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AGREEMENT WITH GRAND TRUNK REACHED AT A SIX-HOUR SESSION OF CITY COUNCIL

Company Accepts Amended Liability Clause, and Agrees to Make Wharncliffe Road Subway Wider Than Was at First Proposed—Final Vote Was 7 to 3.

The city of London and the Grand Trunk Railway have arrived at an agreement at last as to the improvements to be made to the company's lines from Ridout street west to the city limits.

The agreement was reached at a meeting of the council which, beginning last night at 8 o'clock, did not come to an end until close on 2 o'clock this morning.

The city waived the indemnity clause for personal damages resulting through the placing of pillars or posts in the Wharncliffe subway. For land damages, etc., the company is still liable, however, and is bound down by one of the strongest clauses it was possible for City Solicitor Meredith to frame.

The agreement on all other clauses was the one referring to the Wharncliffe road subway is the same as that reached at the meeting of a week ago.

Big Improvement.

By the agreement reached last night, the Wharncliffe subway is vastly improved, the Grand Trunk showing a disposition to meet the wishes of the citizens and the street railway company to the fullest extent. As a result the roadway is to be made wider than at first proposed, and the sidewalks will be narrowed, though the ample care of pedestrians has been provided for.

There was the usual calling for yeas and nays on the part of Ald. Matthews, and the majority of the council always hastened to put themselves on record, declaring that the agreement, being an honest one, and one which will redound greatly to the benefit of South London, they had no desire to conceal the stand they took on the different clauses.

Called the Aldermen.

Mayor Judd had occasion to call Ald. Matthews to order on two occasions, the aldermen using language which his worship thought reflected on the chair. The votes varied from 5 to 4, to 7 to 2, on the different clauses, showing that the council voted as it thought best on the several points of the agreement. In one instance, Mr. Bigger, the Grand Trunk solicitor, vigorously protested against the language used in a certain clause, but the council took no notice of his protests and voted to allow the clause to remain as it was framed by Mr. Meredith.

Another meeting will be held on Wednesday night, when the amended liability clause will be submitted, as will also the bylaw, and the whole agreement will be finally ratified.

Array of Talent.

Mayor Judd and all the aldermen save Ald. Armstrong and Forristal were present, as were also City Solicitor Meredith, City Engineer Graydon and Assistant Engineer Kirkpatrick on behalf of the city.

Manager McGowan, Supt. Brownlee, Chief Engineer Mitchell, Engineer Crowley and Solicitors Bigger and Pope, represented the Grand Trunk.

Manager King and Solicitor Ivey looked after the interests of the London Street Railway.

Wharncliffe Subway.

The council first took up the Wharncliffe subway.

City Engineer Graydon submitted a plan to have the roadway 42 feet wide and each walk to be 5 feet wide, which would leave the subway 52 feet in the clear, with a row of pillars on either side on the curbs.

The city solicitor read the clause from the last meeting, which stipulated that the subway was to be composed of two spans of 15 feet each over the walks, and one of 34 feet over the roadway.

Supt. Brownlee then produced an amended plan which provided for a clear roadway of 38 feet and sidewalks on either side of 13 feet each. This plan had met with the approval of the street railway and it gives the city a street of the full width of 64 feet between the abutments. The headway would be 14 feet 6 inches, and to do this the company had agreed to raise its rails 6 inches over the Wharncliffe grade of the approaches to the subway would be 1 foot 18 inches, the grade of the street railway, the sidewalks would be protected by railings, and would be 2 feet 6 inches higher than the roadway.

G. T. R. Plan the Better.

It was pointed out that if the city engineer's plan was adopted it would mean that the city would have to have the agreement ratified by the Legislature, as the subway would only be 32 feet wide instead of 52 feet, as proposed by the Grand Trunk.

Ald. Matthews moved, seconded by Ald. Garratt, that the roadway be 42 feet wide, with sidewalks 5 feet wide, on either side. This was the Graydon plan.

"The plan was prepared with Engineering Continued on Page Two.

WINDSOR PIONEER DEAD.

Windsor, Sept. 18.—Peter Paraday, aged 90, one of the earliest pioneers of Windsor, is dead at the residence of his son. For many years the deceased worked as a blacksmith for the Michigan Central Railroad, only retiring when he became too feeble to wield his hammer. He is survived by a son and a daughter.

The Agreement

The following is a synopsis of the agreement reached by the City of London and the Grand Trunk Railway:

Company assumes all liability in connection with the improvements save for the placing of pillars in the Wharncliffe subway.

