

44TH YEAR

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MANY BRANCH LINES ARE DEAD ALL TRAINS LATE ON MAIN

Steam Railways Engage in Titanic Struggle in Effort To Keep Rails Clear and Get Trains Through.

Last night's storm was in some ways a mixed blessing for railroad men. They are generally thankful that it rained, for it stopped the loose snow from drifting. On the other hand, what snow had drifted became so heavy that it was almost impossible to move it. The result is that traffic in many districts is at a standstill, and all trains are running late. Two, and even three, engines have been put on some of the trains, in the hope that they might make better time, but the expedient has proved more or less futile. It is almost impossible to make up for the delays occasioned by missed connections, slippery rails, drifts and other things that have happened in the last 36 hours to make the railroad man's life a burden.

Guelph Branch Dead.

The Guelph branch of the C. P. R. is completely dead, and although eight big engines and two snowplows are working with might and main to get the line open, they are making but little headway. The C. P. R. express from Toronto, which is due to arrive at 11:30, but did not get in until nearly 3 o'clock.

The Worst in Years.

"We haven't been up against a proposition as bad as this for years," said a C. P. R. official to The Advertiser this morning. "These storms are costing us thousands of dollars, and even then we are not making much headway. Last night the midnight express arrived from Toronto with three cars. It was drawn by three of the biggest moguls on the division, and even then it was nearly two hours late. A baggage car was dropped off here, and the engines took the two cars on to Chatham, losing time all the way." The condition of the river at Detroit is such this morning that we have been compelled to discontinue the car ferries and are sending the passengers across on the regular passenger ferries. This is the first time for many years that anything like that has had to be done. It is unlikely that any attempt will be made to open the ferries today.

Huron and Bruce Hard Hit.

The Grand Trunk is even more seriously tied up than the C. P. R., and all day yesterday and today no passenger trains have been run on the Huron and Bruce, on the old main line between Stratford and Sarnia, or on the line running out of Stratford for the north. On the Owen Sound line the snow is said to be the deepest ever known there, and it will take hours to clear it away. In the cuts between Lucan and St. Marys there

are drifts twenty feet deep, and although big snowplows, backed by two and three moguls, are working as fast as possible, it will be some time before the line will be open. Trains from Toronto are all hours late. The International Limited did not get into this city until nearly 1 o'clock this morning, and although all the trains are double-headed, they are all late.

Pere Marquette Lucky.

The Pere Marquette have been the luckiest of all the roads so far. This is owing to the fact that the storm was not heavy in the south. All yesterday afternoon and all night, however, the big plow was kept operating between London and St. Thomas, and today all the trains are running on schedule time.

The Southwestern Traction Company have had a lot of trouble, and Manager Mower stated to The Advertiser this morning that the first car got through about 10 o'clock. From the top of the hill near the London View Hotel, for a distance of twenty miles south there are drifts, varying from five to ten feet in depth. The company kept their plow going all night, but as fast as it was swept away it drifted in again. Some parts of the traction company's line, especially between the top of the Wharfedale hill and Lambeth, are very much exposed, and the drifts are the deepest on the line.

Traction Cars Stalled.

St. Thomas, Feb. 6.—As a result of yesterday's storm, the trains entering the city are running between two and five hours late, although large gangs of men worked all last night on the different railways trying to clear the tracks of a soft, fine snow, which clung to the tracks and later on turned to ice, as the weather turned colder. The street railway has only one line running, no attempt being made to run on the belt line. Several cars were stalled early last night, and only after hard work were they able to proceed to the yards. The Southwestern Traction Company is completely tied up, cars being stalled frequently early last night.

St. Catharines, Feb. 6.—The storm of wind and snow continues, and railway traffic is completely suspended. No. 5 from Toronto, due here at 4:20 yesterday, remains at Berlin, and No. 2, which also should have arrived here at 4:30 yesterday, is stalled at Lucan. There is little prospect of any improvement in the situation or movement of traffic of any kind until the storm abates.

