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500 GUARANTEE BEFORE HOUSE**Whitney Attacks, Harcourt Defends, Original Plan.****THE RAILWAY TAXATION BILL****Strong Opposition to Clauses by Government Supporters—Crawford Withdraws Nurses' Bill.**

[Special to The Advertiser.] Toronto, May 3.—The discussion on the railway taxation bill, and Col. Matheson's statement regarding the 500 loan guarantee, were the two features of yesterday afternoon's session of the House. In the course of the former the old spectacle was witnessed of Government supporters criticizing the measure and Opposition members endorsing it. Referring to the 500 guarantee, the Premier reiterated his opinion that the previous Government had been reckless in pledging the credit of the Province. The speaker left the chair at 5 o'clock, the Government not being prepared to go on with the university bill till the evening session.

Hon. Col. Matheson made the following statement: "The loan commonly known as the Sault guarantee loan, for \$2,000,000, falling due on the 1st of May, the Canadian Improvement Company, whose certificates were guaranteed by the Province, found that they were unable to have the Province relieved of the whole guarantee. "After negotiations it was agreed that the Province should release one-half of the collateral securities, being a portion of the bonds, income bonds and stock of the Lake Superior Corporation, and the Canadian Improvement Company procured a loan for \$1,000,000 without the guarantee of the Province. "It being found that the further sum of \$1,000,000 required could not be obtained without the guarantee of the Province, the Government, under the authority of the act passed during the present session, guaranteed certificates for \$1,000,000 payable with interest at the rate of 5 per cent per annum in six months from 1st of May in renewal of one-half of the former certificates, and on these the Canadian Improvement Company obtained a loan of \$1,000,000, the whole of this \$2,000,000 principal money and \$50,000 interest was paid into the Mortenson Trust Company on 1st May last.

"The Government's present liability is on renewal certificates of the Canadian Improvement Company for \$1,000,000, payable with interest at 5 per cent per annum on 1st of November next at the office of the Mortenson Trust Company, and, for this guarantee the Mortenson Trust Company hold as security for the Province, 'the pledged securities,' being all the stock and bonds of the Algoma Central and Manitoulin Railways and the mortgage on the vessels of the company, and also one-half of the collateral securities formerly held, being \$1,200,000 bonds of the Lake Superior Corporation out of a total of \$3,000,000, and \$2,682,000 of the stock of the said corporation out of a total of \$4,000,000. "The Government had arranged that in case of necessity they should be able to pay in the whole \$2,000,000 on 1st of May, so that there should be no dishonor of the provincial guarantee.

Considerable cross-firing characterized the discussion which followed this statement by the Provincial Treasurer. Hon. Mr. Harcourt claimed that the transaction was an ample vindication of the course of the late Government in guaranteeing the original loan. It had not been for the prevailing tightness of the money market, and the recent San Francisco disaster, the whole loan would doubtless have been paid off.

Railway Taxation Bill. In the consideration of the railway taxation bill in committee, most of the objections offered came from Government supporters, while several Opposition members endorsed it. (Continued on Page Ten.)

QUESTION OF LEVEL TRACKS IS THE REAL STICKING POINT**Aldermen Feel Compromise Can Be Effected Regarding G. T. R. Assessment—Agreement Not Impossible.**

Though the city of London and the Grand Trunk Railway appear very far apart at present, around the city hall the feeling prevails that an agreement is not yet out of the question. In fact, several of the aldermen who have had experience with big corporations in the past say that just when things look the blackest, an agreement is very near being reached.

It is pointed out that the city and the company have gone too far to go back, now, and as the city is quite willing to continue the negotiations on a fair basis, there will likely be something done before many days have passed.

