

NEW YORK'S BIG MURDER CASE OPENED BEFORE GRAND JURY

Indictments Committing Rose and the Gunmen as Slayers of Rosenthal Expected Today—Prominent New Yorkers Signify Willingness to Sit on the Case.

New York, Aug. 15.—Before a representative jury of prominent men, with Daniel Frohman as foreman, all the prisoners, with the exception of Lieut. Becker, involved in the murder of Herman Rosenthal, the gambler, were arraigned today before Coroner Feinberg for the formal inquest into the murder, but at the request of Assistant District Attorney Frank Moss, who said that "a practically complete case has been made out against all the defendants by the grand jury now in session," the hearing was postponed until Aug. 22.

Big Crowd There.

An eager crowd assembled in court to catch a glimpse of the prisoners, all of whom were there from "Dago Frank" and his gunmen to "Bald Jack" Rose, "Bridge" Webber and other go-between. Rose was dressed in a noble gray suit, and wore a gay-striped necktie. "Whitey" Lewis had his face swathed in bandages, but attendants explained that he was suffering from a boil and had not been involved in any fighting of late.

Mr. Moss' reference to "a practically complete case" referred to the deliberations of the Rosenthal grand jury, which is expected to hand up indictments against all the prisoners, including a re-indictment against Becker, before Judge Mulqueen some time this afternoon.

serve were Arthur Heinz, J. B. Harrison, Harry Duryea and F. W. Duryea. Coroner Feinberg presided, and District Attorney Frank Moss was in court. The understanding was that the proceedings would be adjourned in view of the impending indictments.

Threatened With Death.

Threatened with death if they revealed information regarding the three men "higher up" in the gambling graft scandal, "Bridge" Webber and Harry Vallon, two of the associates of "Bald Jack" Rose, may prove to be recalcitrant witnesses. The two prisoners are confronted on the other hand by possible indictments charging them with the murder of the gambler, Herman Rosenthal, unless they tell the whole truth. The two prisoners tried to determine today what course to pursue.

Webber and Vallon have been "reached" and told, according to Vallon's counsel, to "throw Police Lieutenant Becker to the wolves" but to shield the names of the three men, now regarded by the state's attorney as directors of the graft system.

District Attorney Whitman is not surprised that the heads of the gambling system have been trying to stop the mouths of Vallon and Webber, but is letting the two prisoners decide themselves what attitude they will take. Their indictments depend largely upon the testimony they give. Rose insists that he will go through with the case until the end and that pressure or threats will not swerve him from telling the secrets of the gambling and police system.

Rose's Confession.

In the confession of "Bald Jack" Rose, as prepared by the gambler for District Attorney Whitman and printed this morning with Rose's own spelling and punctuation, Rose declares that Becker had decided to kill Rosenthal himself if others had not done the work. After Continued on Page Nine.



DR. HUGH MCCALLUM, President of This City, Elected President of Canadian Medical Association in Convention at Edmonton.

SIR WILLIAM WAS RETICENT

Head of C. N. R. Refused to Tell of His Plans for London.

ENGINEERS WERE HERE

Made a Trip Over the City With the Mayor—Visited Practically All Sections.

Sir William MacKenzie, of the Canadian Northern Railway Company, passed through the city at noon today on his way east. His private car was attached to No. 6 on the Grand Trunk. When seen by The Advertiser, Sir William positively refused to be interviewed, declaring that he had nothing to say.

"I am not in a position to give out anything," said Sir William.

Nothing induced him to tell just what plans he had for London or the vicinity.

However, it was developed that Canadian Northern engineers were in the city Wednesday morning and made a thorough inspection of the city. They were met by Mayor Graham early in the morning, and motored around.

Particular Attention.

Particular attention was paid to the western and southwestern portions of the city. They visited the other portions, but they were a great deal longer looking over the sections mentioned.

It will be remembered that some time ago agents of the C. N. R. were in the city and looked over the vicinity of Mount Pleasant, which was supposed to be the terminus for an electric line for the company.

It was the intention then to bring the cars in along the river, and discharge passengers and freight at this point.

For some time nothing has been heard of that project, although the presence of the C. N. R. engineers in that vicinity is considered evidence at the city hall that the company have by no means abandoned the project.