FOUND JEWELS OF THE PHAROAHS

London, Feb. 5.—It is reported that a collection of jewels, supposed to have belonged to the wife of Seti, the second of the reputed Pharaohs of Egypt, was recently found in the Valley of the Kings at Thebes, where it was presumably interred with its owner about 1500 years before Christ. It is stated that the collection comprises heavy gold bracelets, rings and several inches long, elaborate rings and gold fillets. They were found embedded in mud, where they were probably

thrown by robbers, who, in a by-gone age, plundered the queen's tomb, which is empty. Engineers heightening the Nile dam below Philae have discovered a prehistoric cemetery at Sheheli. The bodies found were of a pre-dynastic people, whose method of embalming was most primitive. They were of small stature, and were apparently poor, as only a few pebble ornaments were found on the bodies. Near by, the bodies of 40 decapitated Roman soldiers were found in a trench.

Asks Full Acquittal for Gen. Stoessel

St. Petersburg, Feb. 5.—Deputy Synodian, counsel for General Stoessel, pleaded today before the court martial that is trying the general on the charge of having surrendered Port Arthur to the Japanese for the full acquittal of his client.

The speech was in reply to the summing up of Judge Advocate General Guersky for the prosecution yesterday. Counsel for Stoessel laid emphasis on

Russia's general unpreparedness for war, and said that Port Arthur, under Gen. Stoessel, resisted heroically, repelled all the attacks made by the Japanese, and surrendered only when it was as good as taken.

M. Synodian closed his address with the following words: "General Stoessel is an old and invalid soldier, and he faces his judges today asking only for justice."

TO PAY \$100,000 RANSOM

British Government Arranges Release of Sir Henry MacLean.

Tangier, Feb. 6.—Caid Sir Henry MacLean, who has been in the hands of the bandit Raisuli for the past seven months, is within a few hours' ride of Tangier, and probably will be released today.

The British Government has succeeded in bringing their negotiations with Raisuli to a close, and in return for the release of Caid MacLean will pay \$100,000 to Raisuli and guarantee his protection and immunity.

KILLS HER LITTLE ONES.

Haverhill, Mass., Feb. 6.—Mrs. Elizabeth Stevens today killed her little daughter and son, cutting their throats with a razor. She was at one time in the asylum for the insane at Danvers, and the police believe that she had a sudden recurrence of an old mental trouble. She is 40 years old. The children were Mary, aged 10, and George, aged 3 years.

CAMPBELL COMING.

New York, Feb. 6.—The Rev. Reginald J. Campbell, pastor of the City Temple, London, England, is coming to America for a two months' lecture tour, according to an announcement made here today. Dr. Campbell is widely known as an author and orator. He expects to sail for New York on June 25. This will be his first visit to America.

WITHDRAWS CRACK TRAIN

Lehigh Valley Finds It Too Costly to Operate "Black Diamond."

Philadelphia, Feb. 6.—The Lehigh Valley Railroad Company, in a statement announcing the withdrawal on Feb. 9 of its famous "Black Diamond" express train, says: "Recent legislation in the state of Pennsylvania with which the public is familiar, together with the legislation and administrative rulings of other states, and the Federal Government, has not only resulted in a considerable loss of revenue, but has, in affecting the management of train service generally, tended to increase the expense of operation. It is the hope of the company that the conditions will so change in the near future as to warrant reinstating the service."

MAY SELL OUT.

Windsor, Ont., Feb. 6.—It is announced that the shareholders of the Windsor, Essex and Lake Shore Railway, at their annual meeting next month will consider a proposed agreement for the sale of \$750,000 worth of bonds and the procuring of \$60,000 to build the Leamington extension. It is proposed to reduce the number of directors from nine to seven. The company's standard freight tariff has been approved by the railway commission.

IMPRISONED BY THE DRIFTS AND SHORT OF PROVISIONS

Two Hundred Men in Desperate Case on C. P. R. Guelph Branch.

Word was received at the local C. P. R. offices at noon that ten engines and 200 men who went out on Tuesday afternoon from Goderich to try and clear the line have been snowed in, and are unable to make any progress at all. It is reported that the engines have

run out of coal and are lying dead in a snowdrift in one of the cuts on the line. As the men are said to be short of provisions a special effort is being made to relieve them, and a strong crew, two plows and several big engines were sent out from Guelph this afternoon. No word has as yet been received as to the result, but it is expected that it will take some hours to reach the imprisoned men. Eight snowplows from Goderich have also been sent down, but these are also stalled at short intervals from each other.