Company elevate tracks from the Wharncliffe road to two feet west of Ridout street.

Work to be completed in ninety days.

Works to be constructed to the satisfaction of the city engineer and the council.

The Wharncliffe subway to be 66 feet in the clear, with a roadway of 38 feet, and spans of 13 feet each over the sidewalks. A row of pillars will support the girders on each side of the street, and will divide the roadway from the walks. The headway will be 14 feet 6 inches. Grade of approaches will be 1 foot 18 inches.

Wortley road to be 66 feet wide, with no piers, and a headway of about 20 feet.

Company must light subways on the Wharncliffe and Wortley roads.

Company to provide for all drainage made necessary by the works.

Embankment to be seeded down and kept trim by the company within one year after the agreement is signed.

Company to fence in its property within one year, between Ridout street and the city limits.

Cove bridge to be of two spans, one of 178 feet, and one of 185 feet, with a center pier. Headway to be two feet greater than at present, and more if possible.

Two piers to be taken out, and cut down to the bed of the river.

Company must not interfere with water pipes, sewer pipes, etc., in the construction of the improvements.

Streets must not be kept open or closed for a longer time than is necessary.

All streets used must be left in proper shape.

Company to construct cement sidewalks on both sides of subways.

Street car and other traffic not to be interrupted any more than is absolutely necessary.

The Grand Trunk Railway to be given a strip of land west of the Wharncliffe road, and which runs parallel to the company's tracks.

Company to put boxes under rails on embankment to allow of fire hose being passed through.

Company to give to city gratis any part of its property abutting on Wortley road which might be required to widen the street to a uniform width of 66 feet.

City is not liable for any damages to the company's embankment which may occur through breaks in water or sewer pipes where they cross the company's embankment.

BRANDISHED GUN GOT LOCKED UP

Young Man With Western Ideas, Fell Into the Hands of the Police.

At the police court this morning a young man was fined \$3 or 10 days for being drunk and \$5 and \$2 costs for carrying a revolver. The prisoner became intoxicated in a bar and brandished a revolver. The bartender became alarmed and took the weapon away from him, afterwards sending for the police and having the offender locked up.

Tony Caravilla, the young Italian cigarmaker, who was found guilty of stealing cigars from his employer some time ago, appeared for sentence. The court, in consideration of his previous good conduct, let him go on suspended sentence.

Colon McPhail, who was found guilty of non-payment of livery fee, was fined \$20 and \$3 costs.

McPhail has a charge of stealing a set of harness to answer, and will have to appear before a county magistrate before many days.

Edward Walters was fined \$3 or 10 days for being drunk and disorderly.

Timothy Sullivan, a drunk, was discharged, after spending one week in jail.

TRADES CONGRESS

Asking to Have Tax Put on Hindoos and Senate Abolished.

Victoria, B. C., Sept. 18.—Delegates from all parts of Canada are now in session at the Dominion Trades Congress. They will bring forward resolutions seeking legislation for the imposition of a tax on Hindoos, large numbers of whom have been entering Canada within the last few months. Other legislation sought includes the abolition of the Senate.

SAVED BY SAND HEAP

Carpenter Escaped Serious Injury by Falling In It.

Richard Hill, a carpenter, who resides on Laura street, fell from a scaffold a distance of 24 feet yesterday afternoon, and was badly shaken up.

Hill was working on a house which he is erecting for himself, when he missed his footing, and fell from a pile of sand. Luckily he alighted on a pile of sand.

No bones were broken, but he is suffering from some bad bruises.

ENGINEER GOES TO COSTA RICA

Mr. C. E. Crowley, of Grand Trunk, Chosen for Responsible Office.

Mr. C. E. Crowley, of the engineering staff of the Grand Trunk Railway, has resigned. He leaves this week for Costa Rica, where he will assume the duties of chief engineer of the Northern Railway.

Mr. Crowley is known all over the Grand Trunk system as one of the most competent and at the same time one of the most popular engineers in the service. He has been connected with the Grand Trunk for the past seventeen years, and during that time has been employed on some of the largest construction works on the continent.

Mr. Crowley has been the man behind the guns in the tremendous improvements being made to the company's lines west of the city, and it is to his credit that the work is pronounced to be the most thorough, and in every particular to the interests of the company.

It was with the greatest reluctance that the company consented to part with him, but he goes to a place where his chances of promotion are very great, and where the salary attached to the position of chief engineer of the Northern Railway of Costa Rica is a consideration.

