

46TH. YEAR. NO. 19583

THE ADVERTISER, LONDON, ONTARIO, SATURDAY, FEBRUARY 6, 1909.—EIGHTEEN PAGES.

PRICE TWO CENTS.

LONGBOAT STILL MARATHON KING
DEFEATS SHRUBB AT NEW YORKEnglishman Collapses in
Last Mile and Indian
Strolls In.SPEED SUCCUMBS
TO ENDURANCEShrubb Secures Big Lead at the
Start, But Couldn't Hold
the Pace.

LAST NIGHT'S MARATHON.
Contestants—Tom Longboat, of Toronto, and Alfred Shrubb, of England.
Winner—Tom Longboat. Time, 2:53:40 2-5.
Track—Madison Square Garden, New York, nine laps to the mile.
Distance—26 miles, 385 yards.
Referee—Tim Hurst.
Betting in New York, 7-5; in Toronto, even money.
Attendance, 15,000.
Money guaranteed, \$2,000, with option of 25 per cent to each man, which would net about \$4,000.
Race started 9:05; finished, midnight. Flashed instantly to different resorts in Toronto about midnight.

(Special to The Advertiser.)

Madison Square Garden, N. Y., Feb. 5.—Tom Longboat demonstrated that he is still the peer of Marathon runners tonight by beating Alfred Shrubb, the English champion. The Britisher collapsed in the twenty-fifth mile, and the Onondaga finished the race alone. The time was somewhat slower than made by Dorando when he raced Hayes.

The Englishman cut out a terrific race from the start and for many miles he kept adding lap on lap to his lead until he had almost a mile the better of the Canadian Indian. The latter kept plugging along, running with a graceful loping, varying his pace but little, and seemingly unmindful of the race Shrubb was running. At the twentieth mile, Shrubb began to show signs of distress, and then the relentless Indian started. He kept up an increasing pace, and chopped lap after lap off of the Englishman's lead. The latter began to worry, and the spectators were then convinced that Longboat was Shrubb's master, and it would be a matter of a mile or two until the game little Englishman would go down and out.

Shrubb Collapsed.
At the twenty-fifth mile, Longboat was a lap behind, and running free and strong. He quickened his pace. The Englishman tried to follow but fell in his tracks and had to be helped away.

Satisfied, the Indian loomed the rest of the distance, at a slow pace, showing not the slightest trace of the ground. The spectators were excited beyond measure when the Indian started to reel off the miles, and he gained, slowly, surely, relentlessly, he gained, and at last by a burst of speed, held the Marathon honors of the world. The crowd cheered and cheered for the Indian and voted it the greatest race in the history of Marathon running.

The Time.
Longboat's time was 2 hours, 53 minutes, 40 2-5 seconds. This is nearly eight minutes behind Dorando's record when he defeated Hayes last fall. The vast amphitheatre was thronged with spectators, and the crowd was the largest that had ever witnessed such a race. There was scarcely room for the visitors. The starting gun was fired by "Tim" Sullivan.

Both runners showed in the best of condition. Shrubb was trained to the minute, and while Longboat did not appear so well-trained, his condition was very gratifying. Shrubb was the favorite at the start. His marvelous performances for the middle distance had made a deep impression on the Americans, and they thought he would run the Indian into the ground in the last mile, and then finish alone. There was also a large crowd of Englishmen at the track, and they bet a lot of money on the Britisher, who ruled a 7 to 5 favorite.

The Indian was well backed too. There was a large contingent of Canadians, and when they saw that Longboat was in good shape they backed him for all they were worth, confident that he could stay with the fastest pace Shrubb could set, and come away in the last half of the race.

Shrubb Starts Fast.
There was some delay in getting the race started, but at 8:19 the contestants were sent away. Shrubb immediately flashed into the lead and assuming a fast pace, gradually increased the distance between himself and the Indian runner.

Shrubb's tactics soon became plain. He increased his pace after going a lap or so, and though Longboat ran with easy stride, it was evident that the pace was too stiff for him. When Shrubb finished the third lap, the Indian was a third of a lap behind and from there to the end of the first mile, which Shrubb finished in 4 minutes, 32 seconds, the Indian slowly, but surely, fell behind.