Mrs. Hartwick Was Once Well-Off Through Estate of First Husband

Mrs. Jane Hartwick, the murdered Cobble Hill woman, was well known to many Londoners, especially lawyers, in the early eighties.

Mr. R. Toomey, who at that time was studying in the office of the late Mr. Henry Beecher, in the building now occupied by Blackburn & Weekes, stated this morning that he remembered the woman well. She was a very stout, ruddy complexioned person, who had a smile for everyone.

A search through the old books in Messrs. Blackburn & Weekes' office revealed the fact that in 1882 Mrs. Hartwick's husband, John Nelson, of Plymouth, Lambton County, died, leaving an estate of approximately \$5,000 to be divided among two children and a widow, who was made administratrix of the estate, which consisted of a large farm at Plympton. This sold for \$5,448, and there were other properties.

When the estate was eventually wound up, Mrs. Nelson, it is said, was so pleased with her lawyer's work that she presented him with a red necktie of the large bow type, then very popular.

According to the old records she did considerable business in the legal line in the eighties, for at least 20 pages are devoted to her accounts.

[Special to The Advertiser.] Ottawa, Feb. 6.—An amended convention has been entered into between Canada and the United States, reducing the postage on daily newspapers

between the two countries to 1 cent a pound instead of 4 cents as at present. On weekly and monthly periodicals postage remains the same, namely 4 cents a pound.

Postage on U. S. Newspapers Reduced One Cent a Pound Instead of Four

[Special to The Advertiser.] London, Feb. 6.—The Associated Press is officially authorized to declare that there is absolutely no truth in the report telegraphed from Halifax yesterday that the British squadron in the Pacific is to be materially increased. No changes whatever are being made

or are contemplated in the China squadron, and the British Government has not the slightest intention of replacing the old Pacific fleet, which formerly had its base at Esquimaux, B. C., and which is now represented by a solitary sloop of war.

Frank Drew Suicides at Winnipeg

[Special to The Advertiser.] Winnipeg, Feb. 6.—Frank Drew, son of James Drew, of the Gurney Company, one of the wealthy families of the city, blew out his brains last

night. The family comes from London. Young Drew was a famous athlete, and a member of the renowned Rover Hockey Team of Winnipeg. He leaves a widow.

MORSE MISSING AFFAIRS MUDDLED

Head of the Wrecked Consolidated Company Cannot Be Located By Authorities.

New York, Feb. 6.—Search was instituted today for Charles W. Morse, formerly of Bath, Maine, promoter and organizer of the American Ice Company, and the \$120,000,000 Consolidated Steamship Company. Mr. Morse was not at his handsome home at 728 Fifth avenue, this city, yesterday, and he is not known to have been in the city since Monday, and may have left town earlier. With a judgment for \$155,753 against him, a suit for \$243,321 brought against him by the receiver of the National Bank of North America, his home mortgage, and in addition attached to cover the amount sued for; his accounts in several New York banks attached; his Consolidated Steamship Company in the hands of receivers; his holdings of bank stock greatly depreciated, and two grand juries investigating his relations with the banks, he faced a condition which might have appalled any man.

National Bank Examiner Charles A. Hanna, who is in charge of the National Bank of North America, and who brought suit against Morse for \$243,321, announced that he was informed that Mr. Morse had probably gone to Europe or had departed elsewhere for an indefinite period, but Mr. Hanna was unable to discover when and by what steamer Mr. Morse sailed. Mrs. Morse was at her home in this city, but no information could be obtained from her.

Albert Boardman, attorney for Mr. Morse, was quoted today as saying that Morse sailed for Europe Saturday on the steamer Campania, that he will be absent three weeks for a rest, and that he did not anticipate such a crisis in his affairs as has arisen. Alfred Braun, formerly Mr. Morse's secretary, said that he had not seen Morse since last week.

