

TRACK ELEVATION SHELVED RAILWAY COMMISSION WON'T INTERFERE FOR SOME YEARS

Gentleman in Close Touch With the Commission Says That What Manager Hays Told the Board of Trade Was Right, Namely That London Will Come After Montreal and Toronto—Railway Must Be Given a Chance to Complete the Work Now in Hand

The question of track elevation is shelved for some years at least, and from information received it will be of no avail for the city of London at this time to make an appeal to the Dominion railway commission to settle the dispute.

It is now coming to be recognized that Mr. Hays knew whereof he spoke when he said that London would come after Toronto and Montreal, conveying the impression that the city would have to wait some years.

A few of his hearers at the board of trade banquet thought that the railway commission might over-ride the company's ideas and settle the question at once. However, it was learned by The Advertiser from a gentleman in close touch with the commission that they would not interfere in the matter for some time at least.

MUCH WORK FOR THE COMPANY.

"The commission have been dealing with the company for some time," he explained. "In Toronto they ordered the company to expend some millions of money in grade separation. That work must be gone ahead with. In Montreal, there is further work to be done, involving some millions of dollars. The commission will sit in that city during the next week, and some arrangements will be made for finally settling up the whole difficulty."

EXPENDITURE OF MILLIONS.

"As mentioned before, improvements will necessitate the expenditure of some millions of money. It would be unfair to the company, the commissioners think, to immediately saddle the company with another large expenditure, especially in view of the fact that London lost her opportunity some time ago."

"Believe me, there will be no session of the commission in London to deal with that question for a long, long time."

GEO. MOORE DIED IN THE HOSPITAL

Sarnia Man Confessed That He and Another Man Were Stealing a Ride On Train.

"PAL" TELLS THE STORY

Both Were Under the Influence of Liquor When the Accident Occurred—Remains Sent to Sarnia For Burial—No Inquest.

George Moore, of Sarnia, who, as was reported in last evening's Advertiser, was brought to Victoria Hospital yesterday afternoon, after being found on the Grand Trunk tracks four miles west of Glencoe with his leg cut off, died there about half-past five.

He stated to Coroner Ferguson that he and a man named Norman McPhail, a sailor, of Goderich, who is now in jail on a charge of being drunk, were stealing a ride together, and that he missed his footing and fell out from between the tender and the first car. The left leg was severed below the knee, and it is thought that Moore lay on the tracks for about two hours before he was found by the crew of an incoming W. & N. express. He was at once taken to Glencoe, where he was attended by Dr. Stanbury Walker, and then hurried to Victoria Hospital, where he died shortly after arriving.

McPhail, who was with Moore, states that the men spent Sunday in Chatham, and early yesterday morning boarded what they thought was a freight going to Windsor.

McPhail says that both were considerably under the influence of liquor, and that he fell asleep, and did not know when Moore fell off.

Instead of boarding a westbound freight, however, the men had taken an eastbound train.

McPhail, on arriving at Glencoe, was placed under arrest for drunkenness, and later was brought in and incarcerated in the jail here.

It was he who first identified the injured man. He was brought in by Constable D. M. Stewart, of Glencoe, a Sarnia man.

Moore was 30 years old, and a son of Mr. Moore, the foreman of the Grand Trunk Elevator Company at Sarnia.

The remains were taken to Logan & Hall's undertaking parlors, and were forwarded to Sarnia on the early morning train.

Coroner Ferguson stated to The Advertiser today that after investigating all the circumstances thoroughly, he had decided that an inquest was unnecessary.

BUILDING PERMITS ARE FALLING OFF

Total for April Will Not Reach Figures of Same Month of Last Year.

There is a fairly reasonable demand for building permits during the month of April, but the total will not come anywhere near that of last year. In April, 1909, the permits totalled \$177,000, while this month it is expected that the total will not reach much more than \$100,000.

Among the permits issued yesterday were: Mrs. C. W. Andrus, for rebuilding the warehouse on York street destroyed by fire some time ago, at a cost of \$7,000; A. Males, frame building on Forward avenue, to cost \$1,100; W. J. McCordie, 1½-story brick veneer on Piccadilly street, to cost \$1,000; R. R. Talbot, 2-story brick veneer on Tecumseh avenue, to cost \$2,000, and W. Sillery, 2-story veneer on Grosvenor street, to cost \$1,800.



