

SOUTH LONDONERS DECLARE AGAINST PLAN TO ELECTRIFY CITY'S ROAD TO THE LAKE; STORM SEWERS AND BREAKWATER FIRST

Progressives at Largely-Attended Meeting Declare a Majority of the Council Are Trying to Push Beck Scheme and Shelve Crying Needs—"Roads Killing on Men and Horses at Present."

"That this association, looking to the fact that our city's debt is very heavy now, and with the storm sewer scheme and the West London breakwater scheme, also the improvements to our highways, being pressing needs for the outlay of a considerable amount of money, which will have to be raised by debentures; looking to these facts, we wish to place on record our opposition to any scheme at the present time and under the existing circumstances for the electrification of the London and Port Stanley Railroad, also for any excessive expenditure in connection with the Federal Square scheme."

The above resolution was passed unanimously by the South London Progressive Association at a largely-attended meeting on Tuesday evening, and the action of the city council in failing to improve the city roads was severely censured.

The resolution followed a lengthy discussion, introduced by Mr. James Anderson, on the conditions of the roads in South London and other parts of the city. Mr. Anderson stated that the time had arrived when the business men of the city to unite and either force the council to pay the damages

to horses and wagons sustained through the improper condition of the roads or to refuse to pay their taxes.

Have Been Given Orders. Mr. Walter Biggs, in moving the resolution, said the council did not care about the condition of the roads, as the majority of the aldermen had received instructions from headquarters to push the electrification of the railroad through. "The council," said Mr. Biggs, "is so busily engaged in scheming and contriving to push electrification through that matters of more importance to the city are being neglected. It is only time that the citizens prepare themselves for the fight immediately the matter will be popped on them without much warning. The question should be discussed at once, and to commence the discussion, I will move this motion be adopted. The pressing needs for better highways and storm sewers are of more importance to the city than the placing of another million dollars on a white elephant. The best plan in connection with the railroad would be to sell the road."

In Favor of Selling. "Add that to your resolution, and I'm with you," said Mr. William Smith, the mover immediately did so. "Talking as a citizen of London," continued Mr. Biggs, "I think everyone should drop the question of politics in this issue and unite against the effort

to shove something down the throats of the citizens that is not wanted."

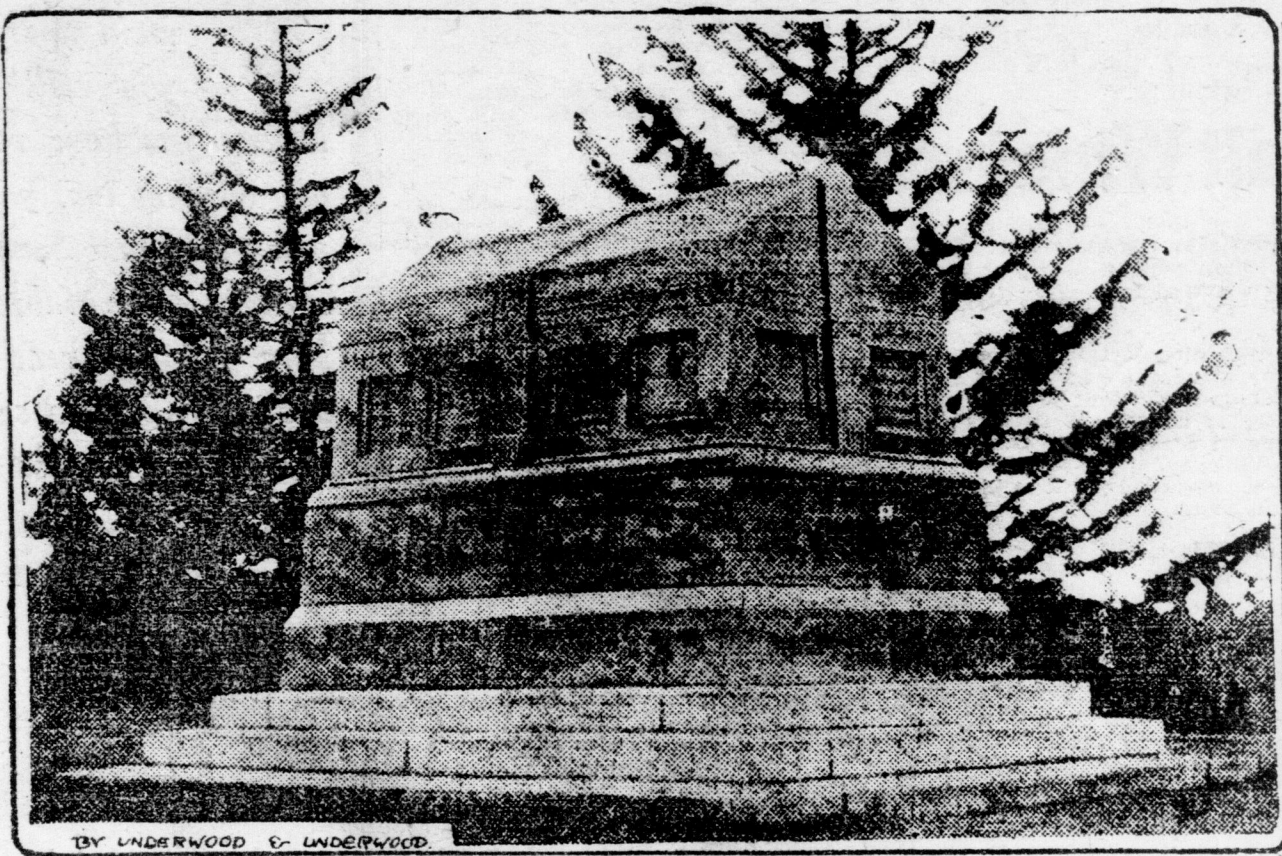
Mr. E. Dunn, in seconding the resolution, said that good roads and storm sewers were needed in London more than anything else, as the present condition of the roads was killing both man and beast. The resolution was adopted without a dissenting vote, and the other progressive associations will be communicated with and asked to assist towards the fight for better roads.