The Terminal.

It is hinted that this section will be the terminus for two electric roads. One of these will come from the northwest, while the other will come from the southwest. One will run to Sarnia, tapping all that north country with lines to Grand Bend and other points. The other will run to Windsor, with feeders in other directions. Charters are held for these lines, and it is said that while they are nominally held by others, the Canadian Northern is actually behind the roads.

Nothing definite could be learned about the projects of the company from the east. It is known positively that the C. N. R. are planning a line for Stratford, which will be continued into London. Whether the line will be brought into the city over the West London embankment, or another entrance obtained could not be learned. Other lines are projected from different directions.

Things Are Moving.

"Things are moving," an alderman informed The Advertiser. "The C. N. R. engineers were here on Wednesday morning, and were taken over the city by Mayor Graham. They spent considerable time in the west and southwestern portions of the city, and it is practically certain that some of their lines will be brought into London in that direction. This is the reason that nothing permanent was done to the breakwater this year. We are convinced that it will hold for the time being, and when the electric lines are brought into the city over this embankment, it will be so built up, that there will be no possibility of flooding West London for some years to come. I am not at liberty to tell anything further, but something will happen in a short time."

Coming Back Again.

Mayor Graham stated that Sir William MacKenzie would return to London in a short time to further investigate the possibilities of this city.

Word has come from Toronto, in connection with this deal, that the London Electric Company, through its present owners, will make a big bid for power contracts in London. Details are lacking at this moment, but a definite announcement is anticipated shortly. It is said the electrical fight has not really commenced in this city as yet.

OCEAN STEAMSHIPS.

New York, Aug. 15.—Steamer Maureland, Liverpool, for New York, reported 790 miles east of Sandy Hook at 5:30 p.m. on Aug. 14. Dock about 3 a.m. Friday.

London, Aug. 15.—Arrived: Steamer Montreal, from Montreal.

Mr. T. G. Meredith, K. C., Refuses Toronto's Job at \$15,000 a Year

London's City Solicitor Will Not Accept a Position Which Will Compel Him to Relinquish His Private Practice—Letter Received in Toronto.

[Special to The Advertiser.]

Toronto, Aug. 15.—T. G. Meredith, K. C., city solicitor of London, Ont., has definitely refused to accept the position of corporation counsel of this city with a salary of \$15,000 per annum. A letter was received today from Prout's Neck, Maine, where Mr. Meredith is staying. The letter read:

"Dear Mr. Church.—I have just received your letter of the ninth inst. When my last letter to you was written, my intention was to confer with my friends and clients in London on my return, and then give a definite answer to the offer which I have had the honor of receiving from the council of the city of Toronto through you. I now learn that the appointment is to be subject to the condition that the person appointed shall cease to practice his profession, except as counsel for the city of Toronto, and so really become a city official only, and that is a condition which could not be accepted by me under any circumstances. Permit me to say that I cannot accept the office."

"We have lost a good man," was the comment of Controller Church to the board of control.

PRICES ASKED FOR CITY HALL SITE PUT DUNDAS ST. OUT OF RUNNING

Ald. Coles Says That \$35,000 Was Quoted For a Piece of Land Worth Only About \$6,000—It Is Likely a Vote of the People Will Be Taken.

The city hall committee will meet this afternoon to informally discuss the question of a site for the new building. It has been quietly intimated to the press that the business would be discussed much more freely were the reporters to remain away.

In conversation with Ald. W. G. Coles, chairman of the committee today, he intimated that his scheme, that of building the city hall on the block bounded by Wellington, Dundas, Waterloo and King streets, would probably be abandoned, owing to the fact that some of the property-owners are asking unreasonable prices for their holdings.

The whole block has been bonded, and the committee this afternoon will look over the figures. As Ald. Coles has decided that the prices asked are prohibitive, there is no doubt but that the idea will be given up, and other sites sought.

Out of the Question.

He also stated that the purchase of the Bank of Montreal and Merchants Bank buildings is out of the question, making another site unavailable for consideration by the committee. However, other schemes are being considered.

The sites attracting the most attention at this moment are: The Eccles site, the Western Hotel, the St. Paul's rectory site, a site at the corner of Waterloo and Dundas, and the "V" on Richmond street north.