Mr. Crowley has many friends in London who will be glad to hear of his advancement, though sorry to hear of his leaving Canada.

BUILDING COLLAPSED

Two Laborers Killed and Nine More or Less Injured.

Lawrence, Mass., Sept. 18.—Two laborers were killed and nine injured, two seriously, by the collapse of a steel superstructure at the new coal pocket at the Wood worsted mills today. It happened just before a gang of bricklayers went to work, thus preventing a worse disaster. The dead are Howard Dyer, Dorchester, foreman of masons; Michael Delvar, Lawrence, laborer; The fatally injured are: An Italian, and Daniel Murphy. The injuries to the other seven laborers vary in severity, but it is believed that all will recover.

EXPLOSION IN HAVANA.

Havana, Sept. 18.—A violent explosion occurred here this morning, and wrecked two brick buildings. Six persons were killed, and many were wounded. No details of the cause are yet at hand. An investigation is being made.

CAMPAIGN OPENED IN EAST ELGIN

Messrs. Hyman, Aylesworth Speak at Port Burwell

IN BEHALF OF MR. HEPBURN

Minister of Public Works Says Nothing Political in Harbor Work Now in Progress.

[Special to The Advertiser.]

Port Burwell, Sept. 17.—The first public meeting of the campaign in the interests of Mr. W. F. Hepburn, the Liberal candidate in East Elgin, was held in the town hall here tonight, and the interest being taken in the by-election was evidenced by the large attendance of electors. Among the speakers were Hon. A. B. Aylesworth, minister of justice; Hon. C. S. Hyman, minister of public works; Mr. Hepburn, the candidate; Mr. John H. Teal, and Mr. H. J. Dowler, who ran in South Oxford at the provincial contest. The chair was taken by Mr. D. F. Williams, of Port Burwell.

Mr. Teal was the first speaker, and he said he was interested in the prospective railway from Port Burwell to London. He was glad to see such an enthusiastic audience and trusted that the voters of East Elgin did the right thing at election time.

The Candidate.

Mr. Hepburn, followed. He said in part that the expenditure on harbor improvements is without doubt a paying investment. The cost was great, but the benefits derived far outweighed the outlay. He pointed out the fact that Canada had never thrived on any administration as she had under the Laurier Government. He was proud to be the Liberal candidate for Parliament from East Elgin, and left it to the judgment of the people whether he was the man for the place or not. (Cries of "You are," from the audience.)

Hyman Indorses Hepburn.

Hon. C. S. Hyman was next introduced. He said: "I am pleased to introduce a man like Mr. Hepburn. Speaking of Mr. Ingram, I would say that he is a personal friend of mine, and although we are on opposite sides of the political fence, I have always considered him to be a good man. The harbor improvement question has called forth much useful criticism on the part of the Opposition, but they speak only of the expenditures. Let us look at the other side of the question. A few years ago fourteen feet depth in harbors was all that was required. Increased commerce has necessitated a greater depth. Many of our lake ports, such as Port Burwell, Port Stanley and Rondeau, offered but seven feet depth. When a harbor was unsafe because of uncertain or shallow depth, many companies refused to send their boats to that port; consequently, the grain, coal, or whatever the cargo might be, was taken into ports possibly hundreds of miles away, and then sent on by railroad. Mileage means money, and this increased cost of shipping naturally meant higher prices on coal and wheat.

Saves Money for the People.

"Every dollar that the Laurier administration has spent on harbor improvements was a dollar or more saved (Continued on Page Nine.)

BYLAW WAS DEFEATED

It Was Declared Carried, But Has Been Counted Out.

Woodstock, Sept. 18.—At yesterday's meeting of the city council the city clerk reported that he had made a mistake in estimating the total available vote in connection with the voting on the bylaw to grant a loan of \$25,000 to the Canadian Bearings Company of Hamilton. The bylaw was officially declared carried, there being one vote to the good. It may yet be possible to get it through on an appeal to the county judge, who may reduce the total number of votes by striking off the deaths or removals, but in the meantime the bylaw has been defeated instead of carried.

CHATHAM GAS.

Chatham, Sept. 17.—The Hallday gas well, reported the other day to be flowing 1,500,000 feet per diem, is now said to be giving off from five to eight million feet in the same time. The men interested are jubilant, as the well is relatively close to the city.

THE WEATHER

TOMORROW—FINE AND WARM.

The weather remains fine in nearly all portions of the Dominion. Warm conditions prevailed generally, especially in Ontario.