Trying To Shelve It. The city council stated to the deputations that waited on it some weeks ago that as soon as storm sewers were installed the roads would be improved, but the opinion of the members of the South London Association is that the storm sewer project will be shelved, so that the electrification scheme will not be hampered.

Mr. Anderson stated that the only salvation for the London roads would be that broken stone be placed on the surface instead of gravel. He advocated that jail labor be used for the breaking of stone. Storm sewers would be of no use with the roads in the present shape, as there are numerous pockets in the roads and the water does not drain off.

Mr. Anderson stated that one of his horses had been injured last October because of the bad roads, and it had not had the harness on since.

WHERE MORGAN WILL BE BURIED—This Is the Tomb of the Morgan Family in Cedar Hill Cemetery, Hartford, Conn. Body of the "Money King" Will Be Buried in a Niche.



BY BERTON BRALEY.

Here lies greatness come to dust,
As at length all greatness must,
Here lies power, poverty, loss,
Impotent to curse or bless,
Here, with thought and spirit fled
Lies the huge colossus dead,
Lord of lesser lords of gold,
He was ruthless, strong and bold,
Yet in some strange measure, good,
Like a mightier Robin Hood,
Great in giving as in greed—

He was of a Titan breed,
Now he lies here, cold and still,
Done with earthly good or ill,
Vanished all his mastery
Even slaves are more than he,
Yet, the scorn dirge ring
For he WAS a kingly king,
Buccaneer—but royal, too,
So we give the dead his due:
Knowing all the path he trod—
Who shall judge him but his God?

SPECIAL PRAYERS FOR RECOVERY OF THE POPE

Pontiff Shows Improvement This Morning. But Is Still Very Ill, Say Vatican Doctors—Long Rest Necessary To Complete Recovery.

[Canadian Press.] Rome, April 9.—The Pope's condition was much improved today. Prof. Marchisavi, the Vatican physician, visited the pontiff for over an hour this morning and found his fever reduced greatly. His temperature was only slightly above normal, but he still suffered great depression and weakness. Cardinal Pompili, who was made the new vice-general only a few days ago, issued orders today for special prayers for the Pope in all the churches of Rome during the next three days.