At the end of the mile Longboat was three-quarters of a lap behind and at the end of the second mile, Shrubb

Tommy Longboat.
You're a Good 'Un

O. Tommy, Tommy Longboat,
You're a whiffling on your feet,
You're the idol of your country—
Heard 'em cheering in the street!
You can beat the world at running,
And you're game right through and through;
God bless you, Tommy Longboat!
For the nation's proud of you.
—Toronto Mail and Empire.

LURE DOGS AWAY
THEN GET REWARDSlick Game Being Worked By
London Lads.

London has developed a new brand of frenzied financiers. It is an original way of getting the coin of the realm, and it has been successful. It was engineered by some boys, and it has netted them quite a sum.

The plan is to get a valuable dog away from its owner, and take it home. In a few days an advertisement appears in the newspapers for a stray dog, and if you have noticed, there have been a number of dogs lost dogs lately. That's the cause.

"It was a fine scheme," said one of the victims. "My dog, a very friendly fellow, was disappearing with regularity, and after I had paid the reward a couple of times, I commenced to think I was being victimized. I commenced inquiries, and I found out that several of my friends had been also caught in the same game. We have notified the police, and an investigation will be made. If you have noticed, there have been a number of dogs lost dogs lately. That's the cause."

COST OF POWER
TO THE CONSUMEREngineer Sifton Will Make a
Full Report on the
Matter.

At the next meeting of the power committee a complete report on the cost of power to the consumer will be made by Engineer Sifton. At the present time he is collecting data for his report, and on Tuesday next he will go to Toronto to confer with the engineers of the hydro-electric commission for information as to the cost of power laid down in London and other necessary information.

"The next report Mr. Sifton gives us must be a complete one," said Ald. Stewart, chairman of the special power committee. "We want to know as nearly as it can be figured out just what power will cost us laid at the door of the consumer. We expect that information in a very short time, and then we can deal with the proposals of the London Electric Company, by comparison with the figures of a plant of our own. At the present time we have no data for such a comparison, and until we get it we are in no position to discuss the offer of the company."

Died at Vancouver, B. C.
There died on the 9th of January, 1909, at Vancouver, after an illness of five years, Pearson Clark Elliott, in his 24th year, eldest son of James and Mary Elliott, formerly of Westminster, Ont. Impressive services were conducted by Rev. John Simpson, which were attended by a large number of friends. The many floral tokens of sympathy were beautiful, and completely covered the casket.

THE WEATHER.

TOMORROW—SNOW.

FORECASTS.

Toronto, Feb. 6-8 a.m.

Today—Northwest gales and becoming colder.

Sunday—Moderately cold, with light local snowfalls.

TEMPERATURES.

Today. Yesterday.

Stations. 8 a.m. Min. Max.

London. 36. 34. 46.

Calgary. 2. 4. 22.

Winnipeg. 0. 2. 18.

Port Arthur. 14. 20. 28.

Perry Sound. 24. 42. 42.

Ottawa. 36. 36. 45.

Montreal. 40. 16. 34.

Quebec. 20. 10. 20.

Father Point. 16. 10. 20.

Dawson. 36. 30. 42.

Victoria. 36. 30. 42.

Vancouver. 23. 40. 42.

Kamloops. 40. 42. 42.

Medicine Hat. 12. 28. 28.

Battleford. 2. 2. 8.

Moosejaw. 9. 28. 28.

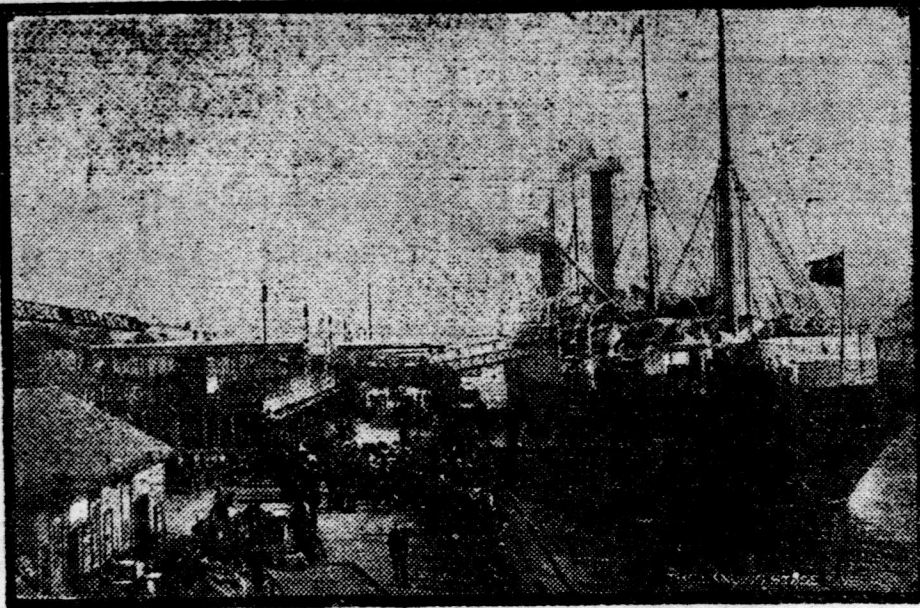
St. John. 2. 28. 28.