Mayor Judd said today that a meet-

REIGN OF TERROR ON SAKHALIN**Russ Convicts in Orgie of Murder, Arson and Pillage.****ALL THE PRISONS DESTROYED****Terrible Scenes of License Upon Withdrawal of Japanese—Many Ships Wrecked.**

St. Petersburg, April 22.—Belated letters from Alexandrovsky post, North Sakhalin, arriving in the first mail after months of interrupted communications, bring a wild picture of the three weeks orgie of murder, arson and loot following the proclamation of peace and the evacuation by the Japanese of the northern half of the island. The wilder spirits among the prisoners, criminal and political, who form practically the entire population of Alexandrovsky post, broke loose from all restraint, applied the torch to public and private buildings, drank themselves into a wild fury and vented their passions in pillage and murder. Owing to the fierce October storms, the ships containing the troops dispatched to take possession of the island from the Japanese were driven off the coast and Colonel Valuyeff, the military governor, landed with an escort of only fifty men, a scanty force with which to face hundreds of desperate convicts during the three weeks before further troops could be landed. The convicts prepared a warm welcome for the new governor, setting fire, the day he landed, to the police headquarters and the great Alexandrovsky prison, ten separate buildings with accommodations for thousands of prisoners. These were completely consumed, the Japanese having allowed the fire engines to become useless, but by the strenuous exertions of the Russian and Japanese soldiers who worked side by side and patrolled the city to prevent further incendiarism, the fire was finally checked. The next day the Japanese troops retired, having first sold their accumulated stocks of provisions and liquor at incredibly low prices, and then, for 10 cents, cases of tinned meats containing 75 pounds for 50 cents, and 25 tons of rice and buckwheat being sold at 10 cents a bushel. Everybody became drunk and, with provisions enough for the winter and no necessity for working, many of them kept up the debauch for weeks. During the raging storms, four steamers and a schooner, including a 3,000-ton vessel from America, the German steamer Surabaja, with a crew of sixty-seven men, and the Valuyevsk, with twenty-three men, which were en route to bring supplies to Sakhalin, were wrecked on the inhospitable winter coasts of the island and all on board were lost.

Finally after 22 days ships with several thousand soldiers arrived and restored order. The new troops were without quarters, however, owing to the destruction of all the crown buildings and many other houses, and suffered extremely from the severe cold until they could build barracks. The correspondents describe the unfortunates as more like beasts than men, but say that they stood in wholesome fear of the Japanese, during the Japanese occupation, the population there being able to sleep with doors and windows unlocked, though hundreds of convicts were roaming the streets.

King's Health Good. Paris, May 2.—The British embassy ridicules the alarming London reports concerning the condition of the health of King Edward. His majesty's secretary said today that the King never was better. He went to visit friends yesterday morning and is expected to lunch with some friends today.

Has He Heard of Sherring? Athens, May 3.—President Roosevelt has telegraphed to James E. Sullivan, manager of the American team at the Olympic games, as follows: "Hearty congratulations to you and the American contestants. Uncle Sam is all right. (Signed) Theodore Roosevelt."

REV. GEO. BOND RESIGNS Editor of Christian Guardian Quits Owing to Ill Health.

Toronto, May 3.—Rev. George Bond, who succeeded Rev. Dr. Courtice, as editor of the Christian Guardian some years ago, will tender his resignation next week at the meeting of the Methodist Book Room committee. Ill health is the only cause. For some time the work has been done by Rev. Wm. B. Creighton, who will likely be appointed editor.

BIG SEIZURE OF FISH Government Inspector Corral and Auctions Off Four Tons.

Niagara Falls, Ont., May 3.—Government Game and Fish Inspector Sherry this morning seized 41 boxes, about four tons, of fish in a Canadian Express Company's car en route to New York City and consigned to E. M. Dixon & Co., the claim being that bass and pickerel were in the boxes with grass, pike, carp, mullets, sturgeon and frogs' legs. The 41 boxes were composed of 3 boxes from Brighton, 10 boxes from Tecumseh, 15 boxes from Sarnia Point, and 8 boxes from Belle River. The inspector disposed of the entire shipment by public sale on the express platform.



