

LONDON MEN ON WRECKED BOAT JUST ESCAPED A WATERY GRAVE

A Letter From Snake Island Gives Particulars of the Accident in Which a Sail Boat With Twelve Aboard Was Upset in a Squall

A letter received from a member of the party of Londoners who went up to Snake Island a week ago last Thursday to spend the holidays reveals the fact that eleven of the party were in a very close call from a watery grave in the accident which was referred to in the Advertiser some days ago.

It appears that a number of the Londoners went out to fish with Capt. Bellmore on a sail boat.

A narrow escape.

All were enjoying themselves, and there was no thought of danger, when suddenly a squall caught the craft and in an instant it was overturned like a corkie shell, and the seven occupants and the captain thrown into the water.

A heavy sea.

Some could swim, and some could not, but the sea was so high that all were in the same predicament—it was too rough for a man to save his life by swimming.

Captain Bellmore saved the lives of the party. With rare presence of mind, he reached the mast, and crawling out, held down the sail.

The oiled canvas thus acted as a life buoy, and the twelve men hung to it for life.

The waves battered over them, while the members of the party who had been left ashore launched boats and rowed with a will to the wreck.

It seemed like years, although only about fifteen minutes until the boats were alongside, and after much difficulty the shipwrecked were brought ashore.

A narrow escape.

One or two of the party suffered the brunt of some terrible waves, and if the boat had not arrived when they did, it is said that there would have been a loss of life.

It is understood that Mr. William Ward and Mr. Wm. Skinner were on the weather for some time as a result of the wreck.

All are well today, however, and report a splendid time.

Mr. Charles W. McGuire, manager of the Queen City Oil Co., was one of those who was on the boat. He arrived home today, and while refusing to discuss the accident, admitted to The Advertiser that it was the closest call he had ever had.

EXPERIENCED MEN APPLYING FOR JOBS, SAYS SUPT. BOWKER

Seventy-Five Were Taken on Thursday and Forty or More Today—Ten Men Sent From London to Help Out Toronto—Both Sides Claim They Are Satisfied With the Situation.

"Everything is going along first rate today," was Superintendent Bowker's statement to The Advertiser this afternoon. "All our passenger trains are running. No freight has as yet been moved, and I am not in a position to state when it will be moved."

"I had no idea that there were so many experienced men coming out of work, yesterday we took on 40 more, and quite a number today. London is proving a good district for getting men. Last night we were able to send ten good men to Toronto to help them out down there."

The Wage Schedule.

"I notice the men on our new wage schedule does not include that 18 per cent raise in every department. It certainly does not. They were right when they said that certain rates were increased only 10 per cent, but the increase on the London and Detroit runs amounts to more than 30 per cent. There are other runs where there is a large increase, and the average on the whole schedule figures out to 18 per cent. If the men did not, as they say, know about the new schedule, their leaders would not."

"Both east and west of here the company is moving freight, but there is no other division where there is such a heavy passenger service to maintain as the London division. We have 75 passenger trains to keep going and are doing it. We will, however, be able to move freight shortly."

Mr. Bowker stated that none of the men are handing in their clothes or coming back.

The office of Master of Transportation Crombie looks for all the world like a classroom in a school. "From morning until evening men of all ages are crowded together on the benches listening to the instructions who are explaining the rules. There are two instructors, and they are kept going all the time. At the strikers' headquarters at Cullis Hall today everything was quiet and it was reported that there was nothing to give out for publication. The men were greatly pleased to hear of the settlement that the C. P. R. have made with the men."

CASE AGAINST HARVESTER CO. RESULTS IN NO FINES BY THE P. M.

Employees of the Big Concern Were Charged With Breaking the Lord's Day Act By Working on Sunday—His Worship Agrees That Occasion Was One of Great Urgency.

A case of much interest was heard at the police court this morning when William E. Davis, Norman L. Morgan, Milton Smith, Levis C. Lyons and Thos. Hubbard, employees of the International Harvester Company here, were charged with breaking the Lord's Day act by working on Sunday.

After hearing the evidence Magistrate Love decided to adjourn the case until the accused are called, which means indefinitely.

Mr. John Macpherson, who represented the International Harvester men, before the case began stated that the present is an extremely busy time for the company.

A Busy Season.

