Evening Edition.
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London Advertiser

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VOL. XXXII., NO. 172 TUESDAY EVENING, MAY 14, 1895. WHOLE NO. 12192.

Getting Interesting.

Electric Street Railway Agreement Nearing a Critical Stage.

The Meeting Between Council and Company Was Harmonious,

But the Disputed Clauses Were Allowed to Stand.

The Thin End of the Wedge, Which Would Result in Sunday Cars, Rejected—Another Meeting Will Be Held on Thursday Night.

The street railway agreement appears to be nearing a critical period, and it will require careful manipulation to ensure it a safe passage through the council in a form which will be entirely satisfactory to all the parties concerned. Last night's conference (barring a brief incident at the close of the meeting) was most harmonious. It could not well be otherwise, seeing that the only clauses considered were those on which an understanding had been reached in committee. The council as a whole backed up No. 1 committee in every instance where any question arose. The clauses in dispute were allowed to stand by mutual consent until another meeting of the council, which will in all probability be held on Thursday night. Of course, after all is said and done, the company has fifteen days in which to accept or reject the franchise and the terms. All the members of the council were present, with City Solicitor Meredith. Solicitor Ivey, Manager Carr and Director Smallman represented the street railway company officially, and Superintendent DeHart and Cashier Currie were present as spectators. Mr. E. R. Cameron appeared on behalf of the radial company, and Chief of Police Williams sat in the doorway of the mayor's office, ready for any offender who slipped his trolley.

Ald. Jones read the report of No. 1 committee on the electric railway matter, which recommended the second reading. Ald. Pritchard wanted to know why copies of the agreement in its amended form had not been served on the aldermen.

Ald. Jones said that it had been impossible to do that, as the committee had only concluded its labors at 5:30 that evening. There were only three amended copies, and they were in the hands of the city solicitor, Mr. Ivey and the speaker.

Ald. Parnell asked Ald. Jones if the amendments were not principally technicalities of language, and Ald. Jones assented, saying that they had no effect on the basis of agreement.

"How near is the committee and the street railway company to an agreement?" asked Ald. Parnell.

Ald. Jones—Pretty near.

Ald. Parnell thought that the differences should be pointed out.

Ald. Jones said they would become apparent as the bylaw was read.

Ald. Pritchard remarked that if Ald. Jones would promise not to rush the bylaw through that night he would not offer any obstruction.

Mayor Little—It will be impossible to finish even its second reading tonight.

Ald. Pritchard—I am satisfied.

Ald. Parnell objected to reading the agreement clause by clause, and wanted the clauses in dispute brought before the attention of the council. He said that he knew just about how matters stood, and was ready to discuss the clauses in dispute and pass the third reading that night.

This brought Ald. O'Meara to his feet, who said rather warmly that Ald. Parnell was no doubt satisfied as far as his ward was concerned, but No. 2 ward, with its proposed one mile of road, was not.

Ald. Jones expressed his appreciation of the confidence shown in the committee by Ald. Parnell and Pritchard, and referred to Ald O'Meara's remarks as an uncalled-for insinuation.

Ald. O'Meara said he wanted Ald. Jones to withdraw the word "insinuation," and he again contended that No. 2 ward was not getting justice.

The matter dropped and a motion to go into committee of the whole and discuss the matter clause by clause was defeated.

Then Ald. Parnell arose to make a motion, and was proceeding to state that all sorts of things might be said about him for doing so, but he had a duty to perform.

Just here Ald. Powell arose to a point of order.

"But I have a motion," explained Ald. Parnell.

"Move it, then," advised several of the aldermen.

Ald. Parnell forthwith began an extensive motion, amending several clauses by the elimination of the parts objectionable to the street railway company.

Ald. Jones objected in the middle of the motion, and rose to another point of order.

As the report adopted did not lay down any specific course for the council to pursue, Ald. Parnell was allowed to continue, but after he had pointed out all the amendments in detail he was obliged to sit down for want of a seconder.

Then Ald. Jones proposed a motion whereby the agreement would be read clause by clause in open council. This carried.