MANAGER MCGUIGAN.



SUPT. BROWNLEE.

Railroad Men Prominent in Present Negotiations

The citizens of London are just now interested in two railway men whose names are almost household words, but of whom the people know very little personally.

One is Manager F. H. McGuigan, and the other is Supt. W. G. Brownlee, both of the Grand Trunk Railway. Both are Americans and both are the shrewdest of railway men.

Mr. McGuigan is close onto 60 years of age, tall and powerfully built, and though a big man, he is of the Lincoln type, spare and sinewy. His hair is just tinged with gray. He wears small side whiskers and a yuxeyeff, the military governor, landed with an escort of only fifty men, a scanty force with which to face hundreds of desperate convicts during the three weeks before further troops could be landed. The convicts prepared a warm welcome for the new governor, setting fire, the day he landed, to the police headquarters and the great Alexandrovsky prison, ten separate buildings with accommodations for thousands of prisoners. These were completely consumed, the Japanese having allowed the fire engines to become useless, but by the strenuous exertions of the Russian and Japanese soldiers who worked side by side and patrolled the city to prevent further incendiarism, the fire was finally checked. The next day the Japanese troops retired, having first sold their accumulated stocks of provisions and liquor at incredibly low prices, and then, for 10 cents, cases of tinned meats containing 75 pounds for 50 cents, and 25 tons of rice and buckwheat being sold at 10 cents a bushel. Everybody became drunk and, with provisions enough for the winter and no necessity for working, many of them kept up the debauch for weeks. During the raging storms, four steamers and a schooner, including a 3,000-ton vessel from America, the German steamer Surabaja, with a crew of sixty-seven men, and the Valuyevsk, with twenty-three men, which were en route to bring supplies to Sakhalin, were wrecked on the inhospitable winter coasts of the island and all on board were lost.

Mr. McGuigan, who is fourth vice-president and manager of the Grand Trunk Railway, with offices at Montreal, was born at Cleveland, Ohio, in 1846, and entered the railway service in 1863 as water boy on the Erie and Pittsburgh division of the Pennsylvania Railroad, since which he has been in various minor positions on the same road. In 1880, roadmaster same road; April to July, 1880, foreman construction train, St. Louis and Omaha division Wahash Railroad; July, 1880, to January, 1885, division roadmaster same road; January, 1885, to 1888, general roadmaster of the lines west of the Mississippi River; 1888 to December, 1895, superintendent of the western division of the same road at Kansas City, Mo.; February, 1896, to March, 1902, general superintendent G. T. R. at Montreal; March, 1902, to the present, he has been in his present position.

TUG FOUNDERS; THREE PERISH**The Clipper Springs a Leak and Goes Down Off Owen Sound.**

Owen Sound, May 3.—The tug Clipper, belonging to the Spanish Boom Company, sprung a leak yesterday off the Bulwark Island, and sank within a hundred yards of the shore. Captain McIntosh, of French River; Ed. Fleisher, of Cutler, and a man named Johnston, of Midland, were drowned. The fourth hand on the tug got ashore on a door. The body of Fleisher was recovered and brought here by his brother. The other two bodies had not been found when the steamer Manitou left there last night.

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MAKES BID FOR L. AND P. S. R.**The Pere Marquette Submits an Offer for a Renewal of the Lease.**

Mayor Judd is in receipt of a letter from General Manager Cotter, of the Pere Marquette Railway, which contains, it is understood, an offer for a renewal of the lease of the London and Port Stanley Railway.

The present lease, which is held by the Walkers and sublet to the Pere Marquette, runs out in about eight years.

What the nature of the proposition is the mayor would not say.

"I have called a meeting of the L. and P. S. R. board for tomorrow," he said, "and the particulars will then be made known."

THE WEATHER.**Tomorrow—Fine and Warm.**

London, Thursday, May 3. Sun rises 5:08 a.m., Moon rises 1:28 p.m., Sun sets 7:21 p.m., Moon sets 2:33 a.m. Toronto, May 2—8 p.m. FORECAST.