So far as could be learned this morning Mr. Morse was not a passenger on any of the steamships which sailed from this port this week.

CENTRAL CROWDED.

Sandwich, Feb. 6.—Five prisoners who have been sentenced to serve terms in Central Prison, Toronto, are being kept at Sandwich jail because of overcrowding of the Toronto prison.

PARLOR CAR BURNS

Peculiar Accident on Train Between Montreal and Ottawa.

Ottawa, Feb. 5.—The parlor car on the G. T. R. train leaving Ottawa at 4:45 this afternoon was practically destroyed by fire between Vaudreuil and Montreal. An explosion of gas is supposed to have started it. The passengers beat a hasty retreat into the forward cars, and west of Dorval the car was "cut off." The crew shoveled in snow in an attempt to put out the fire, but in vain. The accident will cost the company some \$20,000. The cook lost everything, including his money, while the conductor, in walking to Dorval station, was badly frostbitten.

THE WEATHER

TOMORROW—FAIR AND COLD.

FORECASTS.
Toronto, Feb. 6.—8 a.m. Today—Strong winds and gusts, west to north; clearing and considerable cold. Friday—Moderate to fresh wind; fair and decidedly cold.

Temperatures.
The temperatures recorded at the local observatory yesterday were: Highest, 24.5° above zero; lowest, 7.5° below zero.

Stations. 8 a.m. Min. Weather.
Calgary 0 2 Fair
Winnipeg -2 -4 Fair
Port Arthur 8 8 Cloudy
Pelly Sound 24 0 Cloudy
Toronto 26 20 Snow
Ottawa 14 -6 Snow
Montreal 18 -20 Snow
Quebec 8 -8 Snow
Father Point -2 -12 Cloudy
Mimus (-) means below zero.

The first column in the above table records the temperatures at 3 o'clock this morning, and the second column records the minimum temperatures during the 24 hours previous.

WEATHER NOTES.
The disturbance which was advancing from the Southwest States yesterday is now centered in the Georgian Bay district, accompanied by gales and heavy snowfalls as far east as Quebec.

In the Western Provinces the weather is fair and cold, but not extremely so.

YESTERDAY'S TEMPERATURES.
Minimum and maximum temperatures: Dawson, 49 below—20 below; Atlin, 24 below—8 below; Victoria, 33—41; Vancouver, 35—38; Kamloops, 22—30; Edmonton, 18 below—4 below; Calgary, 14 below—8 below; Battleford, 4 below—zero; Prince Albert, 6 below—2; Regina, 2 below—4; Winnipeg, 10 below—2; Port Arthur, 14—26; Pelly Sound, 24 below—8; Toronto, 10 below—8 below; 22 below—8; Montreal, 20 below—8 below; Quebec, 24 below—6 below; St. John, 14 below—6; Halifax, 6 below—2.



THE LATE MR. W. F. ABBOTT.
Former Londoner, Accidentally Killed at Los Angeles Yesterday.

ONE MAY USE ANOTHER'S BRAIN

Sir Oliver Lodge Gives Views of Conditions After Death.

London, Feb. 5.—Sir Oliver Lodge, lecturing before the Ruskin Society of Birmingham, on the connection between the physical and the immaterial, might be as valid as the science of the material. It might be as possible, he said, for one mind to use another brain as for an author to use another man's desk.

Speculating regarding the condition of the individual after death, Sir Oliver contended he might still exist in either, without his surrounding being altogether different. Science taught nothing more surely about the universe than the continuity of existence. There was no break in continuous, conscious identity. Genuine character, personality, memory and the culture of the affections and tastes were continued, while the terrestrial possessions of pain and disabilities were mostly taken away. The powers and faculties might be enlarged and insight acquired.

THE RATE WAR ENDED

Transatlantic Steamship Companies Have Reached a Mutual Agreement.

London, Feb. 6.—The last general meeting of the representatives of the transatlantic steamship companies was held here this morning, and the broad lines of a mutual agreement were decided upon. The purpose of the conference, to put an end to the present tariff war, has therefore been practically accomplished. There will now be a number of committee meetings, in which the details of the agreement reached today will be worked out.

