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SOME HOT SHOT WAS FIRED BEFORE RATE WAS STRUCK

Aldermen Exchange Compliments at Meeting of the Council—Finance Committee Is Roundly Roasted for Paring Estimates.

There was nothing idle in the prophecy that the council meeting held last night would prove one of pyrotechnics and oratorical duels. The meeting proved to be one of the most fiery of the year.

The tax rate was struck at 2 1/2 mills on the dollar, but it was not until 11:30 that the matter was finally settled. During the three hours and a half the council sat there were numerous passages at arms, several of the members of No. 2 committee, and all the members of No. 3 committee, attacking No. 1 in a bitter manner.

All along it was said that when No. 1 committee brought in the estimates, there would be trouble, and trouble there was. The trouble-makers failed to keep to their threats, however, to stand out and block No. 1 all along the line, evidently fearing the onset of raising the tax rate which such actions might have entailed.

Mayor Judd, all the aldermen, City Clerk Baker and Auditor Jewell were present.

Exchanged Compliments.

Besides the fixing of the tax rate, the making of salary increases, charity and other grants, and there was an endless chain of discussion.

During the session, Ald. Stevenson, Matthews, Cooper and Gillan and other aldermen frequently exchanged compliments.

No. 2 and No. 3 committees fought to have their estimates as presented to No. 1 committee passed by the council, but the result was that all the estimates decided upon by No. 1 were adopted. An effort to place \$8,000 in the estimates for the north end fire hall failed, as did also attempts to set aside sums for the improvement of the market.

The following grants to the different charities were decided upon:

W. C. A. Association	\$200
Salvation Army Home	200
Protestant Orphans' Home	200
Convalescent Home	100
Children's Aid Society	500
Charity Organization Society	200

DID SHERMAN HOODWINK MEN

Serious Charges Made Against Official of Western Coal Miners.

Calgary, April 22.—Serious charges are made against President Sherman and Vice-President Galvin of the coal miners by the operators here. These men, they declare, really conspired together to provoke trouble. Sherman, they say, precipitated the trouble by treachery, chicanery and deceit, misrepresenting the situation to the men, telling those in one locality that those in another were out, and vice versa.

A Coal Famine.

Fernie, B. C., April 22.—President Sherman spent Saturday night with Mr. Mitchell, returning to Fernie on Sunday. He says that whether the strike is settled immediately or not there is sure to be a coal famine next fall, and advises the people to get coal. The operators say Sherman has hoodwinked the men at Fernie by saying at a meeting held a week ago Sunday that the men over the pass were out. He then sent emissaries over the pass, saying the Fernie men were out. They attribute the walkout to this. All the smelters are shut down, with the exception of the Granby, which will be able to run one week more.

It is not exactly known how Cushing will be received. Already murmurings are heard that the men want no politicians, and that he had better keep out. Operators here say the C. P. R. are bluffing when they say they have got no coal, and predict that if the strike is not settled by Tuesday they will be operating their freight again within a week, as they have lots of coal.

HONDURANS CUT DOWN UNION JACK AND U. S. TARS COMPEL APOLOGY

Would Not Allow the British Ensign To Be Insulted.

Puerto Cortes, April 23, via New Orleans, April 23.—An amusing instance of the armed resistance to American marines by Honduran revolutionists came to light yesterday in the official correspondence of the American gunboat Marietta.

Col. Louis Isaula, a revolutionist in command at Tela, Honduras, drew a revolver upon Ensign McNair, of the Marietta, when the latter was sent ashore at Tela to say that American

BIG FIRES HARRY NEW YORK CITY

Four Men and Two Hundred and Fifty Horses Perish, Many Firemen Hurt.

New York, April 23.—Four men burned to death; two hundred and fifty horses killed; twelve firemen injured, two of them seriously; two engines overturned, and wrecked by collisions with street cars; several thrilling rescues from burning buildings, and a property loss of \$200,000—that is the story of the fire department's work for the seven hours following last night. Six fires on the upper east side, and a big stable fire at Christopher and Barrow streets kept the firemen constantly at work.