Thursday, May 3—8 a.m. Today—Northwesterly winds; cloudy. Friday—Lower showers at first, then fine and warm.

TEMPERATURES.

Stations.	8 a.m.	Min.	Weather.
Sagary	38	34	Cloudy
Winnipeg	38	34	Cloudy
Port Arthur	40	34	Rain
Perry Sound	40	34	Cloudy
Toronto	40	34	Cloudy
Ottawa	40	34	Fair
Quebec	40	34	Rain
Montréal	40	34	Rain
Father Point	38	34	Cloudy

WEATHER NOTES.
Weather conditions are now disturbed throughout the Dominion, and showers are prevalent in the Northwest Province, as well as in all other portions of Canada. The weather has been fair. In Alberta and Southern Saskatchewan temperatures of over 70° have been recorded. Minimum and maximum temperatures: Victoria, 44-60; Vancouver, 44-61; Calgary, 42-59; Medicine Hat, 42-57; Qu'Appelle, 42-59; Winnipeg, 32-48; Port Arthur, 32-48; Perry Sound, 44-64; Toronto, 44-52; Ottawa, 42-57; Montréal, 40-44; Québec, 32-52; St. John, 38-54; Halifax, 38-54.

LOCAL TEMPERATURES.
The highest and lowest readings of the thermometer at the local observatory for the 24 hours ended at 8 p.m. Wednesday were: Highest, 72.5°; lowest, 40.5°.

G. T. R. MANAGER SURPRISES COMMITTEE ASKS CITY FOR CASH BONUS OF \$300,000**Says London Should Do Something for Company in Return for Improvements—Will Not Guarantee to Remove Any of the Existing Tracks.****What the Grand Trunk Wants.**

A cash bonus of \$300,000, or the equivalent of the bonus in an exemption from taxation for the next 25 years.

To effect this, the company is willing to have its assessment fixed at the sum of \$275,000 for the period named.

The company is now assessed for something over \$500,000, and when its improvements have been made it is expected that its assessable property in London will be worth \$750,000.

No clause in the agreement with the city which says that the company is liable for damages to land, or to life or limb, through the making of the improvements.

A 56-foot opening at Colborne street.

No stipulation as to the class of material to be used for the trestle west of Richmond street.

No stipulation as to where the new depot shall be built.

An 86-foot opening at Wellington street.

No stipulation as to when an overhead bridge at Egerton street shall be built.

No stipulation as to the number of level tracks which shall be run by the company, where the overhead tracks are also to run.

Absolutely no subway for pedestrians or vehicles at William street. The city must take the two walks over the tracks or nothing.

Mr. McGuigan states that the company will spend in London the sum of \$1,250,000 if the improvements are proceeded with.

The City's Side of the Matter.

Positively no cash bonus.

The company to agree to a clause stating that the Grand Trunk will be liable for all damage claims arising through the improvements being carried out, or to life and property after they have been completed.

The new depot to be placed between Richmond and Clarence streets, and to cost not less than \$100,000.

The company to give a solemn pledge that not more than two level tracks will be run through the city west of Adelaide street for siding or other purposes.

The company to guarantee to erect a steel trestle west of Richmond street to the river.

A 90-foot opening at Wellington street.

A 90-foot opening at Colborne street.

The two overhead walks at William street are agreeable to the city.

The construction within two years of an overhead bridge at Egerton street.

The company to light all the viaducts.

That in case at some future time the company shall decide to elevate its tracks east of William street, provision shall be made for the opening up of a subway at William street.

Sixty-six-foot openings at all other streets crossed by the overhead tracks, except at Clarence street, where a 40-foot opening under the depot is demanded, and at Burwell street, where the city will be satisfied with a 27-foot opening.