HIS LORDSHIP BISHOP FALLON AND HIS FAMILY.

In the picture are seen Right Rev. Michael Francis Fallon, D.D., O.M.I., Bishop of London, who was consecrated on Monday. His aged parents stand on either side of him. His six brothers, Rev. J. P. Fallon, O.M.I., Ottawa; Rev. Chas. Fallon, O.M.I., Tewksbury, Mass.; Frank E. Fallon, of the department of state, Ottawa; and Joseph J. Fallon, Thomas D. Fallon, and Vincent Fallon, of the firm of Fallon Bros., contractors, Cornwall, make up a remarkable family.

MARINE DISASTER IN GULF SEALER AND 187 MEN LOST

The British Ship Aurora Supposed to Have Collided With a Berg in Fog and Gone to Bottom, Carrying With Her Many Newfoundlanders and a Rich Catch of Seals.

St. John's, Nfld., April 26.—The probable loss of the British sealing steamer Aurora with her crew of 187 men was reported here today by the sealing steamer Beothic. The Aurora has been missing since April 1.

Those on board the Beothic and the sealer Erick reported that numbers of seal killed by the Aurora's crew and "pinned" upon the ice had drifted ashore. Other seals killed by men from the Aurora have been picked up at various places by steamers of the sealing fleet.

The Aurora is said here to be owned by C. T. Bowring & Co., Limited, of Liverpool. No further news will be the result of the search for the steamer's return from the sealing grounds.

Comes From Grimsby. Boston, April 24.—From the meagre details received in this city early today regarding the loss of the Aurora, it was impossible to identify the boat positively. The marine register contains several vessels named Aurora, but the missing ship is believed to be the property of the Consolidated Steam Fishing and Ice Company, of Grimsby, England, originally built for a trawler, but now engaged in the sealing industry. The vessel was built at Selby in 1906. She has a gross tonnage of 225 tons, and a net of 106. She was 165.2 feet long, with a beam of 20.6, and a depth of 13.9.

It is feared that the Aurora must have gone down in collision with an iceberg in the fog. The several vessels comprising the fleet cruised over the waters of the North Atlantic in the Gulf of St. Lawrence and along the Labrador coast, but no trace of the missing ship could be seen and no natives could be found who had heard of any shipwreck along the coast.

Nearly all of the vessels of the fleet have reported unusually large catches of seals this season and it is believed that the Aurora carried down with her a valuable cargo.

Relatives of the crew in St. John's still hope that the strange absence of the steamer is due to some damage to the engines.

LORD'S DAY ALLIANCE HAVE NOT APPEALED TO OTTAWA

Mr. Darcy Scott Says No Word Has Been Received by the Railway Commission Regarding the Charter of the London and Lake Erie Railway and Sunday Cars to Port.

The Dominion railway commission have received no word as yet from the Lord's Day Alliance, asking them to interpret the charter of the London and Lake Erie Company.

Mr. Darcy Scott, vice-chairman of the commission, was in the city yesterday, and when interviewed by The Advertiser declared that no request had been received by them from the alliance.

"I suppose the railway does not come under our jurisdiction," said Mr. Scott. "No request has come to us as yet, however, regarding the charter, nor have we received any intimation that any would be coming."

An effort was made to draw Mr. Scott out as to the rights of railway companies under such a charter as the company have, but he would not discuss it.

"We have no information as to what is wanted, so we cannot say off-hand what decision we would give," he answered.

He was asked if the commission would come to London in reference to track elevation, but he also gave this subject absent treatment.

"Mr. Hays was here the other evening," he responded with a laugh. "Did he tell you anything about the subject?"

That was the limit of the information gleaned from him during the interview.

Hon. Senator Scott, the aged father of Mr. Darcy Scott, left with him last evening in the railway commission's private car for Ottawa.

"But if he is properly identified and can identify the check, I will turn it over to him."