The dead are four Italians whose bodies, burned beyond recognition, were found in the ruins of the Despatch stables in the block bound by Christopher, Barrow, West and Washington streets. It was only after the most desperate sort of fight that the firemen saved the big adjoining tenements and the Palace and Knickerbocker hotels. Two hundred and fifty horses were cut off by the flames and burned to death. The bodies of the four Italians were found an hour after the fire had been extinguished. The money loss in the stable fire is placed at \$100,000. It was in a high building in Wooster street that most of the firemen were injured. A full company had reached the scene when came the back draught and the flames and choking smoke swept over them. A dozen of the men were blown down. A flight of stairs, several of them were severely burned and bruised.

SMALLPOX OUTBREAK IN HURON COUNTY

Not as Bad as Reported—Twenty Cases—None Serious.

A dispatch from Exeter to The Advertiser states that the reports of smallpox in the Townships of Hay and Stephen, in Huron County, have been very greatly exaggerated.

It has been stated that there are over 70 cases in the townships mentioned, but the facts are that there are about twenty cases, and none of them are serious. It is known that there are three placards up in Dashwood, covering five cases. There is also one case at Crediton, and there are two or three cases along the Elgin and Dashwood road.

The other cases are scattered throughout the Townships of Hay and Stephen. The patient at Crediton is named Hodgins.

There are no cases around Exeter.

DISFIGURING CHURCH LAWN

"Short-Cut" Cranks Likely to Find Themselves in Trouble.

Complaint has been made to the chief of police and Parks Commissioner Pearce that people of the north end are cutting across the lawn of the Christian Science Church, corner of Princess avenue and Richmond street.

The short-cut fiends get over the lawn for the purpose of saving a few seconds' walk, and thereby ruin the hard work of the church authorities, who are doing their best to make the grounds presentable.

An attempt will be made to have some of the offenders summoned as an example for others.

OFFICIALS INSPECT BRIDGES; COMPANY MAY CARRY OUT THREAT

Superintendent Freatt and Bridges Inspector Tuttle, of Detroit, both officials of the Pere Marquette Railway, are in London today, and their visit has aroused the keenest interest in civic circles.

Some time ago the Pere Marquette Railway, through its general manager, Mr. Cotter, notified the London and Port Stanley Railway board that the company refused to longer dilatorily in the matter of the construction of new bridges, and that it was the intention of the P. M. to go ahead and put up new structures over the Thames at London and Kettle Creek, at Port Stanley, and to charge the cost to the city of London.

After consulting with its solicitor, the L. and P. S. R. board wrote Mr. Cotter to go ahead and build all the bridges he desired, but not to expect the city to pay anything toward them. The matter dropped out of sight for several weeks, and it was only resurrected today when the Pere Marquette officials came to London.

Mr. Freatt, after spending some time at the local offices, went to St. Thomas, where he met Trainmaster Gilhooly, and the couple continued the journey to Port Stanley. This afternoon both gentlemen are in St. Thomas.

It is understood that Mr. Tuttle will be deemed the better part of wisdom, and will make a report to his company at once.

It is not known whether the company intends to carry out its threat to build the new bridges and charge the cost to the city, or whether discretion will be deemed the better part of valor, and it will be decided to merely strengthen the old structures so that they may answer the purposes of the company until the expiration of the lease, eight years hence.

Mayor Judd stated to The Advertiser this afternoon that he has heard nothing from any of the officials.

THE MONGOLIA FLOATED

Big Pacific Liner Gets Off Reefs Without Serious Damage.

Moji, Japan, April 22.—The Pacific mail steamer Mongolia, which went ashore in Hayatomo Straits, near here, this morning was assisted into deep water at high tide this evening, and proceeded on her way. She apparently sustained no serious damage.