TWO CARS OF HOGS ATTACHED TO P. M. EXCURSION TRAIN

Complaint Lodged by Passengers With City Clerk Baker and the Matter Will Come Before the L. and P. S. R. Board Shortly—People Had a Most Unpleasant Ride.

Complaint was lodged with City Clerk Baker this morning by a number of prominent citizens that the Pere Marquette Railway last evening attached two cars of hogs to the front end of the passenger train leaving Port Stanley at 8:45 p.m. before St. Thomas was reached, with the result that the ride to this city was not one sweet road of magnolias. For a time it looked as though the conductor would be mobbed, but, of course, he was under orders, and was not to blame.

As the train did not reach this city until 10:30, the ladies and gentlemen in the two passenger cars had a most unpleasant experience.

The complaint will be laid by City Clerk Baker before the London and Port Stanley Railway board shortly. It is said that this is the fourth time that the Pere Marquette has attached hogs to a passenger train, coming from the lake side, and an effort is to be made to stop the nuisance in the future.

Superintendent Tait stated to The Advertiser this morning that the company was compelled to lift the two cars of hogs on Wednesday evening in order that connection might be made so that they could be sent to Toronto that night. He says that the train is usually a mixed one, but that on Wednesdays and Saturdays it is advertised as an excursion special.

The law says that passenger cars must be the last on a train, and hence the hog cars came first and then the passenger cars.

EDWARD SCAHILL WAS A FORMER LONDONER

Neck Was Broken at Sarnia When He Was Thrown Into Pit by Shock.

The remains of Edward Scahill, who was killed in the Grand Trunk roundhouse at Sarnia yesterday, when an electric shock, received by coming in contact with a high voltage wire, threw him backward into a car, breaking his neck, were brought to London for interment today.

Mr. Scahill was a former Londoner, having resided in this city twenty years ago. He was then in the employ of the Grand Trunk, and had been in the company since Mr. Scahill met his death when his arm rubbed against a wire, giving him a shock that hurled him backward into the pit several feet below. He was 60 years of age.

Mrs. John Burns, of 835 Colborne street, this city, is a daughter.

The remains were taken to George E. Logan's undertaking parlors from St. Peter's church, where they will be held for funeral services. Mr. Scahill met his death when his arm rubbed against a wire, giving him a shock that hurled him backward into the pit several feet below. He was 60 years of age.

SPANISH FISHERMEN PERISH IN STORM

Bilbao, Spain, Aug. 15.—One hundred and nineteen Spanish fishermen belonging to this port lost their lives by the sinking of fourteen fishing boats during a terrible storm, which has raged along the Spanish coast during the past two days.

The hurricane, which has now abated, caused immense havoc in the coastal towns.

FAILURE TO PROVIDE SIDINGS LOSES L. & P. S. R. COAL TRADE

Ald. Bennett Explains the New Order by Which Coal Will Be Routed Via Chatham Instead of London by the Lake Erie Coal Company.

The order issued by the Pere Marquette Railway with reference to a new routing of coal, is not considered seriously in some quarters at the city hall, where absolutely no investigation has been made, but even a casual glance at the order issued by the company will convince any unbiased citizen that the earnings of the London and Port Stanley Railway will be seriously affected by the new order. Railwaymen in close touch with the situation claim that the change will reduce the revenue of the city from this line at least one half.

All the coal for the Canadian Northern Railway, the Canadian Pacific, the T. and N. O., and the Galt, Preston and Hespeler lines, from Rondeau are routed through Chatham instead of through London, as was formerly the case.

A BIG LOSS.

As for the Grand Trunk, there were twenty places, or rather sections of the system, served from London with coal from Rondeau. Under the new rule but six of these places are served, the city of London losing the revenue from fourteen. It can be seen that the six remaining cannot be reached by any other way.

In regard to Port Stanley, as in the case of the Rondeau, all the coal for points on the Canadian Northern, the Canadian Pacific, the Temiskaming and Northern Ontario, and the Galt, Preston and Hespeler line, are handed over to the various companies at St. Thomas, not at London, as was formerly the case. This cuts off more than half the haulage from the Port.