Halifax. 4. 28. 28.

Minus (-) means below zero.

WEATHER NOTES.

The disturbance which was in Wisconsin since yesterday is now centred in Eastern Ontario, and is likely to cause heavy rains along the seaboard.



THE LANDING STAGE AT LIVERPOOL.

The above cut shows the harbor at one of the world's greatest ports, Liverpool, England. There the ladies of The Advertiser's party will be landed in July, and then will begin the tour of England, Ireland, Scotland, and later the journey to France.

COMMISSION
MAY SELL POWERMr. Beck Says They Will Pro-
vide a Plant Here if City
Isn't Ready.WHEN LINES COME
FROM NIAGARA FALLSHot Stuff Last Night at the Meeting
of the Real Estate
Association.

The city of London will not be deprived of Niagara power, even if the city plan is not ready in time to distribute it, according to Hon. Adam Beck.

It was stated today on excellent authority that Mr. Beck informed the Real Estate Owners' Association last night that if the city plan was not ready the hydro-electric commission would build a plant and distribute power to the citizens themselves, rather than have the commission deny the market London offers.

The London Electric.
Mr. Beck, it is said, also paid his respects to the London Electric Company, and stated that there was no need of the city taking over their plant.

He said that one of the chief arguments for buying the concern was that the company had a franchise to sell. But this franchise would not be of any important whatever, said Mr. Beck, when the city sold power at Niagara power rates. "There would be no serious competition with the city, and the plant would be of little value."

Regarding the Machinery.
Mr. Beck also declared that the appliances and machinery of the London Electric was antiquated. It would be of no value to the city, and it should not be purchased.

Mr. Beck declared that a steam auxiliary plant would not be necessary. There would be six wires on one side of the loop and three from Brantford, making nine in all passing through London, precluding any possibility of a break in the service of any duration. There was no chance of the power giving way.

The statements were considered of vast importance, and occasioned a great deal of discussion.

The R. E. A. members are trying to keep the matter quiet, and would not talk it over, but the information was obtained from undeniable authority that the above statements had been made.

It is said that reporters were excluded from the meeting, so that Mr. Beck might express himself freely on the subject.

WORKMAN MAY
LOSE AN EYEHarry Struckett Injured While
Breaking Stones in City's Pit.

Henry Struckett, of Laura street, met with a very painful accident yesterday while breaking stone at the stone pile, and one which it is feared may result in his losing the sight of one of his eyes.

Mr. Struckett was breaking stones when a piece flew up and lodged in his eye. He was taken to Victoria Hospital, where an examination was made by Dr. N. R. Henderson. The piece of stone was extracted, but the eye was badly cut by the jagged edges of it, and it is feared that inflammation may develop which may result seriously.

AGED LADY FOUND
DEAD IN BEDSudden Demise of Mrs. Vita,
of 122 Queen's Ave.

Mrs. Angellita Vita, relict of the late Dominic Vita, was found dead in her bed at her home, 122 Queen's avenue, this morning.

When Mrs. Vita retired last night she was in her usual health, and her death was entirely unexpected. She was 92 years and 4 months old, and had lived in London since coming to this country from Italy twelve years ago. She is survived by one son and one daughter, Mr. Joseph Vita, and Mrs. Christina Corsetti, both of this city. The funeral will be held on Monday morning at St. Peter's Cathedral, interment being made at St. Peter's Cemetery.

WM. FROGGETT
KICKED BY HORSEAccident to a Driver for Wm.
Mitchellree, a Local
Butcher.

Wm. Froggett, who resides at No. 2 Waverly Place, and is employed by Wm. Mitchellree, a local butcher, met with a serious accident yesterday at his employer's barn, 912 Wellington street.

