

46TH. YEAR. NO. 19825

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PRICE TWO CENTS.

GRANDMOTHER HAS THE GUARDIANSHIP**P. J. Watt, of London, Figures in an Interesting Case Over Brother's Children.****PAIR OF BRIGHT TWINS****Judge Winchester Gave This Ruling in the Matter at Toronto Yesterday—Children Have \$6,000 or \$7,000.**

Ever since the death of J. J. Watt, 3 Fair street, Toronto, on the 30th of April last, the guardianship of his two infant children, Mary Paterson Watt, and Ella Jamieson Watt, 13-1/2 yrs., has been a subject of dispute between the uncle, P. J. Watt, this city, and the grandmother, Mrs. Anne Paterson, and Kate McAuley Watt, their stepmother, both of 18 Churchill avenue.

Let Court Decide.

The matter culminated in the bringing of an action before Judge Winchester, who has been asked to settle who hereafter shall be guardian.

The guardianship of Mr. P. J. Watt, granted last July, was amended so that he looks after the estate, and the grandmother the children.

The children will be 11 years old in November, and since the death of their mother, which occurred at the time of their birth, November, 1898, have been largely in the custody of the grandmother.

The father was married about seven years ago to Katie McAuley.

An Alleged Agreement.

According to the statement made, there had been an agreement between Mrs. Paterson, the grandmother, and the uncle, Mr. P. J. Watt, while the latter was in the hospital, in effect meant a joint guardianship. The estate, which consists largely of insurance moneys, amounting to between \$6,000 and \$7,000, it was arranged, the plaintiffs should be looked after by Mr. Watt, he being a businessman.

This was now ratified by the court. Mrs. Paterson confessed herself as greatly surprised when she received notice of the fact that Mr. Watt had been appointed guardian by the courts on July 30, 1909.

Anxious To Have Children.

Alleging that Mr. Watt obtained letters of guardianship through deceit, Mrs. Paterson set forth that she was very anxious to have the custody of the children.

The court was asked to set aside the guardianship of P. J. Watt and to give the custody to the grandmother, who said she was not anxious to have control of the money and would give that over, after getting a receipt therefor.

Denies the Agreement.

Mr. Watt, the defendant, denied in any arrangement regarding co-guardianship.

Mrs. McAuley Watt, the stepmother, on the stand emphasized the desire to have the guardianship of the children. "They are very lovable children," she said, "and we can look after them much better than their uncle can."

Always Good Friends.

"We were always the best of friends," said Mr. Peter J. Watt, the defendant, on the stand, speaking of the late J. J. Watt, father of the children and himself.

"Are you sure the agreement was that you were not only to look after the life insurance policies?" Judge Winchester asked the witness.

He was positive that he was to have control over the children and the money, but that he was to look after the welfare of the children to much better effect than their grandmother.

GOV.-GENERAL'S WARRANTS

[Special to The Advertiser.]

Ottawa, Nov. 16.—A statement of the last session of Parliament on account of the current fiscal year, was presented to Parliament yesterday. The total is \$176,000, and the amount of the expenditure was only \$38,971. The principal item is for the repairs to the Sault Ste. Marie canal rendered necessary by the breaking of the gates last August. The amount of the warrant was \$125,000, and the expenditure under it to date has been \$37,771. For the representation of Canada at the International Exhibition at Brussels next year \$25,000 was provided, and for temporary customs provision at Quebec following the destruction of the customs house by fire \$10,000.

BEATING THEIR WAY

Hoboes Numerous These Days, Report the Railwaymen.

For the last week or ten days railwaymen have been experiencing considerable trouble with hoboes of the variety who ride between cars or on behind the tender of the engine. Conductors and brakemen on fast through freights have been particularly favored by Weary Wilkes who wish to obtain rapid transportation for nothing. Railwaymen state that there are any number of hoboes attempting to beat their way across into the United States. Some of these fellows become most expert at jumping trains, and can board a freight after it has gathered good speed and is steaming out of a yard. They invariably fight shy of the depots, as they fear arrest and imprisonment.