CHECK FOR BIG SUM FOUND BY HARRY WALSH

One for \$1,469.12 Now in Possession of Mr. J. J. Cox of the Dominion House.

While going through the barroom of the Dominion House yesterday afternoon, Wine Clerk Harry Walsh picked up a check for \$1,469.12, drawn on Gunn & Stevens, commission merchants, of Buffalo, and payable to B. J. Jackson, of Avoca, Mich.

Mr. Jackson was in the bar for a short time yesterday afternoon, and it is supposed that he pulled the check out while taking some other papers from his pocket, and that it fell to the floor unnoticed by him. He did not discover his loss until a short time before he was leaving on one of the evening trains, and then reported it to Grand Trunk Station Master Thomas Shortt.

Inquiry by Mr. Shortt this morning revealed that the check is in the possession of Mr. J. J. Cox, proprietor of the Dominion House, who is holding it, pending its being claimed by Mr. Jackson.

"I don't know the man," said Mr. Cox this afternoon, to The Advertiser.

CAMP WILL LAST BUT TWO WEEKS

Some of Troops to Have Come Here Will Go to Niagara to Meet Gen. French.

MAY 24TH CELEBRATION

Col. Hodgins Is Still Working on a Scheme To Have a Military Demonstration Here on Empire Day.

The militia camp in June will not be so large as expected. Word has been received from Ottawa that the camp will be of but two-weeks' duration instead of the month, as first promised.

The change is due to the fact that General French is coming to Canada this summer, and will visit the camp at Niagara-on-the-Lake.

In order to make an imposing demonstration in force at Niagara, several of the extra regiments which were to be sent to the camp last year, but they thought that it could be used for this purpose. Col. Hodgins wanted \$200, but the committee could not see their way clear to give that sum of money.

For May 24. Col. Hodgins is still working on a plan to bring three regiments here on May 24.

Mayor Beattie and Ald. Richter, after a conference, decided to grant \$200 to the demonstration on May 24. This money was granted for the longer camp, but they thought that it could be used for this purpose.

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"THIS WORLD WILL BE MENDED BEFORE IT'S ENDED," SAYS BOOTH

Son of Famous General Booth Says He Likes the Audacity of Little London Naming Her Streets After the World's Metropolis—Old London Is Going Back in Religion, He Says.

Mr. Herbert Booth, who is conducting evangelistic services in the First Methodist Church this week, gave an Advertiser reporter an interesting interview this morning.

Mr. Booth has a very wide grasp of affairs and is able to speak entertainingly on any subject presented him. He looks forward to large results from his week's mission in London.

"How are you impressed with the city, Mr. Booth?" he was asked.

"Well, I have, of course, been here many times before. I always liked the Forest City. Next to Toronto, it is, I think, the best laid out city in Canada, and the citizens have always treated me most kindly. You seem to have gone ahead. Like myself, you are laboring under the difficulty of having to live up to the reputation of a great name, but for your age you have done quite as well as your great mother city. I admire the splendid audacity displayed in the naming of your streets. It seems quite homelike for an old country Londoner to wander about Pall Mall and Cheapside, and Oxford street, and over Blackfriars and Westminster bridges, and along the side of another Father Thames. There is nothing like aiming high, and who knows if your new London may not come along to add lustre to the name when the old city has spent her force and lost her grip."

Old London. "But old London is still growing." "I should say so. Nothing has astonished me more when returning after my world trips to the old country to see the surprising growth of London. But the advance of the great metropolis on the other side depends upon exactly the same conditions as the growth of this young city of yours."

"And what is that?" asked the reporter.

"On the moral and spiritual culture of her inhabitants. The city will always be as the citizen. Splendor and architecture and wealth don't make cities. Men and women make cities. Old London was built up on the character of the good old Londoners who feared God and fought for the right. There were terrible exceptions, and fearful lapses I know, but on the whole London has been the evident and material response to the fear of God and the love of righteousness so manifold in the past history of England. As that has decreased, both Britain and London have gone back—not in size, but in the force that tells in the battle with competing notions."

