougall had lived in this district for many years, and had always been employed as a teamster by one mill or another.

AUTO RUNS PRESS

Motor Broke Down, But the Editor Was a Man of Resource.

New York, Dec. 8.—The electric motor which is used to drive the press in the office of the Staten Island Advance, in West Brighton, broke down yesterday, and an expert found that it would have to be sent to Philadelphia for repairs.

John Crawford, jun., the editor, found that no other office in Staten Island could print his sixteen-page paper last night, so he took his 35-horsepower automobile up alongside the building, and a hole knocked through the wall, and the shaft of the engine was pulled was then adjusted to the shaft of the automobile, and last night the paper was being run off successfully.

A WRECK ON THE SOUTHERN

Washington, Dec. 8.—The Southern Railway officials here have been advised that shortly after 4 o'clock this morning that passenger train No. 34 struck the rear of a freight train just south of Danville, Va., derailing the engine and several freight cars. The freight cars caught fire from the engine, and the Danville fire company was called to extinguish the flames. It is reported that the engineer of train No. 34 was killed and his fireman injured, but on account of interruption to the telegraph service this report cannot be verified. No passengers were injured.

FIRE BREAK JAIL.

Oswego, N. Y., Dec. 7.—Five prisoners escaped from Oswego County Jail here last night by means of a cellar door, the lock of which had been broken by an axe during the night. The men who escaped are John Case, charged with assault in the first degree; Arthur Lessing, James Sarno, burglary and larceny; Charles Raney, arson; Edward Fitzgerald, who was held on a simple charge. Several of the men had been convicted, and were awaiting transfer to the state prison.

HOUSE APPROVES STORAGE SCHEME

Refrigerator Plant Subsidies Held Splendid Idea.

IS FAVORED BY MR. BORDEN

System Has Already Greatly Aided the Farmers, Say the Agricultural Members of Both Sides.

Ottawa, Dec. 7.—Hon. Sydney Fisher's scheme to still further increase the prosperity of the agricultural, fruit-growing, and fishing communities of the various Provinces by encouraging the establishment and operation of cold-storage warehouses is meeting with general favor from both sides of the House. The debate on the resolution was confined to members representing rural constituencies, and the only discordant note was sounded by Mr. Geo. Taylor, Chief Conservative Whip, who asserted that this was another fad of Mr. Fisher's. Messrs. Derryshire (Brookville), Dr. Sproule (East Grey), M. S. Schell (South Oxford), Dr. Chisholm (East Huron), David Henderson (Halton), and Mr. R. L. Borden all endorsed the proposition. It was suggested that the grant be made in a lump sum, and that it might be advisable to complete the chain by providing similar facilities at Liverpool. The latter suggestion was received sympathetically by Mr. Fisher, who expressed his readiness to consider a practical suggestion.

Supplementing his previous remarks, Mr. Fisher said that he thought it was the duty of the Government to assist an industry which would confer great benefit on the country and be a profitable investment. He thought that the country would be hurt if the cold-storage industry were not firmly established, and it was for these reasons that the scheme was placed before the House. The only objection for the Government giving this assistance was that there was a sure hope and expectation that local cold storage warehouses would be profitable. Therefore, the Government were justified in helping in the preliminary period when an unprofitable enterprise might not prove a sound sense, to secure a fair return for the capital invested and insure the perpetuity of the enterprises. The Government had a precedent in the creameries which private enterprise attempted to establish in Alberta some thirteen years ago. The people of that time were not sufficiently favorably disposed towards the scheme to secure the profitable working of the creameries. Perhaps the enterprise was a little before its time and the new settlers did not take hold of the industry of the enterprise in the same intelligent way as the farmers in other parts of Canada. In 1896-7 the Government found considerable capital invested in those creameries, and in a few years they were established on a firm basis, and now formed the most successful organization of the kind in Canada. Something similar was done with regard to cold storage on steamships, with the result that practically all the now coming to Canada were fitted with cold storage or cooling chambers for perishable products.

THE WEATHER.

TOMORROW—MILDER.

Calgary, 12 below—4 below; Qu'Appelle, 28 below—zero; Winnipeg, 25 below—4 below; Port Arthur, 22 below—2 below; Parry Sound, 18 below—4 below; Toronto, 2 below—4 below; Montreal, 6 below—zero; Quebec, 4 below—2; St. John, 10—28; Halifax, 16—50.

FORECASTS.

Saturday, Dec. 8—8 a.m. Today—Southeasterly winds, with snow. Western States will probably see a snowfall in both Ontario and Quebec. Extreme cold prevails throughout Canada, exclusive of British Columbia.

LOCAL TEMPERATURES.

The highest and lowest readings of the thermometer at the local observatory for the 24 hours ended at 5 p.m. Friday were: Highest, 34°; lowest, 17° above.

Britain and U.S. Near Clash Over Fisheries Muddle

Washington Demanded Immediate Repeal of Newfoundland Laws, But the Foreign Office Insisted Upon a Modus Vivendi.