As for the Grand Trunk Railway system, there were twenty points or sections served from London. Under the new arrangement, this number has been reduced to ten, and these would not be served from London could it be avoided.

CUT EARNINGS IN TWO.

The casual observer can readily understand that the earnings of the London and Port Stanley Railway will be cut in two at least by the new order of things. A very small percentage of the freight that formerly came from Rondeau will come to London, and more than 50 per cent of the freight from Port Stanley will not come further than St. Thomas.

"The new order is now in force," said Ald. Bennett. "In my opinion, it is the delay of the council in not providing sufficient siding accommodation for the Pere Marquette. I brought the question up last year, and took the council to inspect the location. The plan seemed to appeal to the aldermen, but nothing whatever has been done to provide accommodation for the company. All along the line coal is stored, and still there is not half enough room. Tired of the delay, the Lake Erie Coal Company made other arrangements, I understand, and as a result, the earning capacity of the city's line will suffer. We will lose revenue, and the London and Port Stanley Railway will not be nearly so valuable a proposition as it should be, or as it was. There will be a big loss of revenue. It is more serious than many people imagine at this moment."

THE TIME LIMIT.

No information could be obtained regarding the time limit of the present arrangement. It is understood that it will run as long as the balance of the lease, when it is expected a different arrangement will be made. The Lake Erie Coal Company owns the dock at Port Dover, and could bring coal to Ontario by that route.

There is a prospect, and not a remote one either, that the Grand Trunk will make arrangements to handle all the coal of the Lake Erie Company by way of Port Burwell.

WHY ONTARIO FARM HELP PREFERS TO GO TO THE WEST

Wages Reduced After Harvest and Not Raised Again Until Spring.

The Toronto News says: A large number of farm hands in Ontario have given notice to their employers that their intention to take advantage of the cheap harvesters' excursion trains to go West. According to local immigration officials Ontario farmers have been in the habit of reducing wages soon after harvest time and not increasing them again until spring. The help have "got wise," and rather than accept the lower wage, many prefer to try their fortune in the West.

As a result there is always a scarcity of farm laborers in Ontario during harvest time, and this year promises to be no exception. It is further pointed out that the \$10 fare to Winnipeg is a big attraction.

Demands for Farm Hands.

So urgent is the demand for farm hands in view of the approaching harvest, that already a large number of farmers from the territory around the province have called at the Dominion immigration offices in quest of help, while numerous applications for the call party of the province have been made by letter.

Yesterday morning 234 immigrants arrived in Toronto from the West. Among them were 100 from the Ansonia, Sarnia and Lake Manitoba. All three boats were delayed in the St. Lawrence by ice and fog. Of the new arrivals, 115 had tickets for points in Western Ontario while the remainder either remained in Ontario or were placed by the local agents on Ontario farms.

Not Home Rulers.

Among the passengers off the steamer Lake Manitoba was a party of 40 Irish men, women and children. The majority are from Belfast, and give a most emphatic denial to the suggestion that they favor home rule for Ireland.

ANTAGONIZING UPPER CLASSES PROVES FATAL IN ENGLAND

Lieut. Sutor Claims That He Has Been Hounded for What He Told.

London, Aug. 15.—The case of Lieut. Allan Sutor, sentenced to twenty-one days' imprisonment for throwing a stone through a police station window, is referred to by radical newspapers today as another illustration of the fate which befalls nearly everyone who antagonizes the "upper class" in England.

Sutor was forced out of the army about two years ago for publishing a book telling of the horrors existing in the British Empire, and of the total unfitness of most of them for military leadership. A poor man, he says, he has since been hounded out of every position he has secured, until he is on the verge of starvation.

It was to call attention to this alleged persecution that he threw the stone, a method of airing grievances popular in Great Britain.

LOCAL CHINAMEN WILL RAISE \$2,500

A Gigantic Fund Is Being Raised for the Republic.

The Chinamen of London are now engaged in raising their contribution to the \$200,000,000 fund for the new celestial republic, and it is understood that in all about \$2,500 will be looked after by local Mongolians.