Still Very Ill. Prof. Ettore Marchisavi's examination of the Pope this morning was of a most minute character. He declared afterward that there was a noticeable improvement in the pontiff's general condition, but stated that the relapse he suffered yesterday did not yet appear to be on the decline.

OVERHEAD WIRE BIG STACK IS
NOW DISCARDED FELLED TODAY

Storage Batteries To Be Used for Surface Cars in New York.

INCLUDED IN REPORT

A London businessman, who has just returned from New York city, stated to the Advertiser today that he had learned that a large number of storage battery cars had been ordered for the lines in the metropolis.

It is considered in New York that the storage battery car is a success, and the overhead wires are to be done away with in several sections where surface cars are used at present.

It was learned that Mr. Warfield, one of the experts engaged to report on the electrification scheme, will be asked to make a statement on the feasibility of operating the road with storage battery cars.

After the Good Bricks. The big stack, whose internal measurement was six feet square, toppled over as was desired in a northerly direction across the quadrangle at the south side of which it stood. Now it lies a straggling, elongated pile of bricks and mortar, with laborers bending over it extricating from its ruins such bricks as are fit for use.

The Final Fatal Blow. This afternoon the final and dangerous part of the work of upsetting the structure was undertaken. Brick by brick had been removed during the preceding days since operations were started, and wagon load after wagon load of stones and bricks which had been taken from the foundation, were hauled away.

By this afternoon a gaping hole had been made in the north side about the level of the ground. All that remained to be done was to remove a few more bricks.

Two Men Did It. Two men stood on either side, with long crowbars and poked the remaining supporting bricks out. What was going to happen no one knew. Something had to give way.

Presently the load was tottering unsteadily for a moment, inclining northward, and then fell with terrific force.

Made the Dirt Fly. With a shock that rattled windows in the houses about a block away and which could be felt far further than it could be heard, the mass of brickwork landed on the hard dirt-paved surface of the square. Dry earth spouted up in clouds, and the workmen, who had for safety returned, they found that in places the bricks had gouged great holes fully five feet deep.

Chimney at Barracks Toppled Over—Undermined by Workmen.

BUILT 26 YEARS AGO

The great smoke stack that stood high above the substantial buildings of Wolsey Barracks for almost 26 years, and which had the reputation of being one of the largest and best-constructed chimneys of its type in London, is no more.

Today at 10 minutes to 2 o'clock it fell, giving way to the concerted efforts of a number of workmen who have been at work for days undermining it in order that it might yield the bricks of which it was made.

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UNCLAIMED MONEY BETTER WITH BANK THAN WITH STATE

When Retained By Bank Could Be Used For Benefit of Country.

Question of Clean Bank Notes Under Discussion Before Commons Committee.

[Special to The Advertiser.] Ottawa, April 9.—Joseph Henderson, the veteran vice-president of the Bank of Toronto, again resumed his evidence before the banking and commerce committee this morning.

Mr. Henderson did not believe that unclaimed balance should be turned over to the state. Such moneys, if retained by the banks, could be used for the business of the country. If turned over to the Government it would only go into the general fund, and no benefit would accrue to the public at large.

Problem of Interest. Speaking of arrangements between banks to keep up the interest, Mr. Henderson justified reasonable agreements as long as the public was not injured. The banks should be able to work together harmoniously.

"Do not the rates of interest fluctuate?" asked Major Sharpe. "They do," said Mr. Henderson. "But the rates paid on deposits do not fluctuate. They never increase," asked Major Sharpe.

"No, they do not," answered Mr. Henderson. "We must get together when the question of increasing rates of interest is under consideration. There is no need of cutting each other's throats, for if one bank raises the rates others must do likewise."

Chairman Ames asked what would be the effect upon the banks if the Government should increase the rates paid on deposits in its savings banks to 3 1/2 per cent.

"If we had to increase the rate paid to depositors by reason of action of the Government," said Mr. Henderson, "we would have to correspondingly increase the rate of interest on loans, because we could not afford to lose it."

"Why not reduce your profits?" asked Mr. McLennan of Sir. York. "We cannot," said Mr. Henderson. "You wouldn't buy bank stock because the investments are not good enough. If the dividends paid to shareholders had to be reduced, the banks might as well go out of business. We cannot reduce our profits."

