

SIR HENRY THORNTON BRINGS WELCOME NEWS

C.N.R. Head Is Ready To Talk New Depot and Crossings

SIR HENRY THORNTON READY NOW TO NEGOTIATE WITH LONDON FOR NEEDED RAILWAY IMPROVEMENTS

Head of Canadian Railways. in Exclusive Interview to Advertiser, Gives Welcome News.

DEPOT 'NEVERTHING'

Expresses Willingness To Work Out Plan for Overhead Crossings and New Central Station.

By ARTHUR CARTY.

Sir Henry Thornton, head of Canada's railways, announced in an exclusive interview with The Advertiser today, his willingness to enter into immediate negotiations with London to right London's railway wrongs.

"We stand ready to enter tomorrow upon negotiations with the city of London to work out a plan for the elevation of our tracks across the city, and to erect a new union depot to adequately serve the importance and dignity of the community."

"On general principles a union depot with accommodation for the C. P. R., would be a desirable thing, and our attitude in this regard will be to deal with the C. P. R. in accordance with the manner in which they receive our proposals."

"There are no operating difficulties to interfere with the operation of the electric trains of the London and Port Stanley Railway into such a depot, and we are quite willing to negotiate to that end also."

After seventeen years of procrastination and evasion on the part of the old Grand Trunk Company, Sir Henry Thornton, the new president of the Canadian National Railways, brought to the people of London today this momentous declaration of policy.

A lowering, rugged, double-shouldered type, with the snarl of the rugged griffin from his student days, Sir Henry in the narrow compartment of his business car en route from the east to London, listened intently to The Advertiser's summary of the paramount problem that the people of London aim, through today's visit to lay before him.

Looking Over Ground. He declared quite frankly that there is a difference between reading of Westminster Abbey and seeing that famous and historic building that comes to London today to look over the ground and to get a first-hand impression of the level-crossing situation and of the lack of depot facilities.

Sir Henry was told of the burden laid upon London's plans for advancement by the city council, and he said, "I am not a person to be a pioneer community of a few thousand people, on a primitive wide-gauge just then."

He said that the old negotiations carried on by Mayor J. C. Judd and the city council of 1906, and of the agreement to erect a new depot, through from the western limits to William street, of the inclusion of plans for a new depot, in which the London and Port Stanley Railway, and possibly the C. P. R., should be accommodated, and of the blockade reached by the negotiators when the question of abutting the depot on the western city limits was reached.

He was told how the city relinquished its stranglehold on the company by granting the right to construct a taper-down from the new elevation at the western city limits to the old grade near Ridout street, and of how the company forgot its pledged word to carry the major scheme through to an early completion.

Then of the tedious years of excuse-making and procrastination on the part of the company, first that the costly Toronto terminal improvements were under way and that it was a case of "one thing at a time," then the war, and later still the company's financial embarrassment and the uncertainty of its ownership.

Has Waited Long. "London has waited for seventeen years for this opportunity to get down to business," Sir Henry was told by The Advertiser as his train sped on the last lap of the journey into London. "Toronto has had its turn. The war is over. The government has settled the question of ownership, and you are at the helm."

Sir Henry examined The Advertiser's sketch, showing the elevation scheme as agreed upon in 1906 and read over the Judd-Drake resolution to be acted upon by the city council at its next meeting, calling upon the company to enter upon negotiations "with a view to the elimination of grade crossings and the erection of a modern station building, on the basis of the former plans, specifications and proposed agreement."

"No matter how unattractively one may study such a problem as that in your city," said Sir Henry, "you must see the ground to know the situation. That is the purpose of my visit to London today."

"The London situation, I believe, is similar to several others. There are pressing things afloat in London by the Nationals in London and elsewhere. We have got to fulfill these needs as rapidly as possible, and in the order of their importance. But I am not saying this to justify any policy of procrastination. I have not the slightest doubt from what I have heard of the situation that the London proposals are desirable—in fact, essential. The problem for me is to get the money."

To Avoid Delay. "For that reason I cannot promise



SIR HENRY THORNTON, president of the Canadian National Railway System, who is in London today investigating railroad conditions in the city.

that we will get down to construction right away; but we want to avoid any prolonged or unnecessary delay, for the work there is no doubt urgent.

"Each year, for construction purposes, I am required to prepare a budget in which I provide for such expenditure as we can manage for improvements of this character. Just now we are asking the government for \$10,000,000 for branch lines that are essential for the expansion of the Dominion. To meet this program we will require similar amounts for three years—\$30,000,000 in all."

"I do not know what the work will cost in London as yet."

"Sir Henry was told that if costs are doubled since 1906, the sum would probably be a couple of million dollars."