DEATH OF JAMES LONG

Was a Veteran Fireman and Had Spent 45 Years Here.

London lost an old resident yesterday by the death of Mr. James Long, of 455 Dufferin avenue. Mr. Long had been ill for the past seven months with paralysis, and his passing was not unexpected.

The deceased was 78 years of age, and had spent the past 45 years in this city. He was a native of London, England, and came to this city direct from the old country when he was 33 years old, residing here continuously since. He was for a long period one of the leading painters of the city, and was also one of the veteran firemen, serving on the department when it was a volunteer force.

Mr. Long leaves a wife and four children—Mrs. Patterson, of Brantford; Joseph, of the firm of Hamilton, Long & Co., city; John, of Chicago, and James, of London. The funeral will be held tomorrow afternoon at 3 o'clock to Woodland Cemetery, Rev. Dyson Hague, rector of the Memorial Church, of which the deceased was a member, conducting the services.

THE C. N. R. MEASURE

Road Refused More Mileage, But Can Increase Bonding Powers.

[Special to The Advertiser.]

Ottawa, April 23.—There was another fight at the railway committee today over the Canadian Northern bill, which asked for about 2,600 increased mileage in the west. The western members opposed this at a previous meeting because of the failure of the road to give proper transportation facilities.

Mr. Moore, representing the company, said that he was willing to leave out the increased mileage if he got the clause regarding increased bonding powers and those affecting the Winnipeg terminals. This was finally agreed to, but not before several of the western members drew rather dark pictures of how the road had failed in carrying out its obligations to the people in the way of transportation.

FORMER LONDONER IN TRAIN WRECK

Major Duncan Stuart and Wife in South African Railway Accident.

Mr. Alex. Stuart, K.C., of this city, today received a letter from his brother, Major Duncan Stuart, stating that the latter and his wife were passengers on the train which was wrecked on March 14 on the Alkmaar Railway, in the Transvaal.

Both Major and Mrs. Stuart were injured, although not dangerously. In his letter Major Stuart says he was riding in the first coach, and that it completely telescoped the coach behind, in which every passenger but one was instantly killed. One passenger in the coach with Major Stuart was also killed.

Major Stuart was en route to Barberton to preside over a discoverer's rights commission, and Mrs. Stuart was accompanying him. The former sustained some scalp wounds, and injuries to his ribs. In addition to being badly bruised, Mrs. Stuart was badly bruised about the back, and was compelled to use a crutch for some weeks. Both, however, are doing well.

Mrs. Stuart is a daughter of the late Dr. Fraser, of this city.

The wreck was one of the worst in the history of South Africa, costing lives while as many more were injured. A washout, due to the heavy rains, was the cause of the accident.

Barge and Fourteen Lost In Lake Michigan Gale

The Arcadia, Outward From Manistee, Mich., Founders During Great Storm of Last Week.

Manistee, Mich., April 23.—The wooden lumber barge Arcadia, which left this port April 12 for Two Rivers, with a cargo of hardwood, has undoubtedly been lost in Lake Michigan with her crew and owner, Harry May, and about thirteen others. Marine men here have given her up as lost, and would not be surprised to hear that her wreck was caused by a boiler explosion. Some persons hold the theory that she went down in the big storm of April 14.

The known list of persons aboard the Arcadia was: Captain Harry May, Mrs. Harry May, young woman cook, name unknown here; Otto Chavila, sailor, Manistee, and Harry Powers, sailor, Manistee.

There were about eight more members of the crew.

The cargo of the Arcadia was shipped by the State Lumber Company, of this city, to the Hamilton Manufacturing Company, of Two Rivers. The boat has not been heard from definitely since leaving Manistee. Wreckage has been found along the beach from Pentwater North to Little Point Sauble, and part of it has been identified as the cargo of the lost craft. Portions of her cabins and bulwarks have also been found on the beach near Pentwater.