Mr. Henderson believed that any director or bank official who received emolument or gift of any kind for accommodating a customer, should be in some degree punishable. He believed that negligence in the preparation of bank statements should be a matter for action.

For Clean Bills. Dr. Steele's proposed amendment providing for the sterilization of germ-laden or tainted bank notes came up for considerable discussion. Mr. Henderson didn't know what kind of apparatus would be needed for sterilizing notes. "If we had to sterilize notes having bacteria and other things on them, then we would have to put the person bringing them through the same process. We are desirous of conserving the public health, and when a note looks especially dirty we always hold it back. We will take chances, and many are willing to do so with bank notes."

Mr. Cockshutt asked if the Bank of England did not make it a principle not to issue its notes twice. Would it cost too much for Canadian banks to adopt the same principle?

"It would cost the Bank of Toronto \$125,000 per year to replace every note in the bank," said Mr. Henderson. "It would be better to give up our circulation."

Mr. Charlton stated that there were 445 patients at the Muskoka Sanatorium for Consumptives. He had been informed by the officials that many cases were without doubt due to the circulation and handling of soiled, dirty notes.

GOVT. CAUCUS UNDECIDED AS TO CLOSURE

Rogers' Group Want to Use Rough Methods of Manitoba Machine.

BORDEN FEARS
PUBLIC OPINION

Expected That Debate on the Resolution Will Go On For Some Days.

[Special to The Advertiser.]

Ottawa, April 9.—The closure will be moved this afternoon, and the struggle between the two parties in Parliament will enter upon a new stage. Premier Borden will move the closure resolution. This morning there was a Conservative caucus, and it is understood that three points of view developed among the Government members. The Rogers group, which has now become pretty well defined, and which is growing, urged that the closure resolution should be put through today by the force of majority and the assistance of the chair. They contended that if the Speaker were instructed to ignore the opposition for five minutes, the country would forget about the incident within a week, and the work would be done.

Borden Group Nervous. The Borden group expressed dread of such procedure, and declared that the country would resent it. They favored giving the Opposition fair opportunity for debate, and observance of the present rules of Parliament as long as they last.

Debate for Some Days. Between these views it is understood that it was decided to allow the debate to go on for a few days at least before attempting to clap down the lid. However, it is likely to come down at any time, and another "Saturday night" will be witnessed. The Opposition are determined to resist to the last ditch. They will bring to bear every possible argument and endeavor to attract the attention of the country to the seriousness of the situation.

Jam or Debate? The questions which are now interesting the lobbies are: Will it be jam or debate? Will the Opposition be able to block the closure measure off? What will the Senate do with a navy bill forced through by closure? Will the British Government permit the admiralty to accept a contribution obtained in this way? Nothing but the lapse of time will provide the answer to all of these questions.

Londoner's Good Detective Work Recovers His Dog

Mr. Jack Brown, of the firm of Brown Bros., by means of a clever piece of detective work, has just recovered possession of a valuable setter dog which disappeared from his home, 351 Queen's avenue, on Sunday, March 2.

Mr. Brown notified all the express companies and the city police, and advertised for five weeks without success. Then he went to the Grand Trunk baggage office and went over all the baggage files from March 2. He found dogs shipped from London to various Western Ontario points, at each of which he communicated with the station agent, but found that few of them remembered the descriptions of the dogs arriving.

Had Gone to Chicago. One dog had been shipped to Chicago, but on communicating with Transportation Agent Bell, of the Dearborn street station, none of the station employees remembered a dog answering Mr. Brown's description.

Mr. Bell, however, sent out notices to all the agents along the line east of Chicago, and about a week ago Mr. Brown received letter from Station Agent Amidge, at Smith Creek, Mich., stating that a baggageman had left a dog with him, telling him that he had found it in a passenger coach, and when two Chicago men came back to the baggage car to claim the dog, it would not recognize them, and he had accused them of stealing it.

Brought It Back. Mr. Brown wired to the Smith Creek agent to express the dog at once, but the latter wrote back that to avoid delay at the customs he thought he had better send it back with the baggageman who brought it. He would send it Tuesday. He did better than his word, for the dog arrived Monday night, and the baggageman who brought it said he knew nothing about it, but he told the local baggageman agent that if Brown Bros. did not call for it that he would take it back with him.