He stated that he is now under the necessity of obtaining first-hand information on the more pressing problems before him, and that he will be able to include in his earlier budgets the sums required. In the meanwhile his activities in this connection have been hampered by the fact that when he accepted his appointment he had two railways "stuck together with mud" and practically no official organization.

"It was a big and anxious task to provide an organization for a railway system of 22,000 miles," said Sir Henry. "We had to find officers for our different posts, and to get our staff into working condition before we could get round to any of the problems concerning improvements or operation."

"Viewing the Course." "I was just in the position of a man who came to play golf on a course he didn't know without balls or sticks. I had to look over the course, and decide how to play the game, and to provide myself with what I needed for the job. You can't pitchfork a man into a new country and get started overnight. I have had to study the diverse needs of the country, east and west, and to learn the needs and aspirations of the people. These are the things that have occupied my attention, but now our staff organization is down to a satisfactory basis, and we are ready for serious consideration of such needs as those in London."

"I can easily see that London's requirements are one of the things we must deal with first," said Sir Henry, again making clear, however, that there shall be no further evasion.

"If we look for the worst," suggested The Advertiser, "when may London look for action?"

"We should get around to it within two years. No. You may say 'by next year,' the president promptly answered.

"We still have a final adjustment to make before we can get down to work. We have service improvements generally in the Western Ontario peninsula to consider—probably a dozen other matters in all to consider."

Ready to Negotiate. "But before next year we will formulate a program."

"When will you give the city opportunity to negotiate?"

"Tomorrow, if the city wants it," he rejoined. "It would be foolish to wait until next year. That would mean that we would have to start negotiating when we should be ready to go on with the work. I want to have this matter entirely threshed out in detail before I come to the preparation of my budget, so that I will know exactly what will be needed."

The Judd-Drake resolution proposes that the city council committee open negotiations with Sir Henry or such other official as may have charge of the department.

"I will probably not be able to go into the whole matter myself in its details, but I will at once nominate an officer with authority to negotiate a mutually satisfactory agreement to eliminate the level crossing and to provide a depot that will adequately serve the importance and dignity of the community," he promised.

Want Good Job. "The extent of the work will be gauged by the requirements of London's situation. We do not want to waste money on anything that is not necessary; neither do we want to waste money on work that will not prove satisfactory or inadequate. When the job is finished, we want it to be well done. Probably a railway can never satisfy everybody, but we want the work in London to be satisfactory to at least 90 per cent of the community. An unsatisfactory bargain, even if consummated, is always a source of trouble. Our policy in all negotiations, therefore, will be to achieve a mutually satisfactory result. We will have to respect each other's problems and points of view."

Sir Henry concurred in the view that the people of London should not be compelled to submit without redress to the maintenance of level crossings, on which 20 have been killed and 70 or 80 others injured, virtually within the period that has

LONDON LAUNCHES FIGHT TO SECURE NEW CITY STATION

Strong Resolution Will Be Presented to the Council Tomorrow Night.

WANT NEGOTIATIONS

Letter Deals With Eliminating Level Crossings and Getting Union Depot.

London is out to get action.

The visit of Sir Henry Thornton this afternoon marks the beginning of a renewed and vigorous effort to settle the city's long-standing railway tangle.

The city council will be given opportunity of immediate action in a strong resolution which will be moved by Ald. A. M. Judd, and seconded by Ald. C. B. Drake, when the finance committee of the council meets tomorrow night.

The resolution calls for negotiations not only with the Canadian National, but also with the Canadian Pacific Railway; the elimination of all level crossings, and consideration of a new union station.

The following is the text of the resolution as it will be presented by Ald. Judd and Ald. Drake tomorrow night:

Draw Up Resolution. "Whereas, the mayor and council of the City of London for the year 1906 opened negotiations with the Grand Trunk Railway Company for the elevation of the tracks of the company through the said city for the purpose of eliminating the grade crossings which were then and still are in existence, and for the erection of a new passenger station, whereby the building which then was and still is a great eyesore and detriment to an otherwise beautiful city, might be replaced with a modern building in keeping with the progress and improvement which had taken place elsewhere in the said city;

"And whereas, the said company purchased and still are the owners of large quantities of land adjoining their right of way, for the purpose of carrying out the said plans and specifications, and of erecting the said station;

Not Concluded. "And whereas, the said negotiations were not concluded, nor the said agreement signed, by reason of a dispute as to which of the said parties should assume the responsibility for any damages which might be claimed by adjoining owners by reason of the said elevation of the said tracks, and which neither party would assume;

"And whereas, such dispute was left in abeyance until after the construction of two subways at Wharncliffe and Wortley roads, in London South;

"And whereas, financial depression and the carrying on of the Great War has since then made it impossible to proceed with the said work, as set out in the said plans, specifications and agreement;

Time Has Arrived. "And whereas, the time has now arrived when such work should be proceeded with, and the convenience and safety of the public should be protected."