NO CONTRACT SIGNED FOR POWER STATION**Matter Has Been in the Hands of the Solicitors for Some Time.**

The contract between Hon. Adam Beck and the city for the construction of the power station has not yet been signed. Some two months ago the motion was passed accepting the proposition of Mr. Beck, but so far no contract has been executed. The matter has been in the hands of the solicitors of both parties, and from what can be learned there has been nothing done. They have had my offer, and they accepted it," said Mr. Beck. "I have signed no agreement, nor do I know when it is going to be signed."

FOUR BYLAWS FOR ELECTORS**A Board of Control Vote and Three Others That Involve Large Sums.**

Garbage Bylaw, \$20,000
Underground Sewer Bylaw, \$70,000
Storm Sewer Bylaw, \$60,000
Board of Control Bylaw.

The above are the by-laws the citizens will be called upon to vote upon at the next municipal election.

Some fear is felt that in the general mixup the garbage bylaw will be killed.

At the city hall it is said that the underground system bylaw for Niagara power will be defeated, and it is believed the storm sewers will meet a similar fate.

If the garbage system bylaw is to be carried the duty will devolve upon the members of the city to get out the vote. They are doing good work now, but the feeling against borrowing more money is so strong at present that chances are they will go by the board, unless a strenuous move in its behalf is made.

FIRST GOVT. CAUCUS HELD THIS MORNING**The Liberals in Commons Harmonious Over Government's Policies.**

[Special to The Advertiser.]

Ottawa, Nov. 16.—The first caucus of the Liberal members in the Commons was held this morning. It was thoroughly harmonious and enthusiastic over the position of the party in the country. The only resolution passed was to expedite business and shorten the session as much as possible.

The Ruling.

Judge Winchester ruled, however, that the grandmother is given the children, she to apply from time to time to the court for moneys required, which the court as it sees fit will order Mr. Watt, of London, to pay.

FIGHT TO THE DEATH**Farmhand Kills Man and Woman and Is Killed by Farmer.**

Vernam, S. D., Nov. 15.—An unknown farmhand armed with a razor, today killed Mrs. Albert Nelson at her home in Clay County and killed himself by Nelson with a club. The man had been hired Saturday night to husk corn.

It is supposed the motive of his attack was robbery.

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TEN CENT FARES TO SPRINGBANK**London Street Railway Company Is Willing to Meet City in the Matter.****CERTAIN THINGS WANTED****In Return for Which There Will Be a Cut in the Rates to Springbank Park Beginning at Once.**

The agreement between the water commissioners and the London street railway regarding the amusement privileges at Springbank was taken up by Manager King yesterday at the meeting of the water commissioners, but no settlement was made owing to the absence of Commissioner Darch.

A special meeting to be called for the purpose of dealing with the question.

There was an informal discussion, however, said Chairman Jones. The ground that before any agreement could be entered into the fares must be reduced to ten cents, as they were before the present agreement was drawn up.

What Company Wants.

Manager King insisted upon the renewal of the present theatre agreement, and also allow the company to erect and maintain other amusement devices which may from time to time be agreed upon. He desired the company to be given the right to sub-let any or all privileges, the company, of course, to be responsible for the privileges. The agreement should extend ten years.

I think seven years would be plenty long enough," said Chairman Jones. "We could make it seven years with the privilege of a three years' renewal if so desired," said Manager King.

Ten-Cent Fares.

Mr. King agreed to place the fares at ten cents if the commissioners insisted upon it.

"We will insist upon that," Chairman Jones said.

"We cannot settle this question until Mr. Darch is present," said Mayor Stevely. "I think we are convinced that ten-cent fares are reasonable, and would make for the popularity of the road. However, these questions can be decided when we meet next week."

The date for the next meeting has not been decided, nor will it be until the return of Mr. Darch. It will probably be early next week.

NORTH MIDDLESEX NOMINATION TODAY**Liberals Will Name a Candidate to Oppose Mr. J. W. Doyle, Conservative.**

Rev. J. A. Macdonald, Editor of the Globe, and Many Others—It Is Said Mr. Macdonald Will Not Run, However.