London, Dec. 8.—The correspondence between the state department at Washington and that of the foreign office here, and that between Newfoundland and the colonial office detailing the circumstances leading to the establishment of the fisheries "modus vivendi" was published here today. While the tone is conciliatory, it shows that a wide chasm remains to be bridged.

The correspondence commenced in October, 1905, with letters from Secretary Root to Ambassador Durand, dated Oct. 12 and 19, asking for an early interview on the subject of the fisheries, and explaining the views of the United States on her treaty rights, and urging that Great Britain take steps to secure the repeal of the Newfoundland laws conflicting therewith.

Foreign Secretary Grey, Feb. 2 last, through Ambassador Reid, dealt at length with Mr. Root's observations, and said he regretted that he was unable to assent thereto without important qualifications. Mr. Reid notified Secretary Grey, July 20, that Mr. Root disagreed with "several" of his views, and added:

"I am instructed to ask for such action as will prevent any interference on any ground by officers of the Newfoundland with American fishermen when they go to exercise their treaty rights on the Newfoundland coast during the approaching fishing season."

Secretary Grey, replying Aug. 14, said he observed: "With much regret that the wide divergence in the views of the two governments disclosed by the correspondence, makes it hopeless to accept an immediate settlement, but he was ready to confer with the United States Government with the view of arranging a modus vivendi applicable only to the ensuing season."

On Sept. 12, Mr. Reid wrote Secretary Grey to the effect that the Government of the United States "hears with the greatest concern" that the divergence of views renders an immediate settlement "impossible," and suggesting the terms of the modus vivendi. These were accepted by Secretary Grey Sept. 25, whereupon Mr. Reid was authorized to ratify them.

REAL ESTATERS OPPOSE KOMOKA

The Association Goes on Record Against Extension Scheme—Favors Metering.

The Real Estate Association of London last night put itself on record as opposed to the Komoka scheme for the extension of the waterworks, when the following resolution was passed unanimously:

"That this association publicly announces that it is decidedly opposed to the Komoka scheme, and will advocate in lieu thereof:

"1. Metering the whole city from annual surplus until the entire system is covered.

"2. That any further issue of debentures for waterworks extensions should be for a high pressure system for fire and commercial purposes in the mercantile and manufacturing districts, as recently outlined before this association and in the press."

For several weeks the association has been pursuing a vigorous policy of objection to the Komoka scheme, and the members have arrived at the conclusion that the expenditure of \$75,000 on the Komoka or any other spring water scheme down the river is not warranted. The amount is too large and there is no certainty that there is sufficient water there to supply the city for any length of time.

The scheme of the association is to have the commissioners use the surplus which accumulates annually, say, \$10,000, for the purpose of installing meters. Thus there would be no increase in water rates, and no special tax on consumers for metering.

ELEVATOR BURNED.

Fort William, Dec. 7.—The Canadian Pacific Railway's elevator "D" caught fire this morning and was totally destroyed by 1 p.m. Fortunately the wheat in storage had been cleaned out yesterday. The origin of the fire is unknown. Loss \$350,000; insured.

MISS ANTHONY'S HOME BURNED.

Adams, Mass., Dec. 7.—The Susan B. Anthony house was burned today at a loss of \$125,000. The famous woman suffrage leader, lived in this home for many years. Part of it was built by her grandfather, Humphrey Anthony, about 100 years ago, and part by her father-in-law, Joshua Lapham, 50 years earlier. The house was owned by Mrs. Hannah Boyles, of Lake Geneva, N. Y., and Albert Dickinson, of Chicago, who purchased it because of its historic value.

HINTS AT TRACK ELEVATION TALK, BUT WILL NOT MAKE STATEMENT

Mayor Discusses Trip to Toronto—Admits He Was Not On University Deputation.

Mayor Judd was in his office in the city hall today, but he would not say what business took him to Toronto yesterday. He admits that he was not asked to go with the university deputation to the Parliament buildings until he met the deputation on the train for Toronto.

His worship hints that he had a conversation with the Grand Trunk authorities yesterday regarding track elevation in this city, but he absolutely refused to make any statement on the subject to the

Advertiser. He said, however, that he does not believe it is the intention of the Grand Trunk to ask the city to submit a bylaw to the people in January.

From other sources it was learned that the Grand Trunk has definitely decided to allow the matter to stand until next year, and that an effort will be made to have the council take a special vote of the people for the purpose of fixing the assessment of the company at a stated sum for a number of years.

There are various reasons for this course.

One is that the works in South London have been so efficiently advanced to show exactly the greatest improvements which the company is making to the Wharfedale and Wortley roads. Another is that with six bylaws to come up, the Grand Trunk bylaw would be almost sure to be defeated.

WESTERN SENATE CALLS ON GOVT.

Asks Education Department to Recognize Honor Degrees.

SEATH CRITICISES EQUIPMENT

Declares He Does Not Think It Adequate as Composed at Present—Dr. Pyne Will Consider.

Toronto, Dec. 7.—A Western University deputation waited on Dr. Pyne, the Ontario minister of education, today, in reference to the university's certificates being recognized in the qualifications for high school teachers. It was held unfair to the university and the people of the western part of Ontario that students who have taken the greater part of their studies in the Forest City should be compelled to come here or go to some other city for their final examination. For several years its honor graduates have given an excellent account of themselves, and the continued refusal of recognition in view of the recent strengthening of the professorate was hurtful to the institution.