Before the city solicitor began to read the amendment, Mayor Little pointed out that there were a couple of clauses that had to be altered in language, or where the principle was not right. The idea was to go as far as they possibly could on what might be called legal clauses. Then the agreement could be reprinted before the next meeting, so that the whole matter could be placed plainly before the aldermen.

The council then settled down to business and Mr. Meredith began reading the preamble.

The mayor asked that the last clause of the preamble be allowed to stand.

Ald. Armstrong—Why does this clause stand?

The mayor—At the request of the street railway company.

Ald. O'Meara raised an objection to the electrification of Richmond street north being left subject to the Proof Line Road Company, but ultimately consented to postpone his remarks until a more vital clause affecting the same matter.

Ald. Pritchard said that altogether too much power was given throughout the agreement to the city engineer.

"Who would you give the power to?" asked Ald. Powell.

"I would give it to No. 1 committee or the council," said Ald. Pritchard, as he moved accordingly.

The motion was voted down.

There were several small verbal changes. In clause 6 (2) the "track allowances" were defined as including all ground within the tracks and for eighteen inches outside all rails. Subsection 3 of the same clause was amended so as to relieve the company of grading the whole street to conform with their tracks and making it binding on them to grade only the track allowances in conformity with the rest of the street. In connection with this clause the street railway company agreed to furnish twelve loads of gravel free of charge to assist in the first grading of the streets.

Clause 11 was amended so as to give the company a week's grace in case the company fails to keep its tracks in proper repair. By the agreement as originally drawn up, the city could do the work in case of the company's neglect, and collect the amount so expended. The clause as amended gives the company seven days in which to do the work before the city can step in and do it and collect the cost.

Ten long clauses then passed with hardly any discussion. Clause 20 (2) stands for a verbal alteration. Cause 24 was amended to allow the company to build a double track around corners. This obviates the necessity, when cars are approaching each other on single tracks and meeting at a corner, of one having to run back to a switch. Clause 25 (a) as amended permits of smoking on the rear platform of closed cars and on the last two seats of open cars. Sub-section f curtailed the speed in turning corners from four to three miles an hour.

Mr. Ivey strongly objected, saying that three miles was hardly a decent walk.

Ald. Jones said that the rate of three miles had been adopted by the best equipped lines on the continent; further, that both Mr. Ivey and Mr. Carr had agreed to the change.

Mayor Little said that the rate had been adopted at the suggestion of Engineer Keating, who urged that stringent regulations be adopted to guard the crossings.

The clause was adopted unanimously.

Ald. Pritchard moved that No. 1 committee consider a clause giving right of way to funerals and other large processions.

The motion carried.

Clause 34 was the anti-Sunday car clause.

Ald. Pritchard moved that the company be permited to run one service in the morning and one in the afternoon of Sundays to Woodland Cemetery.

Ald. Parnell arose and was proceeding to denounce the procedure as unwise, when Ald. Powell told him not to alarm himself. As the majority of the aldermen began laughing at the idea of anyone entertaining the motion seriously. Ald. Parnell joined in the laugh, and helped to vote the motion down.

Four aldermen voted for the motion—Ald. Pritchard, Carrothers, Weld, and Ardill.

Clauses 36 (6), 40 and 49 stand.

On the consideration of clause 51 (1), relating to routes, Ald. Pritchard again objected to crossing York street bridge, and moved that King street and Becher street be used instead. He quoted figures purporting to be toll returns for the last fifteen years, before tolls were abolished, on roads leading into London, to show that the Westminster bridge was the most frequented of any of the city bridges.

Ald. John Heaman seconded.

Ald. Jones pointed out that a bridge in Toronto where there was more farm traffic in a day than there was in three months at York street, was of the same width as the Westminster bridge, and almost right at the bridge was a steam railway crossing. However, here the company agreed to extend the abutments and build around the present structure. He advised the aldermen to keep faith with the company at this late date.

Ald. Parnell advised a similar course.

Ald. Skinner said that number three ward had not received proper consideration at the hands of the committee. He accused Ald. Carrothers of not having worked hard enough for number three ward, but the mayor gave Ald. Carrothers a good character as a worker. Ald. Skinner moved that a line be built from Horton to Pall Mall or Central avenue on Waterloo street. There was no seconder.