The Liberals of North Middlesex are holding their convention today in Alisa, and will select a man to oppose Mr. James W. Doyle, the Conservative nominee.

A large number of aspirants are mentioned for the place, and it is quite probable that an interesting battle will follow for the choice of the convention.

Among the names mentioned are: Rev. J. A. Macdonald, of the Globe; David Evans, of the Star; John Mitchell, Parkhill; Wm. Dawson, Parkhill; P. H. Gillies, of Alisa; Craig; Turnbull; Lobo; Daniel Campbell; and others.

It was stated today that Mr. Macdonald would not be a candidate. A number of delegates favor him, but he is decidedly opposed to entering the political arena at this time.

ALLEGED CRUELTY TO A HORSE**Case in Court, But Was Adjourned Till Friday.**

Richard Evans, of 23 Palace street, appeared before Magistrate Love this morning on a charge of cruelty to a horse. It is stated that Mr. Evans had driven a horse with a sore shodder, but he said that was working for Mr. George Metcalfe, and had not seen the horse harnessed, and did not know that it had a sore shodder. The court thought that Mr. Metcalfe was probably more to blame than Mr. Evans if he harnessed the horse, and in order that Mr. Metcalfe may be summoned.

Martin Starcheck was too drunk to appear, and the case was left over until tomorrow.

THE WEATHER.

TOMORROW—COLD.
FORECASTS.
Toronto, Nov. 16.—8 a.m.
Today—Strong winds and gales, early to southerly, with rain.
Wednesday—Strong winds and gales, westerly, turning colder again.
TEMPERATURES.
Today's Yesterday's
Stations. 8 a.m. Min. Low. High.
Victoria 35 24 38 61
Vancouver 35 24 38 61
Calgary 35 24 38 61
Winnipeg 35 24 38 61
Port Arthur 35 24 38 61
Perry Sound 35 24 38 61
Toronto 35 24 38 61
Montreal 35 24 38 61
Quebec 35 24 38 61
Ottawa 35 24 38 61
Dawson 35 24 38 61
Vancouver 35 24 38 61
Edmonton 35 24 38 61
Bathurst 35 24 38 61
Qu'Appelle 35 24 38 61
St. John's 35 24 38 61
Halifax 35 24 38 61
Minus (—) means below zero.

A depression which was indicated near New Mexico yesterday morning has since both travelled and developed rapidly, and now covers the Missouri Valley as an important storm, promising very stormy conditions on the lakes.

BOTH HANDS FULL WITH FALLS POWER**City Not in Position at Present to Talk Track Elevation.****WHOSTIRRED COMMISSION****Londoners Like Idea of Union Depot, But Grand Trunk Would Have to Be Recommended.**

Track elevation and a union depot do not appear to be absorbing all the attention around the city hall. In fact, one of the aldermen asks, "Who asked the railway commission on London at this time?"

London has both hands full with Niagara power and beyond a doubt attempt to deal with the track elevation problem, if the city is to be assessed the \$250,000 as its share of the work, will be fought by the more thoughtful of the city.

Of course, track elevation is desirable if the city gets what it wants. If the city is to be compelled to pay a part of the cost of viaducts and overhead bridges, as well as a portion of the salaries of certain watchmen at streets which will not be taken in the overhead scheme, London is up against a mighty big proposition.

The question is, how did the railway commission make the matter up? Who asked the commission to interfere? Who has told the commission that the city and company are associated in business, as a matter of fact, the company has all along declared that it was preparing to erect a viaduct in London, and the city has been eager and ready to talk business?

Londoners are not going into it, it is possible for the city to make up its portion of the cost of the improvements for the families of the city, which will mean so much money saved to the Grand Trunk Railway each year in taxes.

A Union Depot.

A union depot finds much favor with Londoners, but what is the Grand Trunk to be given in exchange, if it consents to allow the Canadian Pacific, for example, to enter its depot and share in its business? To use a Shakespearean phrase, there's the rub.

Is the city prepared to recompense the Grand Trunk? Or is the C. P. R. prepared to grant a stock privilege to the Grand Trunk in another city, where the local conditions are reversed?