FORECASTS.

Tuesday, Sept. 18—S. a. m. Light to moderate variable winds; fine and warm today and on Wednesday.

TEMPERATURES.

Stations.	8 a. m.	Min.	Max.	Weather.
Calgary	68	48	72	Clear
Winnipeg	68	46	70	Cloudy
Port Arthur	60	44	60	Cloudy
Winnipeg	68	46	70	Cloudy
Port Arthur	60	44	60	Cloudy
Ottawa	68	44	60	Fair
Quebec	58	38	62	Cloudy
Peter of Point	52	48	60	Cloudy

WEATHER NOTES.

Fine warm weather prevails generally, with no immediate prospect of any pronounced change. Minimum and maximum temperatures: Dawson, 56-50; Port Simpson, 48-36; Victoria, 56-40; Vancouver, 55-67; Qu'Appelle, 44-70; Winnipeg, 48-70; Parry Sound, 54-78; Toronto, 52-80; Ottawa, 52-80; Montreal, 50-72; Quebec, 48-70; St. John, 48-60; Halifax, 41-49.



MR. W. F. HEPBURN, Liberal Candidate in the East Elgin By-Election.

FOR UNTIMELY REJOICING

Over One Hundred Persons Arrested in Odessa.

Odessa, Sept. 18.—Upwards of one hundred persons were arrested here today for rejoicing over the death of General Treppoff in too public a manner.

"ENGINEERS" NOW

Brotherhood of Locomotive Firemen Change Name of Order.

Milwaukee, Sept. 18.—The Brotherhood of Locomotive Firemen last night decided to change the name of the order to the Brotherhood of Locomotive Firemen and Engineers, because 25 per cent of the members are engineers.

FOR AMERICAN YACHTSMEN

King Edward Will Give a Cup to Jamestown Exposition.

New York, Sept. 18.—King Edward, the Times states today, will give another yachting cup to American yachtsmen. The cup will be tendered to the Jamestown Exposition. The officials are likely to invite foreign yachts to the competition.

QUEEN AT COPENHAGEN

Visiting With Her Sister, Dowager Empress of Russia.

Copenhagen, Sept. 17.—The Dowager Empress of Russia landed today for the first time from the imperial yacht Polar Star, which is in the harbor here.

She accompanied her sister, Queen Alexandra of Great Britain, to the new summer residence at Hvidovre, on Sunday afternoon and evening, Sept. 21, since her arrival here.

SCOTTISH RITE MASONS

Supreme Council, Northern Jurisdiction Meets in New York.

Boston, Sept. 18.—The 94th annual convention of the Supreme Council of the Scottish Rite Masons, the governing body for the northern jurisdiction of this order of the United States, was opened here today in the Masonic Temple, and was called to order by Sovereign Grand Commander Henry L. Palmer, of Milwaukee.

The programme for the day included the presentation of the grand commander's address and routine reports in the forenoon, and the conferring of the 23rd degree upon candidates in the evening.

LOST ON LABRADOR COAST

Many Vessels Driven Ashore—Worst Disaster Since 1886.

St. John's, Nfld., Sept. 18.—Besides eleven schooners wrecked at Belle Isle recently by storms seven others, with over a hundred souls on board, were driven ashore on the Labrador coast. Four fatalities only are reported thus far.

It is feared worse disasters occurred on the northern part of the coast, word from which is yet to be received. Over 250 castaways are now awaiting the arrival of a Government steamer to convey them home.

This is the worst disaster since 1886, when 868 fisher folk were made destitute by one storm, and it required a steamer to return them home.

THIRTY MILES ON KNEES

Tough Experience of Old Soldier Who Lost His Way.

Hartford City, Ind., Sept. 18.—After wandering through the woods and fields until he became exhausted, James Hall, an old soldier of Dunkirk, aged 71 years, crawled from Jay County to Blackfoot County, Indiana, then fell unconscious, a mass of cuts and bruises, into a ditch by the roadside, five miles southwest of this city, suffering intense agony from his injuries, and weak from hunger, thirst, and exposure. The old man's mind is a blank, and it is believed that he will die from his terrible experience. He is believed to have crawled on his hands and knees more than 30 miles.

PREMIER LAURIER WILL COME FOR OPENING OF HYMAN HALL

Press of Business Only Will Prevent the Prime Minister from Participating in the Event.

The Liberal Club on the corner of Queen's and Park avenues, is now practically completed and ready for occupation.