LX-MAYORS' PORTRAITS

Mayor Stevely's Proposal Brings Pictures of Two Ex-Mayors.

The proposal of Mayor Stevely in his inaugural address to obtain portraits of ex-Mayors Leonard and Barker has met with a ready response. Messrs. P. E. Leonard & Sons informed Mayor Stevely that they will donate a portrait of the late Mayor Leonard, mayor of London in 1855, to the city and his worship also received word from Mr. Sam Barker, M. P., that he would send a portrait of his father, who was mayor in 1857. Mayor Stevely will endeavor to obtain portraits of ex-Mayors David Glass and William McBride.

HULK STILL BURNING

The St. Cathbert in Flames Off the Coast of Sable Island.

New York, Feb. 6.—The hulk of the steamer St. Cathbert, which was wrecked off Cape Sable with the loss of a dozen lives, was sighted about 6 a.m. last Tuesday by the steamer Stendam which arrived here today. The wreck was wrapped in flame from stem to stern. The Stendam circled around the blazing steamer for half an hour, but finally determined that nothing could be done, and then proceeded. At that time the St. Cathbert was about 50 miles southeast of Cape Sable.

The Stendam had an extremely rough passage.

WRECK REPORTED.

Washington, Feb. 6.—The commander of the United States gunboat Dubuque at Porto Cortez, Honduras, reports to the navy department having received news of the wreck of the ship Auselm near Belize, British Honduras. The United States gunboat Marietta has sailed to render what assistance it can to the vessel.

NO PRICE ASKED OR OFFERED BETWEEN CITY AND COMPANY

The Preliminary Conference as to Purchase of Street Railway Held Today—"T" Rail Discussed.

A conference took place this morning between the directors of the London street railway and Mayor Stevely and Ald. Beattie (chairman of the finance committee), regarding the purchase of the railway by the city. Those who represented the company were President H. A. Everett, Vice-President T. H. Smallman, Directors P. W. D. Brodbeck and W. M. Spencer, Solicitor Ivey and Manager C. B. King.

No definite price was set upon the purchase of the plant. A general discussion of the street railway situation was held, and the city representatives were given the annual report of the company, which will be submitted to City Auditor Jewell. He will report to the city council on the proposition, and if it is thought worth while, further steps will be taken towards the purchase of the system.

Just a First Step.

"This is merely the first step," said Mayor Stevely this morning. "Mr. Jewell, our auditor, will look over the company's books, and if it is thought that the proposition is a good one for the city further action will be taken. That is all that was done. No price was set and no price was asked. It is a business proposition and will be met as such. It will be some time before Mr. Jewell's report will be ready." The franchise has seventeen more years to run, expiring in 1925.

Earnings Increased.

The company is in a much more favorable condition than it has been for some time. Its earnings have increased a great deal. Its rolling stock is in good condition, and its earning capacity is much greater than at any time for many years. The stocks and bonds of the company amount to \$550,000, so that the purchase of the company even at par will involve a great deal of money.

The "T" Rails.

It is understood that the matter of the "T" rails was also discussed. It was reported that the city solicitor and the solicitor of the company have not yet come together on this matter, as suggested at the last meeting of No. 1 committee, but it is understood that they will confer soon. Practically all present were in favor of the "T" rail. Mayor Stevely read a letter from City Engineer Rust, of Toronto, who informed the "T" rail in many cities in the United States, and found them used almost universally. They gave entire satisfaction.

The matter of the extension for the north end was not touched upon. The "T" rail matter will have to be settled before the company will consider the extension proposition. It is understood that if a favorable answer is given to the "T" rail request the street railway company will give the north end extension, but will insist on the removal of the Wellington street line.

Fatal Accident To Ex-Londoner W. F. Abbott Killed at Los Angeles

Former Business Man of This City Meets Death in an Auto Smash.