The Western is not yet prepared to offer honor courses in science, but in the departments of classics, modern languages, literature, history and mathematics it fears no comparison of its work with that of any other Canadian university.

The only objections offered to their application were made by Dr. Seath, who thought that the equipment is still insufficient. He suggested a way out of the difficulty by the London students taking the Toronto University examinations.

The arrangements for the conference were made by the Hon. Adam Beck. The delegation was received by the Hon. Dr. Pyne, Deputy Minister Colquhoun and Superintendent Seath, His Worship Mayor Judd, of London, doing the honors of the introductions.

The Bishop of Huron opened the case for the Western with the declaration that the senate is asking no favor, but only simple justice. It is now equipped to fully meet the needs of students taking any of the ordinary teaching courses with the exception of science.

It offers opportunities to workmen and others who cannot afford to send their sons and daughters to Toronto, Kingston and other eastern cities. Its pass and honor courses in classics, moderns, history and mathematics will qualify its graduates to teach these departments as efficiently as any other university.

The professors are men of the highest standing in their subjects. There are several thousands of volumes in the libraries of the college and besides the students have the free use of the public library.

An Excellent Staff.

The authorities of the university feel so confident of the excellence of the teaching and of the standard of the degree that they grant that they are prepared to submit to any test the Government may impose. They would welcome a uniform examination of the graduates of all the candidates for admission to the training school.

Provost James pointed out that this withholding of the recognition of the honor courses cast reflection upon the whole work of the university.

Vice-Principal Dearness quoted examples of students who had been denied the recognition of honor standing at the Normal College, and even refused a statement of opinion obtained in honor subjects, or had taken a creditable course through all the examinations up to the final year or half-year, and had then gone off to another university in order to obtain the coveted recognition.

Mr. Henry Macklin said that notwithstanding that the Western University is quite non-denominational, yet at a recent meeting of the Synod of Huron, representing a population of 100,000 people distributed through thirteen counties of Western Ontario, resolutions strongly commending the university to the favorable consideration of the diocese were adopted. That important body sincerely desires the progress and welfare of the university with which its diocesan college has its affiliations.

He firmly believed that the granting of the senate's request would be "simply justice" and good policy.

Mayor Judd informed the Minister of Education that the people of London do not wish to go to Kingston. They do wish to see an efficient university built in what should be the educational center of the west. They will not be easily convinced that the work done in the university there should not be recognized.

Dr. Pyne thanked the delegates for their statement of the cause of the Western University and the full explanations with which they had set it forth. He assured them that he had no feelings against the university itself, and that he would be as much pleased as any one to witness its success and prosperity. He called upon

(Continued on Page Three.)

FOUR PERSONS KILLED BY NEGRO

Attempt to Arrest a Murderous Southern Desperado Ends in a Massacre.

Grenville, Miss., Dec. 7.—Four persons were shot and killed and three others were wounded today by a negro. The man first killed a negro woman in a boarding house. He then probably fatally wounded Policeman Koffer, and barricaded himself in a house. In an attempt made to arrest him he killed two negroes and a white man, and wounded a negro and a white man. Assistant Clerk Abercrombie.

The negro was captured soon after. Much excitement prevails.

WHERE STRIKES COME HIGH

Hamilton Out at Least \$75,000 Over the Recent Unpleasantness.

Hamilton, Dec. 7.—The troops from London and Toronto, which have been here since the street railway riots began, returned home today.

Both the company and the union's representatives profess to be satisfied with the award of the railway board.

The strike has cost the railway company about \$45,000, the International Union of two more railways about \$5,000, and will cost the city corporation \$3,000 or \$4,000. Retail merchants also have sustained heavy losses.

STEAMERS ARRIVED.

Dec. 7. Reported at. From.
Ethiopia. New York. Glasgow
Citta di Palermo. New York. Genoa
Tampacan. New York. Antwerp
Bostonian. Manchester. Boston
Pomeranian. London. Montreal
Germania. Naples. New York
Peruvia. Leghorn. New York
Numidian. Boston. Glasgow
Galt Waldersee. New York. Hamburg

TWO LAKE BOATS ARE OVERDUE; SARNIA MEN AMONGST CREWS

The Lake Michigan and the McLouth May Have Foundered on Lake Superior.

Sarnia, Dec. 7.—The steamers Lake Michigan and Sidney McLouth, the crews of which were made up mainly from this place and vicinity, are overdue, and some fears are expressed that they may have foundered.

The Lake Michigan, with a crew of twelve, has not been reported since she cast away the barge Wawanosh in Thursday's storm, the barge being wrecked near Oscoda.

The McLouth, of the Union Line, carries a crew of twenty men, most of whom reside at Marine City, Mich. The McLouth left Fort William on Monday night for Buffalo.

Capt. J. H. Shackett commands the McLouth, and Capt. Charles Millard is master and part owner of the Lake Michigan.