Going Backward. "Do you think old London is getting less religious?" "I am sure she is. Ninety per cent of her people never cross the threshold of a church. Mark, London is immensely improved socially. There are better streets and better physical conditions, better education, better attention to the needs of the poor and starving, but if cities exist by the goodwill and pleasure of God, then London is in a bad way, for God was never so much forgotten in London as he is today. I would say then to your young city. Keep your eye on the old one! Be on the alert concerning the things that have become the even shame of the capital of England."

Work in Canada. "What were you doing in Canada before?" "I was fourteen years ago when I was associated with my honored father in the Salvation Army. I left its third most important command in the world, and volunteered to assume the direction of affairs in Canada at a time when the movement was in great difficulties, both on account of disaffection and debt. I put in the hardest four years of my life in straightening things out, and by God's help left it united and prosperous. I have kind feelings for my associates and have already greeted many of them in my meetings."

"Why did you leave the army?" "Suffice it to say that it was the result of conviction that God called me, at great personal sacrifice, to take the step. He has wonderfully continued on Page Nine."

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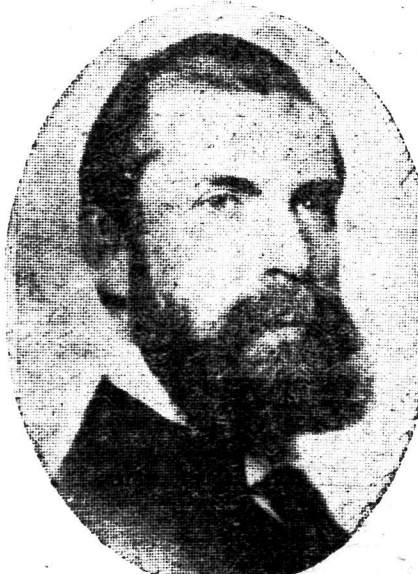
HERBERT BOOTH, Son of General William Booth, of the Salvation Army, Who is Now in This City.

TWO FALL OFF MOUNTAIN TOP

But It Was Only the Knob That Lies Back of Hamilton.

Hamilton, April 26.—Two Hamilton citizens imbibed too freely last night, and went for a stroll on the Mountain top. They straggled on near the edge, both fell off, a distance of 30 feet. Their faces were badly scratched, but the worst part of it was that they were arrested for being drunk and were fined \$2 each at the police court this morning.

A VETERAN DROWNED. Montreal, April 26.—John Edwards, formerly a member of the Third Hampshire Regiment, was drowned, and a companion, Samuel Curtis, had a narrow escape yesterday in the river at St. Anne's. Both men were employed by Senator Forget at his summer residence, and were out fishing. Breaking an oar, they were in danger of being swept down the current, and both decided to swim ashore. Edwards failed, and Curtis was rescued in an exhausted condition.



GOVERNOR HUGHES OF NEW YORK.

Who Has Been Appointed to the Supreme Court of the United States.

THE WEATHER

TOMORROW—SHOWERY.

FORECASTS.

Fresh winds; showery today and on Wednesday.

TEMPERATURES.

Stations. 8 a.m. Min. Weather.

Calgary..... 34 46 Cloudy

Winnipeg..... 71 46 Clear

Port Arthur..... 54 34 Clear

Ferry Sound..... 50 50 Rain

Toronto..... 56 48 Clear

Ottawa..... 61 54 Fair

Montreal..... 66 54 Cloudy

Quebec..... 60 48 Cloudy

Father Point..... 48 26 Cloudy

WATER NOTES.

In the Western Provinces the weather has continued fine and warm.

TELEGRAPH CO. AND THE CITY WILL NOW GET TOGETHER

Great North Western is Willing to Negotiate Regarding Placing of Wires Underground—A Letter Has Been Received From the Corporation.

The Great Northwestern Telegraph Company have written the city in response to the letter sent by the water commissioners in reference to placing their poles underground, and from what can be learned they are willing to enter into negotiations with the commissioners for this purpose.

The text of the letter was not given out, nor will it be until the commissioners meet on Monday, but it is understood that the company can make mutually satisfactory arrangements, along this line.

The C. P. R. Telegraph Company, it was asserted, are also willing to come in on the undertaking.