CITY SHOULD NOT BLAMES IT ALL APPEAR TOO EAGER ON HYPNOTISM

Would Not Be Good Business in Matter of Track Elevation, Says Mayor.

Mayor Judd was questioned today by The Advertiser in regard to Grand Trunk improvements in London.

His worship admitted that nothing is being done by the city toward pushing the matter of track elevation, and he says that he does not think it would be good business for the city to appear too eager at this time.

He has still faith in the statement made by ex-Manager McGuigan to the effect that the track elevation will be proceeded with just the same as if he had remained with the Grand Trunk.

It is understood that Mr. McGuigan gave this positive assurance to a certain prominent resident of London, who all along has taken a deep interest in the making of improvements by the company in this city.

The mayor realizes that the money market is very tight, and that the railways are finding it very difficult to secure funds to carry out their extensions and improvements, but he would not say that nothing would be done this year.

It is said that Mr. McGuigan told a Londoner when he was last here that General Manager Hays will never accept the liability clause placed by the city of London in its draft agreement sent to Montreal.

This clause makes the company liable for all accidents which may happen for all time to come through the narrowing of the streets and the placing of pillars in the streets to support the subway, as well as for all abutments and structures which may be caused to lands.

It is said the company is willing to pay any damages which may result while the works are being constructed, but it objects to being made perpetually liable.

SAUNBY WOULD TAKE \$7,500 AND QUIT

Rumor That Plaintiff Offered to Settle Case for That Sum.

It was rumored at the city hall today that the plaintiffs in the case of Saunby vs. the City of London had made an attempt to settle the matter of damages against the city for the sum of \$7,500 and costs.

The city refused the offer.

The other day the plaintiffs were offered the sum of \$1,000 and costs, but they refuse the compromise. They asked of \$10,000 damages.

Now the case is to be fought out on its merits.

The suit threatens to drag along for a long time yet, and to cost the city a pile of money, win or lose.

At the city hall the claim for \$10,000 damages is not taken seriously, however.

UNION LOSES APPEAL

Divisional Courts Ruling Against Boy-cotting Upheld.

Toronto, April 23.—A case of exceptional interest to labor unions was decided in the appeal court yesterday.

This was the case of the Metallic Roofing Company of Canada vs. Jose. Defendants were members of a trade union, and the divisional court held that the money they could on her property and forward him a draft, and he would make arrangements to have her come on in two weeks, after all details had been settled. He got the money, it is said, and disappeared.

Carver was wanted in Cincinnati, Pittsburg, Buffalo, Grand Rapids, Norfolk and Saginaw, and officers have been after him for three years. He is a graduate of the Pittsburg Dental College, is 40 years old, and procured his wives through a matrimonial bureau.

The appeal was yesterday dismissed with costs.

FRENCH ARSENAL AFIRE

Immense Damage to Naval and Military Stores at Toulon.

Toulon, France, April 23.—The fire which broke out at the arsenal here shortly after midnight continues as this dispatch is forwarded, and has assumed alarming proportions. Private residences outside the arsenal are threatened, immense quantities of stores have been burned, and damage amounting to many millions of francs has been done.

The wall of a storehouse fell in, burying 20 men, 10 of whom were severely injured. Two or three are believed to have been killed.

Large bodies of soldiers and sailors were engaged in fighting flames throughout the night, but all the efforts to control the fire have been without success up to the present.

EXPERTS SCOUT POISON THEORY

From Symptoms Given Certain That Perkins Died of Kidney Disease.

[Special to The Advertiser.]

Hamilton, April 23.—At the Perkins murder trial this morning the first witness called for the defense was Dr. McKewen, of Toronto, who swore that judging from the postmortem report Perkins died from acute Bright's disease, which would account for the symptoms before his death. The acute forms of this disease would cause chills such as Perkins had. The dead man the day before his death had a pulse of 16 and the expert said he never knew of a record case of strychnine poison where the pulse was so slow.