Scheme of Freshies Failed Convocation Is Called Off**Tickets for Event Were Issued Wholesale, But the Faculty Got Wise to Game.**

The Medical School convocation, scheduled for this evening, has been called off. There is a reason.

It seems that during other years there has been considerable difficulty with the students, and their "pranks" have not been thoroughly repressed by the faculty. There was considerable debate this year whether a convocation would be held. Most of the students wanted a large affair in a downtown hall, but the faculty decided that if they held one it would be a somewhat limited gathering. It was finally decided to hold one at the Western University. The seating capacity of the hall there is only about 250. To keep the attendance within the limit, and exclude the undergraduates, tickets and invitations were issued. The ticket of admission had "Admit Bearer Only" on it, and the doorkeeper had strict orders to keep everybody else out. The tickets were judiciously distributed, and all seemed fair for a splendid time.

In the meantime, however, the freshmen got busy. They secured one of the admission tickets, and getting several hundred of exactly the same style printed, they distributed them among their friends. The undergraduates were chuckling right merrily at the promised discomfiture of the faculty, and the graduating class and their friends.

Last night it developed that something was wrong, and some of the bogus tickets were obtained. The grads met some members of the faculty and it was decided to get a new issue of tickets, and get them distributed. However, the faculty decided that it could not be done, and the convocation was called off.

Now, may be the grads are not sore! They are hustling around today, trying to get up a dinner among themselves. They do not speak in very complimentary terms of the faculty, but now they are chuckling at themselves to death at our expense. I don't know what the faculty are thinking about. It certainly is a pretty joke.

And the graduates are not the only persons who are sore over the turn of affairs. Look at the florists! Every graduate had his best "girl" and mother invited, and had ordered bales of flowers to light up the occasion. It

was the great day of their lives, and they were going to give plenty of color and tone to the affair. American Beauty roses and other costly flowers were ordered wholesale. One student estimated that \$500 worth of flowers were ordered, and that one man had \$150 worth of orders, and in some instances had to import flowers to fill the bill. Now the boys are canceling their orders, and deploring their fate. Think how disappointed the dear girls must feel, too!

But the freshmen! The smile that won't come off is not a circumstance to the beaming countenances of the freshmen. They are having the time of their lives, and will probably tell the folks at home every day till the hay is all in how they put the grads and the faculty to flight.

Dr. Moorhouse, dean of the faculty of medicine, corroborated the fact that convocation had been called off.

"We had to do so, because of the bogus tickets," he said. "There is only room to seat about 250 people, and it would be very compromising if 600 or more people applied for admission. We expect that convocation will be held next Monday evening."

BILL TO AMEND RULES OF PRACTICE

[Special to The Advertiser.] Toronto, Ont., May 3.—Mr. McDougall's bill to amend the rules of practice of the supreme court of judicature for Ottawa and London, was reported by the legal committee this morning. The bill was explained by Messrs. Leech (Cornwall), Henderson (Ottawa) and Wilson (Chatham), all of whom urged a change in the condition that at present made it impossible for anyone living in another place to launch a motion in the weekly high court of either London or Ottawa, without the consent of the opposition. Defendants in the motion were not greatly anxious to facilitate their opposition, and made it necessary to bring their motion to Toronto. An action could be launched anywhere, and why not a motion? The bill, which met no opposition, provides for the taking in at Ottawa of the counties of Renfrew, Leeds, Lanark, Grenville, Carleton, Glengarry, and Stormont, Prescott, Glengarry, and at London, Norfolk, Oxford, Perth, Bruce, Huron, Middlesex, Kent, Elgin, Lambton, Essex, Brant and Waterloo.

The railway committee of the city council met Manager McGuigan and Superintendent Brownlee, of the Grand Trunk Railway, with their solicitors yesterday afternoon, in the city hall, and the result was that the company made the city a proposition which took the committee's breath away. It was that the company be given a cash bonus of \$300,000 for making the proposed improvements here, or else that the company's assessment be fixed at the sum of \$275,000 for the next 25 years, which would mean a saving in taxes to the company equal to the cash bonus asked.