The municipal assessor told Mayor Stevely that the Grand Trunk would not for a moment consider a union depot in London, because the Grand Trunk had the choice of location, and was not to be expected to share its business with other lines.

That's the position of affairs today.

WHITNEY WRITES ABOUT CENSUS**Says That If Taken the City Must Bear the Expense.**

Deputation Wednesday

SundayCar Advocates Will Stand by the Figures of the Assessor.

City Clerk Baker this morning received a letter from Premier Whitney's secretary informing the city of London that if a census is taken the expenses of the census will fall upon the city. The letter is as follows:

Toronto, Nov. 15, 1909.

Dear Sir,—The memorial, re-application of the municipal council of the city of London, asking the Government to require a census to be taken with reference to Sunday cars, in pursuance of the statute of last session, has turned up, having been delayed.

In order to prevent misunderstanding I have been instructed to suggest that in the event of the Government agreeing to the request for a census, the expense will fall upon the city. In all probability a decision will be come to the application for a census. Yours very truly,

HORACE WILLIS, Secretary.

S. Baker, City Clerk, London, Ont.

THE STEAMER IONIC HELD BY BLOCKADE**Rumored That Freighter Had Been Lost on Lake Superior.**

[Special to The Advertiser.]

Toronto, Nov. 16.—Word was received here that the steamer Ionic, supposed to have been wrecked in Lake Superior, is safe at the Soo in the blockade, waiting to get through the canal.

The Ionic is a freight boat of the Northern Navigation Company, and it is reported that wreckage belonging to her had been found on Lake Superior.

Passing of a Pioneer.

Mr. John W. Holdsworth, an East Oxford pioneer, died on Sunday, the 14th inst., at the residence of his daughter, Mrs. Harry Thornton, lot 2, concession 3, West Oxford. The late Mr. Holdsworth was born in Welland County 78 years ago. At the age of 5, with his parents, he moved to Oxford County, where he had lived ever since. He received the deed of his homestead in East Oxford from the crown. He is survived by two sons, Nelson and John, of East Oxford, and one daughter, Mrs. Harry Thornton. Funeral on Wednesday at the Methodist Cemetery, Woodstock.

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EPISCOPAL JUBILEE AT THE VATICAN**Pope Pius Receives Congratulations From All Parts of the World.****REPLIES TO MR. MONK****Mr. Borden Criticizes Expenditure, But Dodges Navy Question—Speech Debate Opens.**

Ottawa, Nov. 15.—The House of Commons settled down to work today with a certain certainty which augurs well for the expeditious dispatch of business during the session just begun. The debate on the address in reply to the speech from the throne, usually a matter of days, was finished within five hours. Opened in singularly able fashion by Mr. Foran (Berthier), and Mr. Kyle (Richmond, N. S.), who respectively moved and seconded the address in a manner that carried the encomiums of both sides of the House, the debate was marked by a speech of great brilliancy and power on the naval question by Sir Wilfrid Laurier. Taking his cue from the ominous silence of the leader of the Opposition, who, in following the mover and seconder, carefully refrained from saying a word on the subject in regard to which his followers are at sixes and sevens, the Premier, who was in his best form, replied in a masterly manner, and in a way which was not only a rebuff to the criticism which he directed, was moved to enter, indignant protests against the address, but also a word on the subject which he had just discussed at all. Sir Wilfrid referred to the discussions which had appeared in the Conservative ranks, only to make plain that the Opposition as a whole could not escape from the position to which they committed themselves last March. That position had been taken deliberately and with a full knowledge of the facts involved, and no single Conservative member had dissented from it.

Critic Borden.

Mr. R. L. Borden said that there were one or two of national importance not referred to in the speech. One of these was public expenditure. He had received some figures some time ago, which he did not believe could be improved upon, and verified them from the public accounts. During the last ten years of the Conservative administration the revenue from the people was \$71,000,000, whereas during the last ten years of the Liberal administration the gross revenue was \$62,500,000. This was \$22,500,000 more than the late Conservative Government had received. When the Liberals came into power in 1896 the public debt amounted to \$28,000,000; instead of wiping this out by the remarkable additional revenue received, there was an increase instead of \$6,000,000 to the public debt. There had been an expenditure, of course, of \$55,000,000 for the National Transcontinental Railway, and the Quebec bridge, but even deducting these there had still been an addition to the national debt. Besides, there was between \$10,000,000 and \$15,000,000 remaining to be expended on that gigantic undertaking.

