

ST. THOMAS HOPES LONDON WILL LOSE M.C.R. AND P.M. AND SHUT OUT CAN. NORTHERN

Press of Railway City Does Not Conceal Jubilation at the Prospect—Great Benefits To Be Gained By Sister Municipality.

ELECTRIFICATION WOULD ONLY PUT ST. THOMAS IN BETTER CONDITION

Would Aid Its Standing as Jobbing and Wholesale Centre, and It Would Not Have To Pay Out Any Money.

The St. Thomas Papers Are Chuckling

Because they think London has banged the door in the face of the C. N. R., and that shops and terminals and main line will make St. Thomas a city with six trunk lines, unique in the Dominion of Canada.

Because St. Thomas expects to secure the M. C. R. terminals as a result of electrification, and greatly increase its standing as a jobbing and manufacturing centre. One London manufacturer has already secured land in St. Thomas, and waits the action of the city on electrification.

For these reasons St. Thomas hopes the London and Port Stanley line will be electrified. It would not cost St. Thomas a cent.

Engineer Congdon, of the Canadian Northern Railway, who has charge of the railway's operation in Western Ontario, was in the city Saturday, and drove out in the direction of Delaware to look over one of the proposed routes of the company's main line.

The C. N. R. men have been in the vicinity of St. Thomas recently, and the people of the Railway City seem to have the impression that the company has given up any idea of running its main line to London.

"But now that the London line seems out of their (the C. N. R.'s) grasp, the C. N. R. people will come direct to St. Thomas," says the Times of Saturday.

What St. Thomas Thinks.

The attitude of the St. Thomas press is that London has lost the C. N. R., and that the company will immediately begin its main line into the Railway City, disregarding London altogether.

The presence of the C. N. R. engineer in the city would seem to give the denial to this view of the case. The C. N. R. has evidently not given up the idea of continuing negotiations, unless the present council closes the door.

Why St. Thomas Is Interested.

The city of St. Thomas as a whole is still continuing to hope that electrification of the London and Port Stanley line will carry. Its citizens have nothing to lose, as they are not dependent on the line for connections, and, in fact, it serves to keep St. Thomas back, and puts London in the forefront as a jobbing centre. If the steam connections were lost to London it would give St. Thomas an opportunity to build up a wholesale and jobbing business.

Hopes to Beat Out London. At one time St. Thomas owned part of the London and Port Stanley Railway, but gave up its share, and now, with the city of London talking of

REV. R. W. NORWOOD SUFFERS ATTACK OF PTOMAIN POISONING

The Pastor of Cronyn Memorial Church Was in Grave Danger On Saturday.

Rev. R. W. Norwood, rector of Cronyn Memorial Church, was critically ill on Saturday from ptomaine poisoning, and for a time it was thought his illness would result fatally. However, he recovered, and is rapidly overcoming the effects of the poison. It is expected that he will be out in a few days.

Mr. Norwood was out as usual on Friday and intended occupying the pulpit on Sunday. On Saturday he was taken violently ill and has been diagnosed as ptomaine poisoning. He was run-down from hard work, and his system was an easy prey for the poison. It was only after a very hard struggle that his life was saved. Efforts were made to find the cause of the poisoning, but they were unavailing.

The serious illness of Mr. Norwood was deplored by the congregation, to whom he has endeared himself to a striking degree. His eloquent preach-

spending a million dollars on the line, St. Thomas thinks that the joke is on the larger city, and hopes to outdistance London in a short time by the expenditure of a large sum of money by the taxpayers of London.

"Put London on the Lake."

"If it might put London on the lake, and it might put London in the lake," said one of the most prominent residents of the Railway City to a St. Thomas reporter. "London would have to jump over St. Thomas before it could get to the lake, and St. Thomas is not letting the grass grow under its feet. Not only would electrification give St. Thomas any benefit before London received it, but it would assure the loss to London and the gain to St. Thomas of the C. N. R., the Michigan Central and the Pere Marquette terminals. The importance of London over St. Thomas will date from the time that Londoners decided to spend this money in their railway."

Letting the C. N. R. Slip.

There are citizens of London at the present time who think that the city is letting the C. N. R. slip out of its grasp, because they are blinded by the other scheme.