Ex-School Trustee Brady, Sam and W. C. Southcott appeared as a deputation to urge that the proposed route be changed from Horton to Simcoe street. The first two named spoke briefly, and the deputation withdrew.

Ald. Pritchard's motion was voted down.

Ald. McCallum moved that the line on Central avenue be extended directly to Richmond street from Waterloo instead of going north on Waterloo to Pall Mall street and then to Richmond.

Ald. Parnell seconded.

The aldermen had begun to arraign the representatives of South London for interfering with second ward routes, when the mayor explained that it was the wish of the street railway company.

Mr. Ivey explained that the new route obviated two corner turns and two grades. It would also give the company a route past the park.

As an alternative motion, Ald. Garratt moved that instead of building the Central avenue line an extension be built on Colborne street from Dundas to Oxford.

Ald. Pritchard seconded, and the amendment was lost on a division of 5 to 13.

Then Ald. McCallum decided to withdraw his motion with the consent of the council.

The route clause was then adopted without alteration. The representatives of the company asked that the clause be allowed to stand, but were just a little too late.

In connection with sub-section 3, a qualifying route clause. Ald. Dreaney moved that a line be built from Dundas street to the Hamilton road on Rectory street.

"I will second that," said Ald. Pritchard; "but I know there is a certain majority here ready to vote down anything that is in the interest of the city."

"Who made you to be judge?" asked Ald. Powell.

"Order," said the mayor.

The vote was a tie, and the mayor stood by the committee despite Ald. Dreaney's almost plaintive protest that the route was an absolute necessity.

In 50 (4) Ald. O'Meara wanted to bind the company to extend on Richmond street north to the city limits within eighteen months after the passage of the bylaw, instead of two years. His motion was lost.

On motion of Ald. Garratt the word "may" was changed to "shall" in subclause 50 (5). This binds the company to extend on Oxford street, from Richmond west to the bridge, on Ridout from York to Dundas, on Adelaide from Central avenue to Dundas, and from Central avenue to Oxford on the same street, also on Rectory to King, King to Ontario, and Ontario north to Dundas, within two years.

Amendments in which Ald. Pritchard figured, and by which single lines only would be built on York street between Richmond street and the bridge, and on Dundas street east from Quebec street to the city limits, were lost.

Mr. E. R. Cameron was given a hearing when clause 52, relating to radial roads, came up for discussion. He asked (1) that where connections were necessary to bring in radial trains from the country, that the company extend their lines to where they wish to enter the limits; (2) that owing to the great objection brought by farmers to the use of country roads, the radial company be allowed to use certain parts of the proposed Springbank line in order to reach the village of Delaware.

"This is no wild-cat scheme," explained Mr. Cameron. "When the bill passed recently at Toronto some gentlemen of that place offered to take 70 per cent of the stock if the citizens of London did not want it."

Mr. Ivey, for the company, said that they did not propose to build tracks in the city of London for the radial company. If the radial company wanted to come in at Adelaide street the company would have to build to the limits there instead of the radial company building from Adelaide street to Richmond, outside the limits.

The clause was allowed to stand.

After the 54th clause was read and adopted the city solicitor suggested that it would be a good place to stop and leave the balance to be considered at the adjourned meeting. As it was 12:10 a.m., the aldermen were not averse, and would hardly wait to settle the question as to when the council should meet again.

Mr. Ivey said that he would like to have Mr. Everett present at the next meeting, and the only night he could come was Wednesday.

Ald. Jones said that he was engaged both Tuesday and Wednesday nights, and it was pointed out that it would be hardly possible to reprint the bylaw as amended before Thursday night.

The question was put, but owing to the noise of those leaving the hall and the confusion in the chamber, it could not be seen which night carried.

"I have neglected my business long enough," said Ald. Jones. "If Mr. Everett cannot meet the City Council on Thursday night I can't meet him."

"That's all right," added Mr. Ivey, with feeling. "We don't care very much whether you do or not."

"Well, if you don't care," said Mr. Jones, as he walked through the door into the mayor's room, "we will get somebody else who will care."

It is understood that the mayor will call a special meeting for Thursday night.

Before discussing the franchise the aldermen transacted the following business.