Chairman Garratt, and all the members of the committee, including the mayor, with City Solicitor Meredith, were present. The meeting was called for 3 o'clock, but owing to the breakdown of an engine at Dorchester, the officials did not reach the city hall until after 5 o'clock.

The reporters were excluded from the meeting, but not until such times as the committee decided by a vote to remove them.

City Solicitor Meredith first approached the newspapermen and informed them that Mr. McGuigan would like them to absent themselves, but the reporters declined to leave until ordered to by the committee.

Before Chairman Garratt put the vote, which was opposed only by Ald. Gillean, Manager McGuigan made a statement. He said that the character of the meeting had changed very much since he was informed of it.

Objected to Newspapermen.

"I may as well tell you now," he said in the most emphatic manner, "that the Grand Trunk will not under any circumstances accept the agreement as drafted by the city of London. There are several clauses in it that we absolutely refuse to accept. I do not feel that it is right that I should be called upon to discuss this matter in the presence of the newspapermen. If it is desired by the city I will make a statement in writing as to what the company will do, but I positively refuse to be quoted while discussing the agreement."

"I am of the opinion that while the city and company are very far apart just now, a friendly discussion may do much to bring both parties together, and I think the best interests of the city, and the Grand Trunk will be served by asking the reporters to withdraw."

After hearing this statement Ald. Gillean withdrew his objection, and the committee decided that the reporters should leave the room.

The consideration of the agreement was then proceeded with, and the meeting lasted until nearly 8 o'clock. Not an inkling of what was occurring inside the committee room reached the press until Ald. Mathews, who came in late, suddenly left the room.

"What's the matter?" The Advertiser asked him.

Grand Trunk Wants \$300,000.

"The Grand Trunk wants \$300,000 from the city," he replied. "I see no good in remaining further if the company persists in this demand."

At the conclusion of the meeting the reporters secured the following statement from a reliable source:

The agreement was taken up clause by clause.

The company agreed to a 260-foot span over the river at the coves, so as to remove the objectionable piers.

Also to a 66-foot opening at the Wiercliffe road, which means a clear roadway of 55 feet to the west of the road, Thames street to be left as it is; Ridout street and Talbot street to be 56 feet in the clear; Richmond street 66 feet in the clear, with no piers in the street.

Clarence street opening was laid over, until the matter of the new depot should be finally taken up. The city asks a 40-foot opening there, but Mr. McGuigan thinks 30 feet is the best the company can give.

Mr. McGuigan proposed an 86-foot opening in the clear for Wellington street. Some of the aldermen wanted a 120-foot opening, but the company would not listen to it.

A 56-foot opening for Waterloo street was agreed upon, but then, as the city wanted a 90-foot opening for Colborne street, this matter was left open for a time.

Agreed on Burwell Street.

At Burwell street both parties agreed upon a 27-foot opening, thirteen feet high.

At Matland street, a 56-foot opening with piers in the center of the street and a headway of at least 13 feet.

At William street, Mr. McGuigan absolutely refused to consider anything but the two walks proposed by him a few days ago. He would not listen to any proposal looking to an opening of any kind under the tracks, though it was pointed out to him that Mr. Brownlee had promised the city an opening in the center of the street there.

At Adelaide street a level crossing. At Rectory street a level crossing also, and the same at Egerton street.

The city attempted to bind the company to build an overhead bridge at the latter crossing within two years, but this Mr. McGuigan refused to agree to. The company would in time no doubt build the bridge, he said, but there must be nothing in the agreement to bind the G. T. R. The manager also pointed out that as it would cost more to build an overhead bridge strong enough to carry street cars than a bridge for ordinary vehicular traffic, and pedestrians, he would expect the London Street Railway Company to pay a part of the cost of the bridge.

(Continued on Page Nine.)