Mr. Froggett was at work when his attention was suddenly arrested by two of the horses kicking at each other. In his endeavor to separate the animals Mr. Froggett was kicked by one of them, sustaining severe injuries. Three of his ribs were broken and he also received a vicious blow over the heart, the latter being a very serious nature.

Mr. Froggett is doing nicely today, having spent a restful night.

A Statement of Local Bank Clearings

A statement of bank clearings in London for the month of January, 1909, and for the year ending Dec. 31, 1908, is of much interest to local readers. It shows that business last month was not quite up to the figure of that of January, 1908, but all things considered it was eminently satisfactory.

THE STATEMENT.				
Name of Bank.	Jan., 1909.	Jan., 1908.	Dec. 31, 1908.	
Bank of Montreal	\$ 718,215	\$ 460,925	\$ 8,212,681	
Canadian Bank of Commerce	535,558	514,590	5,902,578	
Merchants Bank of Canada	608,317	564,075	5,840,218	
Bank of British North America	477,100	521,397	5,842,849	
Molson Bank	686,924	779,141	7,578,869	
Bank of Toronto	1,195,579	1,198,121	10,897,957	
Dominion Bank	462,924	409,562	5,156,767	
Bank of Nova Scotia	233,749	255,854	2,526,548	
Imperial Bank of Canada	277,180	347,020	3,303,511	
Home Bank of Canada	207,608	1,417,511	216,772	
Sovereign Bank of Canada	216,772			
Totals	\$5,412,678	\$5,258,392	\$51,875,041	

Former Speaker for Western Senate

Windsor, Feb. 6.—A new honor is in store for Hon. R. F. Sutherland, former speaker of the House of Commons, at the hands of his Windsor constituents. In common with other Western Ontario municipalities, Windsor has the right of appointing a mem-

ber to the new senate of the Western University in London. On account of his position, and owing also to the fact that he took a degree from the London university at one time, Mr. Sutherland probably will be the selection at the next city council meeting.

ALD. STEWART
BEHIND SCHEMENames of Capitalists Who Will
Build Line From London
to Sarnia.W. S. CALVERT
AND FRED PARDEEAre Named in the Application for a
Charter for a New Electrical
Railway.

As announced on Thursday in The Advertiser, a charter has been applied for to the Dominion Government for an electric line from London to Sarnia, through Lobo Village, Arkona, Warwick and Plympton Township to Sarnia. A branch line will be run through Parkhill to Grand Bend, and also to Goderich.

The Canada Gazette contains the following notice concerning the application of the company:

The Application.
1.—To construct, equip and operate a line of railway from a point in or near the city of London to the town of Sarnia, passing through the Townships of London, Lobo, Williams, Adelaide, Warwick, Plympton and Sarnia; also from a point in or near the city of London to a point on Lake Huron in the County of Huron, passing through the Townships of London, Lobo, East Williams, West Williams, McGillicuddy, Stephentown, Hay, Stanley and Goderich, with power to build branches or extensions from the main lines not exceeding in each case fifteen miles, such branches not to extend beyond the limits of the Counties of Middlesex, Lambton or Huron.

2.—To construct and operate telegraph and telephone lines along its railway, and to collect tolls for the transmission of messages thereon.

3.—To acquire and utilize water and steam power for the purpose of compressing and generating electricity and to dispose of surplus power not required for the purposes of the company.

4.—To acquire electricity or other power or energy and to transmit same to any place in municipalities through which the railway is authorized to be built and to dispose of any surplus not required for the purposes of the company.

5.—To acquire and operate the line for the applicants.

Ald. Stewart Behind It.
Ald. A. Stewart is promoting the scheme, and is enthusiastic in its support.

"We have had the matter under consideration for some time," he stated. "We have looked over the ground, and we cannot see why it would not be a success. We know of no other railway as one could wish, and there is no question but that the road would be a great benefit to London. We will run a branch line from Lobo Village through to Grand Bend. This would bring a large section of territory directly in touch with London, and local trade would be distinctly benefited."

Develop London.
"Too much attention has been given to through traffic on the railroads in that section, with the result that much of the trade of the city has come to London. I am convinced that the radial lines out from London will develop this city more than any other, and will make our future exceedingly bright."

"In Lambton County, we will pass through a fine piece of territory. We will touch Arkona, a very fine fruit section, and will go through Warwick, another excellent district. I have been all over the line, and I am convinced that it has a fine prospect."