The Seventh Battalion Band were allowed the use of Victoria Park on Wednesday, May 15, to give a free band concert.

The Harrisburg Foundry Company, of Harrisburg, Penn., offered to pay the expense of a deputation of three to that place to inspect their steam road roller.

"I move that the communication be filed," said Ald. J. W. Jones.

Ald. Brener seconded.

Ald. Dreaney—I move in amendment that the chairman of No. 2 committee, the city engineer and—well, myself. I could go.

Ald. Pritchard seconded.

Ald. O'Meara and Powell opposed any deputation at the expense of a company tendering.

Ald. Wm. Heaman said that only two of the various machines offered would do—one made in Buffalo and the other in Harrisburg.

The amendment was carried on a vote of 9 to 8, Ald. Ardill not having come in.

The bylaw relating to the sale of the city gravel pit was read a third time and passed.

Would you have phenomenal success with your biscuit, short-cake, griddle-cakes, pie-crusts and waffles? Use Dr. Price's Baking Powder.

JUDGE TOMS DEAD.

Senior Judge of the County of Huron—Widely Known.

Goderich, Ont., May 14.—Isaac Francis Toms, senior judge of the county of Huron, died this morning after an illness of two weeks. Deceased was one of the best known men in the western part of Ontario. The funeral will take place here on Thursday afternoon.

PRIVATELY DISCUSSED.

Montreal Physicians Beginning Largely to Prescribe a New Remedy.

Montreal, May 14.—There is still a good deal of talk here among all classes over the recent dispatches which appeared in so many Canadian papers relative to the cure of Mr. G. H. Kent, of Ottawa, from Bright's disease. Although the merits of the case have not been openly discussed at any of the meetings of the medical society, there has been a good deal of private conference, and the impression which the report of the recovery has made is evidenced in the fact that a good many physicians have prescribed Dodd's Kidney Pills in their private practice. No higher testimony than this could be given to any remedy, the reluctance of medical men to admit any good in proprietary medicines being well known.

DROPPED DEAD.

St. Catharines, May 13.—W. T. Duncan, brother-in-law of Mr. Jas. Robertson, of the Globe Hotel, Queenston street, dropped dead shortly before noon today. He and a number of other men around the hotel had been practicing feats of strength and agility, Duncan being one of the most expert of the party.

WHEN steel is exposed to the action of sea water and the weather it is said to corrode at the rate of an inch in 82 years; an inch of iron under the same condition corrodes in 190 years. When exposed to fresh water and the weather the periods are 170 years for steel and 630 years for iron.

Late Canadian News.

Bicyclist Killed by a G. T. R. Engine—Convict Struck by Lightning.

Joseph Garner, a prominent citizen of Pelham, died Sunday morning.

The Bisley team will sail from Montreal by the Parisian on June 22.

The Quebec municipal road committee has voted in favor of an electric street railway for the City of Quebec.

Antoine Lacroix, foreman of the Presse newspaper, was found drowned in the canal at Montreal on Sunday.

Mr. Myron A. Everetts, of Athens, Ont., a well-known barrister, was found dead in bed on Sunday morning.

At Sorel on Saturday William Morin, while jumping from a Government tugboat to the wharf, fell in the river and was drowned.

Mr. Ed. J. Elliott, of the Winnipeg police force, has been appointed to the vacancy caused by the resignation of J. Clarke as provincial chief of police.

Clarence Hastwell, a young man who was riding into Montreal on Monday morning from Lachine on his bicycle, was struck by a G. T. R. engine and instantly killed.

Albert Swain, serving sixteen months at the Central Prison at Toronto, was struck by lightning while in the wood-working department Saturday morning. He became unconscious, but will recover.

Mrs. Phyillis Ford Scott, widow of the late Daniel Scott, and one of the best known women in Toronto, died Saturday morning. In musical circles Mrs. Scott played a prominent part during the past 40 years.

A PEER OF THE REALM.

Earl of Selborne's Seat in the House of Commons at Stake.