"It would be the hardest blow London ever had," a prominent wholesaler said. "Under ordinary circumstances, London would be willing to give a huge bonus to a company like the C. N. R. Now every obstacle is being put in their way, in spite of the fact that accredited representatives of the city assured Sir William Mackenzie that there would be no trouble coming to terms. The C. N. R. will not stand for double-crossing. The city should not allow this company to get away."

In connection with the C. N. R. negotiations, it is said that the mayor and council of one Western Ontario town have agreed to secure a bonus of \$100,000 for the C. N. R. shops.

THREE ASSIZE CASES SETTLED OUT OF COURT

Fourteen Entered For Trial at the Winter Session Which Opens on Tuesday.

Of the fourteen cases entered for trial at the winter assizes of the high court, which commences tomorrow afternoon before Chancellor Boyd, three have been settled out of court, leaving five jury cases and six non-jury cases to be tried.

The two jury cases settled were those of H. and R. Drake against Grand Trunk Railway, and R. J. Drake against the same company. The amount of settlement has not been announced.

The case of Parker against the Michigan Central Railway, which was entered on the non-jury list, has also been settled, the plaintiff being given \$2,500 in full of her claim. The plaintiff, Mrs. L. E. Parker, of Lambton County, claimed \$15,529 for the death of her husband on account of the alleged negligence of the servants of the railway company. Deceased was killed at a crossing on the Talbot road in South-West Township, Elgin County, and the widow's claim was composed as follows: Damages sustained by the estate, \$2,500; damages for the death of her husband, \$10,000; damages for the killing of the horse he was driving, \$2,500; and \$100 for the loss of the buggy.

Messrs. Meredith & Fisher for the plaintiff, and Messrs. Kingsmill, Saunders, Torrance & Kingsmill, of Toronto for the defendant company.

NO IMPROVEMENT IN 7,000 YEARS

Race Has Not Advanced Intellectually or Morally, Says Wallace.

BUT OUTLOOK HOPEFUL

Natural Selection To Be Method by Which Average of Mankind Will Be Raised.

[Canadian Press.] London, Jan. 6.—"Man has showed no improvement either in intellect or morals from the days of the earliest Egyptians and Syrians down to the keel-laying of the latest Dreadnought," according to a survey which Dr. Alfred Russell Wallace, known as the "grand old man of science," has completed on the eve of his 80th birthday next Wednesday.

In his survey in the Daily News today he declares that for 7,000 years morals and intellect have been stationary. "There has been, of course, a great accumulation of human knowledge, but for all that we are no cleverer than the ancients," he declared. "There is still most abominable vice going on, every kind of cruelty to the poor and children, adulteration everywhere in every commodity, and lies everywhere. The average of mankind will remain the same until natural selection steps in to raise it."

Dr. Wallace qualifies his gloomy remarks with the belief that there is no cause for worry for the future, however, as "the outlook is hopeful."

TWENTY PER HOUR WHEN RUNNING TENDER FIRST

Railway Commission Issues a Regulation to Reduce the Number of Accidents.

[Canadian Press.] Ottawa, Jan. 6.—With a view to preventing a repetition of accidents which have frequently occurred as a result of engines being run tender first at excessive rates of speed, the board of railway commissioners has issued a circular directing that engines running tender first, except suburban tank engines, shall not exceed a speed of twenty miles an hour.

"The board has been impressed," states the circular, "by the number of injuries to engineers (in some cases fatal), apparently due to engines being run tender first at excessive speed."

MANITOBA COLD SNAP CAUSES DEATH OF TWO

Bride Wanders From Home and Perishes—Farmer Is Overcome On His Way Home.

[Canadian Press.] Winnipeg, Man., Jan. 6.—Reports reached here of two deaths by freezing in the cold snap which struck Manitoba Saturday. At Reaburn, near Portage in Prairie, Mrs. George Bigelow, formerly Miss Minnie Main, who was married on Dec. 1, last, wandered from her home Saturday morning, partly dressed, and was found lying on the track a mile away. She died from exposure, being badly frozen. Her husband was at Vancouver arranging for entering business there.

Saturday night Edward Bruce, a prosperous farmer at Valleyfield, near here, was found dead on the dead end miles east of Winnipeg. He had been in Winnipeg, and it is believed he was running his car to get his circulation. He was 32 years of age and leaves a widow and five children.