The Other Capitalists.
Several well-known public men are associated with Ald. Stewart in this undertaking. Mayor David Milne, of Sarnia; Rev. E. Knapton, of Parkhill; G. G. Turnbull, of Arkona; Mr. John Farrell, of Forest; F. E. Pardee, M. P. Sarnia; W. S. Calvert, M. P. Stratford; and others are interested in the scheme, and it is expected that it will be carried to a successful conclusion.

Will Sell Power.
The new road will be run by Niagara power, it is expected, and arrangements will be made, according to the charter to distribute power along the company's line.

It is expected that work will commence as soon as the charter can be arranged for.

A great deal of interest is being taken in the proposed road in Sarnia and other places named. The men behind it are recognized businessmen of experience, and the fact that they are interested in the undertaking insures its success.

Ald. Stewart is one of the leading aldermen, and as he has the reputation of carrying through to a successful issue anything he undertakes, there is every confidence in this move.

London a Radial Centre.
London is the centre of a considerable radial railroad movement at this time, and several charters for lines leading into the city are under consideration.

The Hamilton, Brantford and London line is under survey at the present time, and there is no doubt that this road will reach London within a year or two, at least. It has already come as far as Brantford, and it will be pushed through to this city, and farther west as rapidly as possible. It is expected to be finished and ready for occupation by fall.

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NOT PAIRED, SAYS WHIP

Denies Story as to Vote by Gervais
and Tobin.

Ottawa, Feb. 5.—W. S. Calvert, chief Liberal whip, this morning gave a straight denial to the Opposition statement that Gervais and Tobin yesterday voted after being paired.

"Gervais," said Mr. Calvert, "wanted to pair and I wouldn't let him. Tobin's pair doesn't start till today."

ALD. STEWART
Londoner Who is Behind the London-
Sarnia Electrical Line.AUDITING SYSTEM
ON GRAND TRUNKLocal Officials Knows Nothing
of Proposal to Do Away
With "Spotters."

A dispatch from Toronto to The Advertiser states that the Grand Trunk has decided to adopt the auditing system of checking conductors, and making sure that they are not carrying any persons who have not tickets. The dispatch states that the system in which spotters are employed will be discontinued.

The auditing system is in use on many railroads, particularly in the United States. The auditor is likely to board a train at any point and demand from the conductor his tickets. By counting the passengers and checking the tickets sold at the stations, and by the conductor on the train, he can in a few minutes ascertain if there is any discrepancy, and, if so, report it.

Superintendent Nixon, when asked regarding the matter this afternoon, stated that he had heard nothing regarding the adoption of the new system. It was not in his department, he said, and if such a scheme were proposed the arrangements would be made from Montreal.

DRIVER AND HORSES
IN THE ICY WATERJohn McKay, Teamster, Thames-
ford, Had a Most Exciting Ex-
perience in the River.

While drawing ice at Thamesford, a teamster for John McKay, living west of the village, was thrown into the river when his team ran away. Both the man and his horses were fished out, little the worse for their cold plunge.

A large number of men were engaged in cutting ice on the river. The driver had his sleigh loaded, and was driving off. His horses became frightened at some object, and made a plunge, with the result that the whole outfit went into the river, which is about ten feet deep at this point. He was fished out by some of the men, while others took poles and kept the horses' heads above water while the harness was being cut. After considerable difficulty the animals were freed and got on land.

The man was badly chilled, and arrangements will be made, according to the charter to distribute power along the company's line.

It is expected that work will commence as soon as the charter can be arranged for.

A great deal of interest is being taken in the proposed road in Sarnia and other places named. The men behind it are recognized businessmen of experience, and the fact that they are interested in the undertaking insures its success.

APARTMENT HOUSE
FOR QUEEN'S AVE.John Hayman Has Purchased
Valuable Property for An-
other Flat.

Mr. John Hayman has purchased the property at the corner of Wellington and Queen's avenue from Mr. Geo. T. Hiscox, and in the spring will erect a large apartment house there.

Mr. Hayman had intended building his new flat on a lot owned by him on Wellington street immediately south of the property just purchased. However, since buying the corner it is likely that the new building will face on Queen's avenue.

Plans are being prepared for an apartment house containing eighteen suites, at a moderate rental, and the work of building it will be gone on with as soon as possible in the spring.

It is expected to be finished and ready for occupation by fall.