Divisional Engineer of G.T.R. Arrives

Resident Engineer Stone, of the Grand Trunk, and an assistant arrived in the city today and started on his new duties. Mr. Stone claims that there is an abundance of work, but could not say whether there would be any changes for London.

MERCHANTS DECLARE CONDITION OF ROADS HANDICAPS BUSINESS

Many Retailers Tell The Advertiser of the Difficulties of Delivery—Motors and Wagons Mired—Gears, Springs and Wheels Wrecked.

Numerous complaints that the condition of the roads of the city is seriously handicapping business are being registered by merchants and business men of the city, who claim that it is next to impossible to make deliveries in some sections.

Practically every street in the city that is not paved is axle-deep with mud, and the city may have many suits on its hands on account of damages to horses and outfits.

Merchants claim that a large part of the taxes they pay should be spent in repairing the roads of the city. Their outfits are damaged to such an extent that trips to the blacksmith shops and the veterinary surgeons are necessary almost every week.

These merchants and their customers are beginning to realize that good roads are the important problem in London just at present.

Glad Progressives Acted. "I was well pleased to see the stand taken by the South London Progressive Association at its meeting Tuesday evening," said one of the largest retail drygoods merchants in the city. "It shows that there are at least some people in the city who are not afraid to stand up and say what they think, even if it does not correspond with what the Hon. Adam Beck says. To some people Mr. Beck appears infallible, but he is only human, and likely to err the same as I am."

"I have had to refuse to deliver goods to people on certain sections of the city on several occasions lately on account of the condition of the roads. The parcel delivery company absolutely refused to take the parcels to three streets in South London, claiming that the roads are impassable."

In some spots it is impossible to drive on the road, and the only alternative is for the driver to take to the boulevards or to main streets. The man protests if his lawn is destroyed, and I do not blame him."

Deliveries Under Difficulty. Mr. John T. Doherty, of Smallman & Ingram's, says that the deliveries of the company in the outlying districts have been seriously interfered with, and that on several occasions the high-powered car, which the company purchased to make the deliveries, has been stuck in the mud. The car was stalled on Dundas street, near Pottersburg, several days ago, and two teams of horses had to be secured to haul it out while a street car was called into service to extricate it from a hole on Richmond street north.

The City Parcel Express Company has had to refuse to deliver parcels to addresses in certain sections of the city on account of the condition of the roads. Several days ago an automobile, which became mired at the corner of Rectory and Love streets had to be raised several feet with planks before it could be extricated.

Mr. F. G. Mitchell, of the Mitchell Garage Company, complains that the

condition of the roads in South and East London is seriously interfering with his business. "We have had to refuse calls in both sections," said he, "and on numerous occasions our taxicabs have been stalled in the roads. Several days ago one of our cars was stalled on Dundas street for 24 hours, while others have been stalled on Oxford, Quebec and South London streets. Something will have to be done with the roads soon or the city will have to defend a number of suits. Nearly every day we have springs broken or gears wrecked by the roads, and our repair bills are mounting."

(Continued on Page Eleven.)

WORKED ALL NIGHT DIGGING STONES OUT OF JAIL WALL

William Landerkin Hated to Go to Penitentiary For Twelve Years.

Burglar Sentenced For Bruce Robberies Made Desperate Efforts to Escape.

[Special to The Advertiser.]

Goderich, April 9.—Burling and Landerkin, alias Murphy, found guilty of burglary at Brussels, Seaford and Harriston, were taken to Kingston this morning. They left in charge of High Constable Whitesides and Deputy Sheriff Cameron, and were manacled hand and foot.

It has been learned that Murphy made several desperate efforts to break jail at Goderich during his incarceration.

Blankets Torn Up. Prior to his trial his blankets were found torn into ropes, preparatory for flight, when discovered, and since his sentence to twelve years in Kingston Penitentiary he has broken bars from his iron bed and dug through the heavy walls, spending hours in the labor, endeavoring to liberate himself.

He spent the whole of last night previous to his leaving for Kingston in digging out the walls of his cell, carefully lifting stone after stone to his bed, and was found early this morning lying in an exhausted condition on the floor. With difficulty he was aroused to take the early train for Kingston.