Replying to a question of Mr. Johnston, he said:

"If I am judge by the postmortem and the symptoms described by witnesses, I say positively there is not a solitary symptom of strychnine," he said.

"And what caused death?"

"Strychnine added to uræmic acid, would cause an aggravation of the kidney disease. It would be poison added to poison."

"Are strychnine symptoms clear?"

"To Mr. Arnold witness said it would be impossible to kill a dying man with strychnine, because the poison would not be absorbed by the system."

"Do you think this man had a load of strychnine in his stomach without having shown signs of it?"

"The symptoms were lacking," said the doctor.

Perkins, he said, died in a state of coma. The only marked symptoms of uræmic poison missing was violent headaches. If Dr. Bauer made a correct report of condition of organs of deceased, medical men who read it were in as good a position to express an opinion as Dr. Bauer himself.

Dr. Kaylor, Toronto, a demonstrator at the University there, agreed with the theory advanced by Dr. McKewen that death was due to uræmic poison.

The addresses have begun and the case will go to the jury this evening.

THOMPSON TRIAL IS ON AT GUELPH

True Bill Against London Conductor on a Charge of Manslaughter.

[Special to The Advertiser.]

Guelph, April 23.—The trial of Conductor Joseph H. Thompson, of London, and Engineer Mark B. Reid, against whom a true bill for manslaughter was returned by the grand jury, was commenced before Justice Riddell at the assizes here this morning.

The case was traversed from the fall assizes, to which they were committed for trial as a result of the wreck near Gourock, four miles from Guelph, on Sept. 22 last, which caused the death of Engineer Taylor, of No. 41, of the southbound mixed train, and Fireman Cecil B-light, of Hamilton, and Brake-man Andrews, of London, of the fruit special, of which they were in charge.

The case for the crown was completed this morning, the witnesses being Conductor Hays, of London, Trainmaster Nixon, Districter Ryan, of Stratford, and Operators Aylesworth, of Guelph Junction, and Chalmers, of Hespeler.

Conductor Thompson's case is the first, and on the stand on his own behalf today, he told of his long hours of duty from Sept. 19 to the date of the accident, which ran 15, 20 and 21 hours on that day and each day until the 15th, and each day from Sept. 17 to the morning of the wreck.

Prosecuting Attorney M. F. Davidson, of Toronto, is cross-examining Thompson. Engineer Reid is the principal witness in Thompson's defense and probably in his own.

LORD LI FOR LONDON.

Pekin, April 23.—Lord Li Ching-fang, the adopted son of the late Viceroy Li Hung-chang, has been appointed Chinese minister to London. The new minister is very wealthy. He formerly was minister to Japan, and was the second plenipotentiary of China at the time of the Shimoseki peace negotiations, after the war between China and Japan.

BYRON MILL BURNED TO GROUND A FIVE THOUSAND DOLLAR

Machinery and Building a Complete Loss—\$2,000 Insurance Carried.

The old frame mill on the south bank of the river at Byron, was completely destroyed by fire between 4 and 5 o'clock this morning.

The fire was discovered by Mr. Geo. Sumner, at 4:30, but at that time the flames had reached the upper story and were breaking through the roof. An alarm was given, the villagers turning out to a man, only to learn, however, that they could do nothing to save the structure.

The mill, which was of frame, was three stories and basement, and was built in 1859. It was valued at \$3,000, making a total loss of only \$2,000 of insurance was carried.

Until April 1, it had been owned by Mr. Stratton, of Byron, but it was taken over by Messrs. Braith Bros. and Dr. Ross, of Park. As the mill was used solely for custom trade, there was very little grain in it at the time of the fire.

Mr. Galbraith stated today that it was the intention of the firm to remodel the mill during the coming summer. New machinery was to have been installed throughout and the mill made modern in every respect. The mill will be rebuilt at an early date.

The cause of the fire is a mystery. The mill was operated by water power, and being used at any time, it