Moved by A. M. Judd, seconded by G. B. Drake:

"That a committee, consisting of Mayor G. A. Wenige, Ald. J. T. May, Ald. A. M. Judd, Ald. G. B. Drake and Ald. E. Hayden, at once open negotiations with Sir Henry Thornton, or such other officials of the Canadian National Railway, who may have charge of that department, with a view to the elimination of their grade crossings, and the erection of a modern station building, on the basis of the former plans, specifications and proposed agreement."

"And further, that the said committee open negotiations with the Canadian Pacific Railway Company, with the object of arranging to have them join in the erection of the said station for the use of both railways."

His Death Car Will Be Hearse

Special to The Advertiser.

Montreal, May 1.—The touring car, which he was driving when he was dealt his death blows, will be the hearse on which the body of Charles Hamilton Barclay, murdered taxi driver, will be drawn to his grave at the funeral tomorrow. A long line of cars from all the taxi companies will follow in the procession.



SIR HENRY MEETS VETERAN.

"Bob" Logan, for fifty-three years in the service of the Grand Trunk, was one of those for whom Sir Henry Thornton had a hearty handshake and a cheery smile when he landed in London today. Sir Henry has had many years of organizing experience, as a civilian and as an officer during the war. "Bob" Logan understands as well as anyone the little peculiarities of the old Grand Trunk system in this division. Surely if the old conductor of the trains and the new conductor of the system could get together London's railway troubles would all vanish.

The two veterans were on duty at the C. N. R. station this morning when Sir Henry stepped from his private car, and they drew themselves up proudly when Canada's railway head stopped to speak with them.

"How long have you been with the company, Mr. Logan?" asked Sir Henry.

"Fifty years, sir."

A warm shake of the hand followed this admission, and Mr. Logan was invited to a luncheon at the Tecumseh House, where Sir Henry was to speak.

Mr. Gillean was then encountered. "I have been with the company 51 years, all of which I spent in this city," he told the president.

"Mr. May! This must be a healthy climate," Sir Henry said in wonder. "Yes, sir, but it is no healthier than England."

"Were you ever in England?" asked Sir Henry.

"I played cricket in England with an all-Canadian team. We played against Australia."

"Good for you. I played cricket myself."

Unfortunately, Mr. Gillean's duties prevented him from attending the luncheon in the president's honor.

The two veterans have worked side by side at the G. T. R. station for more than a half century. Mr. Logan started in 1872 and Mr. Gillean at about the same time. For many years Mr. Logan has served as chief conductor, and Mr. Gillean as station agent.

On several occasions they have been offered a pension, but they have steadfastly refused to leave their posts.

PURE FOODS INSPECTOR WARNS STOREKEEPERS

States Labels Marked "Genuine" Must Not Be Placed on Mixtures.

The inspector of the pure foods and drugs branch of the department of health, states that the regulations governing the workings of the act are being ignored by retailers and others, and that unless these cases are being prosecuted.

He says that vendors in London are selling spirit, cider vinegar as elder vinegar in spite of warnings issued from his office. Further breaches of this kind will be followed by proceedings, he says.

The inspector draws attention to the fact that manufacturers in this city are putting out labels marked "pure" and "genuine" on compounds and mixtures, and he wishes it understood that this is a serious infringement of the statute, which says that compounds and mixtures must not be labelled in this way. The fine for a first offence of this kind, he states, is \$50 and costs.

REQUIRES LARGE TRUCK TO CARRY INCOME RETURNS

Canadian Press Despatch. Toronto, May 1.—It is estimated that 15,000 federal income tax returns were handed in at the tax offices here yesterday, the annual day for presenting them. It took a large truck to carry the returns which arrived this morning by mail. The smallest cash payment made yesterday at the office was \$2 cents and the largest was \$3,100. The largest payment by check was considerably over \$100,000. One excited taxpayer filed plans and specifications of a building in mistake for a tax form.

SECRETARY HOOVER LAUDS ORGANIZED SUGAR BOYCOTT

Associated Press Despatch. Washington, May 1.—Women who are organizing boycotts against use of sugar are "on the right track," in the opinion of Secretary of Commerce Hoover. "The way to control prices of food commodities," said Mr. Hoover today, "is to bring about the spontaneous control of consumption."