It will be remembered that some time ago an effort was made to secure a loan of the amount mentioned for the Chinese republic, and when the leaders of the new government were beset with difficulties, the word was sent out over the world that each and every Chinaman who had wandered from his native land would be solicited for his fair share toward the fund. Every Chinaman the world over is being sought out, and within a few months it is expected that the fund will be complete.

Although the Celestials of many Canadian cities have sent home their contributions, London's will now be ready within a short time. The majority of the Chinese are in sympathy with the efforts of the new republic, and are credited with contributing freely to the \$200,000,000.

TEAM OF HORSES AND DRIVER FALL OVER A 40-FOOT BANK

Oscar H. Ryder, of 21 Euclid Ave., Had Narrow Escape on North Branch.

Oscar H. Ryder, a teamster, who resides at 21 Euclid avenue, and who is engaged at the excavation work on the new Bell Telephone building, Park avenue, had a very narrow escape this morning from fatal injuries when his outfit went over the 40-foot embankment, on Ridout street, near Saunby's dam.

Ryder had brought a load of earth to dump, but drove too close to the edge of the embankment, and was in the act of getting off the wagon to unload, when the soft earth gave way and wagon, horses and man all tumbled down the slope, which is 40 feet high with the river at the bottom.

When about one-third of the way down, Ryder jumped, but the rest of the outfit turned over or four complete somersaults and landed in a heap among some bushes, which are about ten feet from the bottom. The bushes practically saved the horses and wagon from going into the river below.

One horse had fallen across the neck of its mate, but both escaped injury of any kind and are working again this afternoon. The harness was tangled and broken in some parts, while the tongue of the wagon was split.

to Farrar and the snake. The expressman demonstrated his nerve, however, by grasping the viper and thrusting its wriggling form into a box, upon which it was quickly clamped. Farrar did not wait for any equipment, but with the least possible delay secured a strange noose on the rider.

Prof. Cox in an interview with The Advertiser, explained that the snakes are set by a treat to remove their fangs or poison glands, and that they are therefore "just as dangerous now as they were in their native haunts. Despite this, Cox does not carry any equipment to avoid being stung."

Remedy for a Bite.

"The most approved method of treating a bad snake is to fill up with whiskey and then let him bite holes in you," Prof. Cox explained. The Advertiser, "so you may readily see that the snake business has its advantages."

This bit of information should restore confidence in some of Governor Carter's customers, for those in a position to give authentic advice, declare that intoxicated individuals are immune from the poison of serpents. Any person who can satisfy those who see needles in a similar manner will be service to his country, the jail officials claim.

ECCLES SITE IS FAVORED FOR A NEW CITY HALL FOR LONDON

Ex-Mayor George Taylor Gives His Views On the Matter.

In conversation with an Advertiser representative recently, Mr. George Taylor, of New Liskeard, and an ex-mayor of London, expressed himself as being strongly in favor of the Eccles and adjoining properties, as a site for London's new city hall.

"In my opinion it is easily the best site," said Mr. Taylor. "It is by far the cheapest that can be secured, and its location should satisfy all parties. Were I a member of the council I should not hesitate to close the bargain. I would like to have my views expressed, as I recently contemplated writing a letter on the subject."

Mr. Taylor is the owner of valuable business property on Dundas street. Besides being mayor of London, he has been mayor of New Liskeard. He is one of the most prominent men in Ontario's northland.

HELD OVER A STOVE UNTIL HE ROASTED

Quebec Lumberjacks Torture Man and Escape to the Woods.

[Canadian Press.]

Cabane, Que., Aug. 15.—During a quarrel here last night four lumberjacks seized a companion, Pierre Lavoie, who had differed with them, and held him over the stove until he was nearly roasted.

Lavoie's burns are very serious, and this morning he was in a deplorable condition. The torturers of Lavoie made off into the woods.

GRAVEST ANXIETY FELT FOR GENERAL BOOTH

Cable From London Says Head of the Salvation Army Is Slowly Sinking.

[Canadian Press.]

New York, Aug. 15.—A London cable says:

The gravest anxiety was felt today for General Booth, head of the Salvation Army, who has been sinking slowly for several hours. His doctors admit that his condition is critical. Inquiries concerning him and expressions of sympathy have been received from men and women of the highest position throughout the world. The aged general is unconscious much of the time.