Thirty Below. The first extreme cold of the winter descended upon Winnipeg today after a season of unprecedently mild. Thermometers touched 27 to 30 degrees below zero in Winnipeg last night, and today it is very cold, with no indication of changing. The trains are running late, and telegraph communication is hampered. All parts of Alberta and Saskatchewan report a sudden drop in temperature.

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Thousand Million to Run United Kingdom

[Canadian Press.] New York, Jan. 6.—A cable from London says: The cost of running the United Kingdom for the next twelve months will amount to the colossal sum of \$2,200,000,000 (\$1,000,000,000). The navy estimates alone will reach an aggregate of almost \$250,000,000. This increase of upwards of \$200,000,000, is due to many causes, but chiefly to the higher cost of shipbuilding. All contracts that have been lately placed, and that will have to be placed in the near future, reflect this movement. The calculated cost of constructing an ordinary merchant vessel has advanced more than 300 per cent in the last two years and in the case of warships the difference is proving not less remarkable. Everything required by the admiralty, guns, torpedoes, armor, ships' plates, all show advances. The period of cheap shipbuilding from which the country gained an immense advantage has come to an end.

The army estimates will also show an increase, and there will be heavy charges in the civil service estimates for old age pensions, labor bureaus and insurance.

AIRMEN PLANNED A MURDER IN THE AIR

Experts Said To Have Tamed With Machines, Designing To Wreck Great Britain's Squadrons of the Air—Aero Club To Investigate.

[Canadian Press.] New York, Jan. 6.—A London cable to the Tribune says: The Royal Aero Club is investigating what the Daily Express says is probably the first attempt at murder in mid-air. Lawrence Santoni, managing director of the British Deperdussin Aeroplane Company, has put before the club allegations of the gravest nature. He states that on three separate occasions attempts have been made to damage engines of certain military

aeroplanes that they would break down while in flight. "The outrages, he says, were obviously the work of experts. Who they were, how they obtained access to the machines for a long enough time to tamper with them, and what their motives were, whether animosity against particular pilots or possibly passengers, the jealousy of particular design makers or possibly a settled design against the British army of the air, are questions which will have to be thrashed out by the Royal Aero Club, and possibly by the police."

"It Will Be Last of You When Old Jim Gets Out of Kingston"

James Adams, Found Guilty of Arson, Threatened the Man Whose Barns He Had Admitted Were Burned By the Prisoner For Spite.

Judge Macbeth this morning postponed sentencing James Adams on a charge of arson until Thursday morning, and in the meantime Dr. MacArthur, the jail physician, and Dr. Macbeth, the physician given at the trial this morning, was almost the same as presented at the preliminary trial before Squire Chittick, the witnesses being John R. Waters, whose barn was burned, Stephen Tilden, Constable P. W. Fisher, and Messrs. Wadsworth and Chamberlain, who live in the vicinity of Mount Brydges.

Mr. Waters stated that he was away from home on Dec. 18, and when he returned that evening he found his barn burned to the ground. He valued the barn at \$700 and the contents at \$800. Both were covered by insurance. He first met the prisoner in June, 1910, when Adams entered his employment, and remained until late in the fall. Next spring the prisoner again returned, and worked for him, but in November Adams took a dislike to him, and left because Mr. Waters would not discharge the other man.

Made Threats. At that time Adams was very threatening in his language, and stated that he would burn the barn at the first opportunity offered to him, and still further threatened to shoot Waters' head off. He called the witness and his wife vile names, and when struck by Waters, drew a knife, but was prevented from doing any damage.

Adams left the neighborhood shortly afterwards and did not return until last April, when he was found sleeping in Waters' barn late one Saturday night. He stated that he was out of work and wished to stay there for several days. This he was allowed to do, and he left after a stay of two weeks. He did not see the prisoner until two days after the fire, just before Adams was arrested by Constable Fisher.

Adams, when arrested, said that he did not burn the barn, but after a short stay in the lock-up at Mount Brydges told Fisher and the witness that he had burned the barn, and was sorry that he had done it. Upon their arrival at the office of High Constable Hughes Adams again stated that he had burned the barn.

Constable Fisher corroborated the evidence of Mr. Waters, and also stated that Adams threatened to shoot both of them upon his release from Kingston if he was sent there. The other witnesses proved that Adams was in the vicinity of the Waters farm two or three days previous to the fire.