BECK AND WENIGE ASK NEW DEPOTS BE BUILT

Present Demands of City to Sir Henry Thornton at Noon Luncheon.

INSPECTS OFFICES

C. N. R. Head Promises To Give Matter Immediate Consideration.

No pomp or ceremony marked the arrival at 11:30 a.m. today of Sir Henry Thornton, president of the Canadian National Railway.

There was no civic welcome extended at the depot, London's distinguished visitor, and from whom so much is expected, being greeted solely by newspaper representatives.

Contrary to customary procedure, the president commenced his tour of inspection directly following his arrival, visiting the several offices at the station, accompanied by Charles Forrester, superintendent of the London division.

The scheduled gathering of local and district employees at which Sir Henry had promised to attend, has been necessarily cancelled indefinitely. A meeting will be held at a later date it is assured, when the president will make a special trip to London for that purpose and when he will have more time at his disposal. The greater portion of the afternoon will be claimed by city representatives who desire to press again London's rights for increased C. N. R. improvements and facilities.

Attends Luncheon. At noon, Sir Henry and his party, accompanied by Mayor Wenige, 60 or more representative members of the district C. N. R. staff, and when his worship, Mayor Wenige, members of the city council, members of the chamber of commerce, and other guests.

Early this afternoon the president entered into conference with the London representatives—the mayor, James Gray, president of the chamber of commerce, George M. Reid, and other citizens interested in the fight for more improvements and other guests.

Late this afternoon, Sir Henry, accompanied by Mayor Wenige, chairman of the L. and P. S. committee, Philip Pocock and other members of that body and members of the city council, entered into conference with the London representatives to view the site of the proposed harbor extensions and improvements and consider the various possibilities of increased land and water transportation facilities—all of which would be of immense value to London.

After Sir Henry's arrival he proceeded to the Tecumseh hotel to attend luncheon in his honor.

Mayor Wenige was the first speaker at the noon-day luncheon at which Sir Henry Thornton was the guest of honor.

"It is a great pleasure to me to welcome you to Canada's greater London," said the mayor. "We are not going to pester you with a big quantity of things. We are going to give you a limited order."

"I know you have been selected for a big job. I did not think that you were such a big man physically, but I know you will be equal to the job. Our order is not big. Just 1.13 of a dozen stations, and 2-12 dozen crossings, and if you fulfil your order, you won't require a big order book."

Sir Adam Beck followed. "This is most unexpected to me," declared the hydro knight. "This is a memorable occasion in our city. We anticipate local progress and we hope, Sir Henry, that London will receive a share of your improvement."

Sir Adam landed the L. and P. S., explaining that he had been honor being chairman of that and seven other corporations, all of which must turn to Page 17, Column 8 and 7.

THE WEATHER

FORECASTS

Today—Moderate winds; fair and a little warmer.

Wednesday—Fair and moderately warm.

Pressure is now highest over the Great Lakes and relatively low in the Mississippi Valley and in the Maritime Provinces.

Good rains have been almost general to the westward of Winnipeg.

The weather is clearing and the temperature rising in the Maritime Provinces.

Temperatures.

The highest and lowest temperatures during the 24 hours previous to 8 a.m. today were:

Stations. High. Low. Weather.

Victoria. 44. 38. Clear.

Calgary. 43. 39. Clear.

Winnipeg. 72. 59. Cloudy.

Port Arthur. 40. 35. Clear.

Perry Sound. 46. 32. Clear.

Toronto. 49. 39. Cloudy.

Ottawa. 56. 30. Cloudy.

Kingston. 46. 34. Fair.

Montreal. 54. 49. Cloudy.

Quebec. 45. 35. Cloudy.

Father Point. 59. 27. Clear.

St. John. 59. 38. Cloudy.

Halifax. 49. 33. Cloudy.

Local Temperatures.

The highest and lowest temperatures recorded in London during the 24 hours previous to 8 o'clock last night were: Highest, 55; lowest, 38.

The official temperatures for the 12 hours previous to 8 a.m. today were: Highest, 55; lowest, 32.

Barometric Readings.

Monday—3 p.m. 29.93.

Today—8 a.m. 29.91.

Church Disturbed at Visit of King and Queen to Pope

Extreme Protestant Section of Established Church of England Protests Intended Visit to Rome.

Associated Press Despatch.

London, May 1.—The church association is very much disturbed over the proposed visit of the king and queen to the pope in Rome. The association admittedly represents the extreme Protestant section of the established church, and in days gone by it used to be eager to prosecute the clergy who went far from the association's own ideas of church teaching.

Lord Gishborough, who presided at a recent meeting held in Albert Hall, to protest against the proposed visit