NEVER HEARD OF IT

Grand Trunk Not Putting Ticket Audi-
tors on Its Trains.

Montreal, Feb. 6.—When questioned regarding the establishment of a system of travelling auditors on their road, the Grand Trunk officials denied that they had any such plan in view. When told of the rumors that such was contemplated for the purpose of checking their conductors, the officials said they had never heard of such a movement, and did not think it would be adopted.

BIG RUSH FOR
EXTRA PAPERSBut Only the Regular Edition of
Yesterday's Advertiser Was
Published.THE WHOLE ISSUE
SOON SOLD OUTA Description of The Trossachs—Five
New Nominations—The List
to Date.

Despite the enormous demands for extra copies of yesterday's Advertiser, the big press stopped promptly at its usual time when the regular 4 p.m. edition had been run off. Many who were ready and willing to expend quite a sum in order to obtain the special vote coupons, were disappointed. But the refusal to print extras made it plain to the public that The Advertiser is doing everything in its power to make the contest eminently fair and without favor, at any financial sacrifice.

There were lively scenes on the downtown streets when the 4 p.m. edition appeared. The newsboys were waylaid by waiting friends of the candidates, who purchased every paper within sight. The whole edition was rapidly sold out, and the boys were mortified when they found that no extras could be purchased. Some of them asked 5 cents per copy, though The Advertiser charged them only the regular price. It was to be regretted also that some of the lads cut out the special coupons and sold the papers in a mutilated condition, to the annoyance of purchasers who wanted to poll their votes.

As far as the contest itself goes The Advertiser acts as a disinterested official. But it was felt that taking advantage of the increased demand for last night's papers would be discriminating against some of the candidates who had no money to spend. It was to free itself from any suspicion of such a thing that The Advertiser decided to limit the sale of papers yesterday.

"The Trossachs."

When the itinerary of the trip was published some days ago, there was a noticeable increase in the interest taken in the journey. People began to talk of the places to be visited, most of which were familiar from childhood in history, literature, and romance. Some of them, however, were not so familiar, and among these were the "Trossachs." What and where are the "Trossachs"? are questions that have been asked again and again. Most people have a general idea that they are somewhere in Scotland, but there their knowledge of them ends. Yet, perhaps within the confines of that great little kingdom there is not another spot more filled with the memories that have woven themselves into literature and history.

Properly speaking, the Trossachs are a series of little glens, and rocky tarns lying among the blue hills of Perthshire, in the heart of the Highlands. The name means the "bristling land," and comes doubtless from the scrubby brush and heather that mantle these Highland hills with the flame of glory. No one knows when the name was given or by whom. It is one of those names that have crept in to weave a history almost before their advent is realized.

The Village of Renton.
Among its winding mountain roads, there nestles the little village of Renton with its Highland stream dashing by at its foot, with now and then a trout leaps in and gold as a Highland dash of silver in the emerald. The rush of the great outside world is still here, Renton is almost forgotten, yet here lives a man who has left his mark in English Literature. Tobias Smollett left this quiet hills for the broader world without, but he did not forget, and perhaps half the reason why "Humphrey Clinker" and "Roderick Random" made such a mark upon the literary world is to be found in the fact that in them is found that spirit of simplicity and strength that lives among the Highland hills.

Loch Lomond.
A little to the west, and skirting the borders of the Trossachs proper, there rises the lovely head of Ben Lomond, from whose summit, it is said, half the realm of Scotland can be seen. And nowhere in all the realm is there to be found a scene of more surpassing loveliness, and when sunset has tinged its head with splendor, it would seem as though the dead painters were painting their glorified dreams and visions on its crest, while there below, in the shadow, lie the quiet waters of the Loch Lomond, with the white winings of the plovermarg caracalling its surface.

Small wonder that such a scene should have given birth to one of the sweetest love songs of the English tongue:

"The wee birdies sing,
And the willow weeps spring,
An' in sunshine the vats are sleepin',
But the broken heart will ken
Nae second spring again,
Tho' the waefu may cease frae their greetin'."

Where History Was Made.

But even this quiet spot has its memories. Nearly 500 years ago its glens and valleys re-echoed to the wild slogan of the clansmen, as they marched to their bitter death at Flodden Field. Among its caves and fastnesses, William Wallace and Robert Bruce, whose names stand out transcendent in Scottish history, fled before the blood-hounds of an English king. And here in "The Forty-Five" the glen echoed to

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