Is Sorry Now. Adams was not represented by a lawyer, but when asked by the judge if he had any questions to ask the witnesses he either would not answer or said he had not heard the testimony. After the crown had concluded the case Judge Macbeth asked Adams what he had to say.

"I am sorry I burned the barn and I will not do it again," said the prisoner.

When asked his motive for setting the barn on fire he said, "I did it for spite. He (Mr. Waters) tried to kick me one day, and I was working for him. I went to Mount Brydges from London on purpose to set fire to the barn, and hung around the farm two or three days before I had the chance."

While being taken away from the courtroom Adams turned to Waters and said: "It will be the last of you, Jim Waters, when old Jim gets out of Kingston."

LONDON MAY GET BRANCH OF BIG FIREARMS FACTORY

Price of Niagara Power Is a Barrier in Several Instances.

A prominent manufacturer of this city has been in communication with one of the largest manufacturers of firearms in the United States recently, and has received a reply to the effect that there is a possibility of locating a large Canadian branch in this city. The communication, it is understood, dusty market.

The rates for power as between London and the eastern municipalities is the one thing which bothers the company.

"I know of three concerns employing from 200 to 1500 men we could have been had for London if we could have offered them power at the same price as the eastern cities can quote," said the manufacturer. "Until London gets a flat rate with the other cities we will be out of the running in the industrial market."

The contract will be let within a few weeks' time. The new addition will be in the rear of the present church.

"We expect to have the Sunday school erected this summer," said Rev. H. A. Graham. "We have been planning this building for some months past, and we have at last got things into shape so we can soon let the contract. We already have made a good start toward financing the proposed building, and hope to have a building second to none when erected."

A police officer warned several owners that they were violating the snow-shedding bylaw while their walks were left in such an icy condition. It was an amusing sight for the next few moments as clerks and owners left their business and indulged in some healthy exercise. For the most part the sidewalks are now clear and will probably remain so.

The slippery pavements in the East London business section caused many pedestrians to cut figure eights in all directions this morning. No serious condition of affairs, and after 11 o'clock

SEAL UP STREETS FOR GOOD ROADS IS RICHTER PLAN

Alderman Outlines Scheme to Secure Better Highways in the City of London.

GREAT WASTE BY USE OF GRAVEL AT PRESENT

South London Soil Swallows It All, and Sandy Formation Must Be Built Over.

The city of London has a capacious maw for gravel, thousands of cords being swallowed every year through the streets. Meanwhile the ratepayers must provide more food for the hungry monster, complaining the while that he still has to wade, or, as the case may be, drive his little old last year's car through a sea of mud.

London's streets need to be sealed up in the opinion of Ald. Richter, the octopus that is never sated must be starved, shut down in the sub-cellar, and the debris of the earth, otherwise the city will still have a fine system of Venetian canals during the open seasons.

"Good Roads" Richter's Plan. In an interview with The Advertiser, Ald. J. G. Richter has outlined in some degree his idea of the program for good roads that should be adopted in the city.

Mr. Richter believes there is no chance of securing good roads by wishing for them or by some aldermen entering them as a plank in his platform.

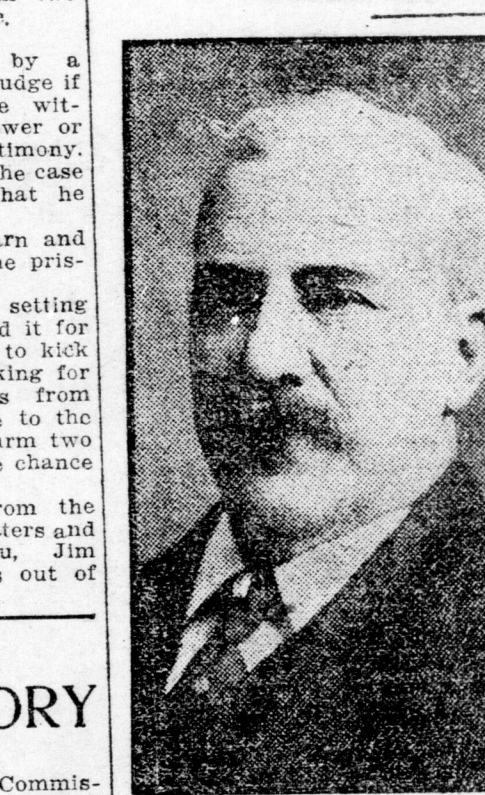
"There will have to be a definite program adopted, whereby so much will be done each year toward making ready the city for improvements," he said.