London, May 14.—In the House of Commons yesterday the Earl of Selborne, who, as Viscount Wolmer, represented West Edinburgh in the House of Commons, and who succeeded to the title on May 5 by the death of his father, took his seat as usual. Thereupon Mr. Henry Labouchere, member for Northampton, asked the Speaker, Mr. William Court Gully, whether the earl was entitled to sit in the House of Commons. The Speaker questioned his Lordship on the subject, with the result that he asked him to withdraw below the bar of the House until the question of his right to sit as a member of the House of Commons was decided. The Earl of Selbourne complied with the Speaker's request, and the Chancellor of the Exchequer, Sir William Vernon Harcourt, then briefly explained his view of the situation, which was, that after the usual formalities had been gone through a writ should be issued for a new election for the seat in the House of Commons occupied by the Earl of Selborne.

A heated discussion followed, in which the Right Hon. Joseph Chamberlain, member for West Birmingham, and Mr. George N. Curson, member for the Southport division of Lancashire, took part.

Finally the Chancellor of the Exchequer consented to move to refer the question to a small special committee. Then the Right Hon. Leonard Henry Courtney, member for the Bodmin district of Cornwall, threatened to move for the adjournment of the House. Sir William said that he thought that the Earl of Selborne was being badly advised, and therefore he would move to issue a writ for an election in West Edinburgh, and thus end the whole thing. Later, however, the Chancellor of the Exchequer was persuaded to withdraw his motion, and the subject was dropped.

THINK OF IT!

London, May 14.—One death from sunstroke occurred yesterday in Highgate Woods.

THE PALMER DIVORCE CASE.

London, May 14.—In the case of John B. Rogers against his wife, Minnie Palmer, for absolute divorce, the court rendered a decision today expressing conviction that there was no collusion and granting the decree asked for. The documents in the case were sent to the Queen's proctor for the purpose of inquiring in regard to jurisdiction.

TALK OF WAR.

Stockholm, May 13.—Both Houses of Parliament almost unanimously voted today to grant the Government means wherewith to cover the deficit in the foreign budget. In consequence of Norway's refusal to contribute to this fund, the question of war between Norway and Sweden is being earnestly discussed. The consensus of public opinion is, however, decidedly adverse to such a step, and the Chambers also condemn it. It has been decided to request the Cabinet to make haste to revive the Act of Union, and thus put an end to the present grave and complicated situation.

Why does real economy prescribe the use of Dr. Price's Baking Powder? Because it is stronger, purer and more wholesome than any other.

TWO BOYS DROWNED.

Ottawa, May 13.—A double drowning accident ocurred in the Rideau River near Cumming's bridge Friday afternoon. Two boys were in the water bathing, and both sank together. Names unknown.

THIEVES WIN THE GAME.

Chicago, May 14.—Three men entered a gambling house of Powers & O'Brien at 170 Madison street last night and with drawn revolvers held up the players. One hundred and thirty dollars of stake money was raked off the table and about $50 was extracted from the pockets of the players. One of the robbers was captured.

AN INDIGNANT YOUNG CANADIAN.

Buffalo, N. Y., May 14.—Michael J. Faux, Government inspector, stationed at the foot of Ferry street, while endeavoring to prevent Arthur Clare, a Canadian from landing yesterday, was struck in the eye by Clare. The latter refused to answer the usual questions put to aliens about to enter the country. He was arrested and will be taken before United Sates Commissioner Fairchilds this morning for examination. Clare claims he comes from Toronto.

The Electric Car

Will take you within a block of our greenhouses, where you will find the greatest assortment of bedding plants in the city. We grow only those varieties which give general satisfaction, and as cheap as any florist in the city. Car fare deducted from all purchases of $1 and upwards. GREENWAY, Florist, London West.

KINGSMILL'S

CARPETS

THE BEST.

No need to tell you that you want a new carpet. Housecleaning time is when it becomes a self-evident fact. No need to tell you if you are going into a new house that carpets are half the furnishing. It's where you can buy one to the best advantage for the least money that you are interested in.

There is such a thing in the carpet trade as buying inferior goods, to sell at a price as a "leader." But the value of a carpet is in its wearing quality, and we've never yet felt we could afford to sell any other than the best, the kind we could recommend, the kind that sent our customers here time and again. At any rate our policy has built up the largest carpet trade and built the only exclusive carpet warehouse in Western Ontario. We are thus compelled to carry more kinds and more of all good kinds. Perhaps the variety has helped as well as the prices. Read a few of the latter.