There was no reference, said Mr. Borden, to the probable date of the completion of the N. T. R. and of the Quebec bridge, but the Premier's reference to the waterways treaty. He still adhered to the view that this treaty ought not to have been entered into without being made subject to ratification by the Parliament of Canada. Nor was there any reference to the Premier's resolution passed by the Imperial conference in 1907, calling for an all-red line. Yet the Premier had not approved of the Canadian Parliament. There was a reference, however, to the French treaty. He would call the attention of the House to the fact that the French treaty provided that, in addition to the duty to be levied on all goods from foreign countries, there would be an additional 25 per cent ad valorem, unless the goods came to the coast from the United States had reduced and fair treatment from these countries.

Mr. Borden pointed out that unless the President of the United States came to this conclusion, the Franco-Canadian trade treaty, every export from Canada to the United States would have an additional 25 per cent duty upon it. It was a question of the trade between Canada and France, and Canada and the States during the last three years was worthy of consideration. Mr. Borden gave the figures. Exports from the United States, \$546,622,494; imports from France, \$546,622,494; exports to France, \$546,622,494; imports from the United States, \$546,622,494.

SIX MONTHS SENTENCE THEN TO BE DEPORTED**Magistrate Love Dealt Severely With Fred Cox, Found Guilty of Theft.**

Frederick Cox, a young Englishman, who last week pleaded guilty to stealing tobacco from G. T. R. freight cars, was sentenced to six months in the Central Prison by Magistrate Love this morning, and at the conclusion of his term will be deported.

The maximum penalty that the law provides for stealing from the railroad is fourteen years in prison.

A Heavy Penalty.

"Your worship will readily see why such a heavy penalty is provided," said Crown Attorney McKillop, in moving sentence upon the young man, "as the goods stolen were of great value, and the distance over which the goods were transported is considerable. It is the easiest thing in the world for a dishonest employee to steal, and it is one of the hardest crimes to trace. The railroads have as you know suffered very severely in this respect."

No Excuse.

"There is absolutely no excuse for you," the court said. "You committed a serious crime in that you stole goods from the railroad, and you are a thief. As soon as you started to work there was a series of pilferings. I understand you have only been in the country five months, and it is too bad that you could not conduct yourself more respectably. I sentence you to 6 months in the Central, and recommend that you be deported. I hope this will serve as a warning to any others who may be guilty of stealing from the railroads."

BIG APPLE SHIPMENTS**Quantity and Quality This Year Is Breaking All Records.**

Local railwaymen state that the roads never in the history of the roads have shipped so many apples as this year. Of this district as many as 100,000 bushels of apples have been shipped during the past few weeks. So far the shipments are more than double of what the railways handled last year, and it is estimated that before the season ends this year will lead all others by many thousands of barrels. The orchards have all borne abundantly, and the fruit is of a fine quality. Buyers state that they can sell the apples in the west that they can ship, and many of them expect that it will only be a year or two when the shipments to England will be very small. Taking this year's pack altogether they say that the fruit was never of a better quality.

THE PREMIER

Sir Wilfrid Laurier said he would not discuss the question of public expenditure further than to say that it was an easy task for the men of finance to get money from the public, but Mr. Foster in his speech, referring to money from an impoverished people. Today the people were contented and happy. The question of the National Transcontinental Railway he would leave to Hon. Mr. Grafton. As to the French treaty, there was nothing that could be construed as discrimination against the United States.

The Premier observed that Mr. Borden did not discuss the question of naval defence. There was no secrecy regarding their proposals, as Mr. Monk had stated, and the papers would be brought down on Wednesday of this week. He noticed that on the Opposition side they were not a happy family, but that the demon of discord was among