Storm Sewers Needed. In the first place, in his opinion, it is absolutely necessary that the storm sewer problem be settled, whether by the citizens casting their votes, or through an order from the provincial authorities. If the citizens do not grant funds for a certain amount of this work each year, the city council will be forced to initiate the work for itself.

It is certain that unless something is done the provincial board of health will take action. It is certain that there is grave danger from the present overflowing of the sanitary sewer, and if only to say that the city is clean, (Continued on Page Eleven.)

LONDON & LAKE ERIE COMPANY OPERATED BY HYDRO POWER

Every Car on the Line Between London and Port Stanley Is Now Being Driven By Energy From Niagara Falls—"Results Are Satisfactory," Says Manager Warburton.



MANAGER WARBURTON.

The London and Lake Erie Traction Company is operated throughout the whole system by hydro-electric. On Sunday the new power was turned on, and today every car is driven by this power.

REAL ESTATE MEN ARE ELATED LONDON PROPERTY IS BOOMING

Federal Square and McCormick Purchases Are Boosting the Prices of Land—One Agent Says "Watch and See the Values Grow."

Local real estate men report the briskest demand for realty in London at any time within their recollection at this season of the year. The federal square scheme has started the people going, and amongst Londoners there is a disposition to pick up real estate and hold it for speculation. Not only is this the case amongst Londoners, but there are many buyers and syndicates, large and small, coming in from the outside.

One real estate agent told The Advertiser this morning that he has two outside syndicates securing prices on land in the north end, in the vicinity of Sunshine Park and the new R. C. church on the corner of Maitland and Cheap streets.

Demand Is General. In the south end also there is a demand for the small cottage, while in South London the usual demand

property there has been greatly increased. The huge purchases of the McCormick Manufacturing Company on Dundas street, east of the Interlocking line, has resulted in a boom in that quarter.

"Take my word for it," said the real estate man quoted, "London realty is in for a great boom. Two hundred dollars a foot is a rock-bottom price for land in the vicinity of the federal square on Dundas street, east of the Armories. On King street the people would laugh at you now if you offered them one hundred dollars a foot. And before three months the price will have doubled. Property in London has been the cheapest of any city of its size in America, and now it is coming into its own. Watch land values in London for growth."

LONDON MAN WAS ROBBED IN DETROIT

J. C. Seare Relieved of His Valuables While He Slept in a Hotel.

COAT, MONEY, WATCH TAKEN BY THE THIEF

A Clean Sweep Made, and the Police Notified—Payment of Checks Stopped.

[Special to The Advertiser.]

Detroit, Mich., Jan. 6.—J. C. Seare, of London, was robbed of one hundred dollars, gold watch and chain, his thirty-five-dollar overcoat, a number of checks, amounting to over one hundred dollars, and all his money, while a guest at a Detroit hotel. Seare has been in Detroit visiting his son, and when he went to the hotel to undress for the night, he had his valuables with him. During the night someone entered the room and relieved him of his property and made his escape. Seare is a sound sleeper, and did not hear anyone in the room during the night. He did not discover his loss until he went to see what time it was and found his watch missing.

An investigation revealed that his other property was gone. Mr. Seare notified the police at once, and the detectives are making every effort to find the thief and the property. Mr. Seare expected to return home Sunday, but he is remaining in Detroit trying to locate his watch at some of the pawn shops. He has stopped payment of the checks, and says the thief can have the overcoat and money if he recovers the watch.

The name of J. C. Seare does not appear in the city directory of London.

HELD FOR THEFT

Two Windsor Small Boys Were Arrested Near Rodney.

[Special to The Advertiser.]

Rodney, Jan. 6.—Geo. McFarlane, aged 15, and Milton Granger, aged 12, claiming Windsor as their home, were arrested today at the farm of William Curry on the 12th concession of Alabara, near here, on a charge of having stolen a valuable team of horses belonging to a farmer named Ross McMillan, residing near Blenheim. The arrest was made by Constable Whalen.