A cordial invitation is being extended to all Liberals to attend a meeting to be held in Hyman Hall on Friday evening next, when committees will be named to arrange for the formal opening of the hall.

It has been suggested that the most opportune time to hold the opening will be between the 8th and the 15th of October, but the matter will be left entirely in the hands of the committees, which will be named.

Some months ago Premier Laurier promised certain prominent Liberals that he would attend the opening of the hall. It is feared, however, that press of business will prevent the Premier from being present.

However, there is a probability that he will be able to keep his promise, and London Liberals are building largely on having him here.

At all events, Hon. C. S. Hyman, after whom the hall was named, will be on hand, and he will be able to meet his constituents.

It has been suggested that there should be a great gathering on Monday night of the week in which the hall is opened, and entertainments on every other night until Friday, when a ball could be given.

All Liberals are urged to be present when the committees are named to make arrangements.

Mr. J. P. Hunt, the well-known local artist, has presented to the club a life size oil painting of Premier Laurier, and it is now in the hall. It will be unveiled during the opening week.

ATTEMPTED HOLD-UP IN SOUTH END

John Hodgins, However, Landed Knock-Out Blow on Assailant and Escaped.

John Hodgins, a young man employed in the transferring department of Lawson & Jones, was the victim of an assault on Layard street, near the corner of Mainland street, on Sunday evening.

Hodgins had been spending the evening with a friend, and was returning home, when he espied a man skulking along the fence on the other side of the street. He kept his eye on the individual, and finally saw him hurrying across the road. Hodgins stood, and made a fight, as the stranger attempted to strike him with what looked to be a club.

The pair fought in the dark for some time, when Hodgins succeeded in landing a blow on the marauder, which caused him to let up for a time. Then Hodgins took to his heels and ran.

Hodgins succeeded in reaching the friendly light of an electric lamp in safety, but he lost his hat in the argument.

The police are now working on the case. They are at a loss to know whether Hodgins was taken for someone else or whether robbery was the intention of the stranger.

FIRST BODY RECOVERED

Remains of a Woman Discovered in Gilmour Hotel Ruins.

Ottawa, Sept. 18.—By the aid of two electric lights, a gang of 40 men worked moving the debris of the destroyed Gilmour Hotel, last night, and at 4 o'clock this morning their efforts were rewarded by the finding of the first body. It was badly decomposed, but enough was left to identify it as that of a woman, and some think it was the waitress, Miss O'Neill, who perished.

An examination of the position of the remains and surrounding debris indicate that the unfortunate woman met death in bed. There is yet considerable apprehension as to the possible number of bodies in the debris.

—Thomas Hilliard, one of the proprietors of the Grand Central Hotel, died this morning at 7:15 at the Victoria Hospital, where he was taken three days ago. Pneumonia was the cause of his death. The funeral will probably be held tomorrow from the hotel. Mr. Hilliard was a member of the firm of Mahan & Hilliard, of Ridout street.

A HURRICANE AT HONG KONG DOES ENORMOUS DAMAGE

Two British Steamers, Several Other Vessels Wrecked—Many Lives Lost—All Business Suspended.

Hong Kong, China, Sept. 18.—A disastrous hurricane occurred here today.

Several vessels were wrecked in the harbor.

Manila, Sept. 18.—Cable reports from Hong Kong state that a typhoon, which sprang up suddenly at 10 o'clock this morning, did enormous damage to the shipping in that port.

The German steamer Johanne and the British steamer San Cheung were sunk.

The British steamer San Cheung was built at Hong Kong in 1902; she is of 389 tons register and is owned by the Cheung On Steamboat Company, of Hong Kong.

The British steamer Montezuma arrived at Hong Kong Sept. 14 from Vancouver and Honolulu. She registers 3,492 tons net, and was built at Newcastle in 1899.

The British steamer Montezuma went ashore.

The Shattered Ships.

The German steamer Johanne called from Del, an island off Java, Aug. 1. She was built at Lubeck, Germany, in 1903, and is owned by M. Jensen. She registered 952 tons net.

The British steamer Fatsan was built at Leth in 1887 and registers 1,425 tons net.

The British steamer San Cheung was built at Hong Kong in 1902; she is of 389 tons register and is owned by the Cheung On Steamboat Company, of Hong Kong.

The British steamer Montezuma arrived at Hong Kong Sept. 14 from Vancouver and Honolulu. She registers 3,492 tons net, and was built at Newcastle in 1899.

All business in the city is at a standstill. The typhoon lasted two hours.