Best Royal Wiltons, with border to match, $1.

Brussels carpets, in extra quality, specially selected patterns and colorings, for particularly hard wear, representing the best productions of the leading makers of England, including

Messrs Henderson,
Crossley,
Southwell,
Morton
Worth
Brinton
Smith

Our assortment embraces over one hundred and twenty different effects and colorings.

Tapestry Carpets:

Immense variety of artistic patterns, at 50c, 60c, 75c a yard.

Tapestry Stair Carpets at 18c, 25c, 35c, 37½c and 40c a yard.

All-Wool Carpets:

Best English, American and Canadian makes, of extra super all wool. Newest patterns and colorings. The best value in the land at 75c.

Union Carpets:

Special line at 25c—full yard wide.
Extra value in Super Unions at 35c, 45c and 50c a yard.

Linoleums & Oilcloths

Best quality English and Scotch Linoleums, in all the latest designs, including beautiful floral and carpet patterns, 2 and 4 yards wide, $1 a square yard.

Linoleums, 2 and 4 yards wide, splendid range of patterns, 55c, 60c, 65c, 70c, 85c a square yard.

Linoleums, 2 yards wide only, new designs, 50c a square yard.

English Floor Oilcloths, 4 yards wide, 85c a square yard.

English Floor Oilcloths, soft Linoleum finish, 1 and 2 yards wide, 25c, 30c, 35c a square yard.

Cocoa Mattings:

We carry a full line in all widths, viz., 18 inches wide, 25c, 30c, 40c a yard; 27 inches wide, 38c, 45c, 60c a yard; 36 inches wide, 50c, 60c, 75c a yard; 45 inches wide, 63c 75c, 90c a yard; 54 inches wide, 75c, 90c, $1 13 a yard; 72 inches wide, $1, $1 20, $1 50 a yard.

String Matting, extra heavy, for stairs and floors, in fancy stripes and plain centers, 18 inches, 20c a yard; 22 inches, 25c a yard; 27 inches, 30c a yard; 36 inches, 40c a yard.

Hemp Carpets:

Hemp Carpets, in fancy stripes and floral designs, for stairs and floors.

Lace Curtains:

Just opened, a large importation of Irish Point and Swiss Applique Curtains. Special values. All sizes.

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MILLINERY

We offer the remainder of our Imported French Pattern Hats and Bonnets AT ONE HALF THE ORIGINAL MARKED PRICE. This is a rare chance to secure something elegant and exclusive at a nominal figure.

Special lines in Ladies' and Children's Black and Colored Sailor Hats.

Hosiery:

Ladies' Fast Black Cotton Hose, 10c.

Extra fine, Hermsdorf dye, 17c, worth 25c.

Full fashioned, fast black, 22c.

Fine Ribbed Vests, 14c.

Extra fine ribbed, cotton, 25c.

Fine Silk and Lisle Thread Vests, 42c, worth 65c.

Wash Goods:

32-inch Bluette Stripe Prints, fast colors, only 8c, worth 12½c.

32-inch French Sateen, assorted grounds and colorings, worth 35c, for 18c.

28-inch Belman Duck Suitings, assorted patterns, 15c a yard.

30-inch French Chambrays, plain and stripe effects, only 12½c.

Gloves:

To be well gloved is necessary to be well dressed. Gloves should wear well, fit well, and be free from injurious dyes. Every buyer has a right to expect that these three qualities shall mark the gloves offered her, and without extra price. We have looked well to this, and would call your particular attention to the following specials, which are confined to Kingsmill's for this section, and cannot be had elsewhere.

First Choice Conversier,
Eugenie "Alexandre,"
Camille "Alexandre,"
La Fayette Suede,
Derby,
La Perle,
Milford, white,

In all Colors and Blacks.

Fitted at Our Counter if Desired.

Parasols:

In these defenses against sun and rain we show an almost infinite variety, in both plain and fancy, ranging in price from 35c to $10; many special exclusive styles that cannot be seen elsewhere. A big range of Children's Sun Shades.

KINGSMILL'S