The arrangements for this action were made by King Nicholas in consultation with King Peter of Serbia, the agreement being that King Nicholas should abdicate, and with his family quit his country. Montenegro would then effect a union with Serbia, while King Nicholas and his family would be given an appropriate provision from the civil list, and would reserve the right of succession to the Serbo-Montenegrin throne.

BUFFALO TROOPS ARE UNDER ARMS

And Sections of National Guard Are Being Rushed From Other Points.

SITUATION IS SERIOUS

Not a Street Car Moving This Morning in Any Section of the City.

[Canadian Press.]

Buffalo, N. Y., April 9.—Two thousand members of the fourth brigade of the National Guard, summoned to strike duty on an order from the supreme court to put down the disorders arising from the strike of the motormen and conductors of the International Railway Company, were quartered in the armories here at daybreak. An additional one thousand men, forming the third regiment of the brigade, with headquarters at Rochester, and separate companies at Syracuse, Elmira and other western New York cities, were en route to Buffalo.

Not a Car Moving. Brigadier-General Welch decided to keep the guard in the armories until the local residents had assembled, and as a result officials of the International Railway made no effort to move a car on any line in the city until the early morning. With street car traffic entirely suspended, thousands of people walked to work, or reached the downtown section by means of the meagre facilities offered by motor trucks and other improvised methods of transportation.

The appeal to the supreme court for an order for military protection was made by the railway officials after frequent demands on Mayor Fuhrmann and the sheriff for such order (Continued on Page Eleven.)

Steals Watch and Chain to Prevent Thief Taking Them

Charles Hamilton was arrested at the Windsor Hotel Tuesday night, charged with the theft of a gold watch and chain from George A. Roe. He pleaded guilty to the charge in police court this morning, and was remanded for a week for sentence.

He took the watch from the man's pocket as he sat in a chair asleep. Hamilton said that he took it because he feared that if he did not some one else would.

"It would perhaps be as well for you if someone else was in the dock here this morning," said the court.

Examination Dates Set by Department

The departmental high school examinations begin this year on June 12, and the high school entrance examinations will be held on June 18, 19 and 20.

The departmental examination dates are: Middle school entrance to Normal schools, June 23 to 27; upper school entrance to faculty of education, June 12 to 30; pass matriculation, June 13 to 30; honor and scholarship matriculation, June 12 to 30.

Lists of high school entrance candidates have to be sent in to Inspector Edwards by April 15.

List of candidates for the departmental examinations will be received by the public school inspector up to May 14.

THE WEATHER.

TOMORROW—RAIN.

Toronto, April 9.—5 a.m. Today—Winds, increasing to strong breezes and gales; easterly; rain setting in late tonight.

Thursday—Rain.

Temperatures. The following were the highest and lowest temperatures during the 24 hours previous to 5 a.m. today:

Stations. High. Low. Weather. Toronto. 36. 26. Fair. Montreal. 36. 26. Fair. Victoria. 54. 48. Cloudy. Calgary. 50. 24. Clear. Winnipeg. 34. 32. Cloudy. Port Arthur. 40. 24. Clear. Parry Sound. 44. 26. Clear. Toronto. 46. 30. Cloudy. Montreal. 46. 30. Cloudy. Quebec. 44. 34. Clear. Father Point. 42. 30. Clear.

Notes. The disturbance which has been hovering in the Southern States is now moving towards the Great Lakes, while a pronounced high area is passing eastward.

Fair weather prevails generally, but the outlook is stormy for the Great Lakes.

KING OF MONTENEGRO READY TO ABDICATE

[Canadian Press.] London, April 9.—King Nicholas of Montenegro has definitely arranged plans for his abdication if force should be employed in the European powers against his little kingdom to prevent it from obtaining the territory it considers necessary for its independence, according to information obtained in official Montenegro from London today.

The arrangements for this action were made by King Nicholas in consultation with King Peter of Serbia, the agreement being that King Nicholas should abdicate, and with his family quit his country. Montenegro would then effect a union with Serbia, while King Nicholas and his family would be given an appropriate provision from the civil list, and would reserve the right of succession to the Serbo-Montenegrin throne.