A telegram was received from Los Angeles last night announcing that Mr. William F. Abbott, of this city, had been killed there during the afternoon in an automobile accident. The news comes as a sad shock to a host of his friends in this city and vicinity. Mr. Abbott was a native of Exeter, Ont., and came to this city about twelve years ago. He engaged in the stock-broking business, and was most successful. About a year and a half ago, Mr. Abbott went to Los Angeles to manage a large brokerage business for a New York firm. A couple of months ago he was home on a visit to his brother in this city. Besides his wife, who was a Miss Sutherland, of this city, he is survived by two brothers, Mr. Chas. Abbott, of London, and Mr. James Abbott, of Hamilton, Man., and several sisters. The funeral arrangements have not yet been completed, but it is believed that the remains will be brought to this city for interment.

Six sisters survive Mr. Abbott. They are Mrs. W. J. Parsons, Centre, Ont.; Mrs. S. Davis, Central; Mrs. M. Korshav, Hamilton, Manitoba; Mrs. H. Essery, Crystal City, Manitoba; Miss Emma Abbott, Rosseau, Muskoka, and Miss Ida Abbott, of Crystal City, Manitoba.

Federal Bureau of Public Health Discussed in the House of Commons

Ottawa, Feb. 5.—Some startling revelations as to the ravages in Canada of preventable diseases were made in the House today in the course of a discussion on a motion by Dr. Black for the establishment of a national bureau of public health. Dr. Black estimated that the loss occasioned to Canada every year by typhoid fever alone was five and one-half million dollars, and that 27,000 deaths from disease were preventable. Nearly one-half of the deaths from preventable diseases occurred under the age of five years, and were attributable to the use of impure milk and food. The evidence of sanitary science went to show that the average death rate could be reduced by one-third, and the infant mortality by one-half.

Dr. Chisholm emphasized the appalling extent of the slaughter of the innocents, and Dr. Beland pointed out that there were 8,000 deaths from tuberculosis in Canada every year, while 40,000 suffered from that disease. Earlier in the afternoon the Government agreed to a motion by Mr. Monk to appoint a select committee to investigate the conditions under which the Government paid money to the Quebec Bridge Company, and the measures taken by the Government to insure the preparation of suitable plans for the construction of the bridge.

Mr. C. H. Lovell, the new member for Stanstead, was introduced by Sir Wilfrid Laurier and Mr. Brodeur, and took his seat amid the cheers of the Liberal members.

Mr. Garvais introduced a bill to amend the criminal code by providing that defamatory libel and other indictable offenses may be tried, with the consent of both parties, without a jury. The bill was read a first time.

THE HARTWICK INQUEST POSTPONED

Owing to the impassable conditions of the country roads, which render sleighing almost impossible, the in-

quest over the body of Mrs. Hartwick, which was to have been held today at Thorndale, has been postponed until next Tuesday.

AGED WOMAN BEATEN BY SON DESPICABLE CRIME NEAR HALIFAX

Halifax, Feb. 5.—An investigation held today at Ohio, a village about seven miles from Yarmouth, disclosed a shocking state of affairs. Three women, also an aged woman named Caroline Hilton, complained to the stipendiary magistrate that she had been beaten by her son Ebenezer, who used an axe handle as the implement of punishment. He was immediately apprehended and on trial was found guilty and sentenced to a year and a half in the common jail.

On Friday last the woman died, and Rev. Mr. Saunders, pastor of the Baptist Church at Ohio, refused to bury her until an inquest had been held. Accordingly Coroner A. M. Perrin, M. P., was summoned and held an inquest today.

Three witnesses were examined, the wife of Ebenezer Hilton, his daughter and the husband of the latter. The evidence showed that the son had beaten his mother into insensibility, had dragged her over the frozen ground, and that he had

threatened to take her life. The evidence established the fact that the woman had never revived after her terrible ordeal.

The jury found that death had been caused by the beating received at the hands of her son, together with subsequent neglect, and recommended that the attorney-general should immediately take the matter up.

BANK OF ENGLAND DISCOUNT RATE.

London, Feb. 6.—The rate of discount of the Bank of England remained unchanged today at 4 per cent.

COSTLY FIRE AT COVINGTON.

Cincinnati, O., Feb. 6.—The New-Port Rolling Mill Company at Covington, Ky., and the plant of the Licking Coal and Iron Company, occupying the entire block on the Licking River between Eleventh and Twelfth streets, burned last night. The loss is \$175,000.