"Usually," he said, "the harvest south of this district are a little earlier than those north, but this year, owing to the hot spell, the harvest is on all over the country. This unexpected condition has simply swamped the firm with work. They have been working from early morning until 10 and 11 o'clock at night for two weeks. Machinery will break no matter how carefully it is cared for, and when farmers send in hurry calls for new parts they must be gotten away at once, or it means a very serious delay to the farmer and great loss. The only offence these men are guilty of is of sending out parts. They were not shipping new machines. The work was one of necessity. Your honor has held in times past that street railwaymen may work on Sunday, as is a work of necessity. For two or three weeks only this company are facing urgent calls from the farmers whose whole crop may be lost or partially lost if it is not re-sown."

Complaints Made.

"I agree," said Magistrate Love, "that it is most important to have the farmers save their crops. The whole public depends upon them. We are not here to prosecute or injure people engaged in a good work."

Chief Williams said complaints had been made to him about the matter, and he thought it would be just as fair to allow McCleary or other firms to go ahead and work on Sundays.

Magistrate Love decided to hear the evidence.

Sergt. Lucas in Box.

Sergt. Lucas called by the chief, stated that when he went to the warehouse of the International Harvester Company on Sunday last at 11:20 in the morning, he found five men sorting out parts of machinery and putting tags on them.

The parts, he said, were those of new machines, and were being taken from big piles. The foreman said he had expected a visit from the police.

Witness asked if the work could be avoided, and the foreman said he thought it could if a couple of extra men were employed to help. He said, was impossible to get, but if the firm could get it there would be no need of working on Sunday. The work, he said, was one of necessity, and was carried on for the benefit of the farmers.

Allowed To Go.

"It seems to me," said Magistrate Love, "that this is an urgent case. While I am not prepared to uphold the contention that the work is one of actual necessity, I am prepared to excuse the company to the extent that I will impose no fine, and will adjourn the case until the defendants are called."

Farmers Fined.

Three London Township farmers appeared before Squire Chittick this morning, charged with allowing their dogs to run amuzzed. They were each fined \$2 and costs.

SOME SIDELIGHTS ON THE BIG STRIKE

Interesting Incidents at the Grand Trunk Depot on Thursday Afternoon and Night

A VERY LIVELY DISPUTE

Yard Boss Mike O'Leary Denies Indignantly That the Crossings Are Being Blocked by Trains.

There were a few enlivening incidents at the Grand Trunk depot yesterday afternoon and last night to relieve the monotony of the strike situation.

Passenger trains for the most part moved along as though there was no trouble, the only exception being the train from Owen Sound and the one back to that place.

That from Owen Sound was about two hours late in arriving, but it carried a large number of passengers.

Owing to a delay caused by Superintendent Bowker removing the conductor for cause, the train for Owen Sound was delayed some time in the afternoon, but it finally got away, carrying quite a number of people.

Through Trains Loaded.

In the evening the through trains were loaded with passengers, and they went their way as though peace reigned in the entire world.

The order sent out by the company that the strikers and their sympathizers will not be allowed on the company's property is making no end of work for Constable Logan, and is also occasioning not a little unpleasantness.

Mr. Logan is carrying out the order as, of course, he must, and naturally quite a number of his oldtime friends and acquaintances are somewhat irritated.

"It is a most unpleasant duty for me to perform," said Mr. Logan to The Advertiser, "but, of course, I have no alternative. I am only doing what I am ordered to do. It would be much more pleasant for all concerned, and no one would suffer by it, if the boys would accept the order in its proper light, and keep off the company's property until such time as the trouble is settled."

A Lively Dispute.

Senator Coffey and other prominent Londoners were interested witnesses of a lively row between Night Yardmaster Michael O'Leary and a police officer last night.

It appears that someone complained to the office that the company was blocking crossings for five minutes at a time.

This charge was a tread on the toes of the yardmaster, and he told the policeman that a complaint had been made. The officer was from Missouri, and demanded to be shown.

Thereupon, Michael became angry, and he offered the policeman five dollars to keep quiet.

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ARBITRATION IS STILL POSSIBLE

"It would seem that to each of the parties a reference to arbitration has appeared a fair and proper method of procedure for the adjustment of the differences between them, and the only inference it is possible to draw as to why one or other of the respective offers of arbitration have not been accepted is that each has been accompanied by a restriction not wholly acceptable to the other party."

—Hon. W. M. King.

"We are still willing to permit of a recognition of our former offer of arbitration, even although the time appears to have passed when arbitration should be considered."

—Vice-Pres. Murdoch.

THE WEATHER

Tomorrow—Fair.

FORECASTS.

Toronto, July 22—8 a.m.

Moderate winds; mostly fair and warm today and Saturday; a few local showers.

TEMPERATURES.

Stations.	Max.	Min.	Weather.
Calgary	88	56	Cloudy
Winnipeg	86	54	Clear
Port Arthur	82	60	Clear
Toronto	80	62	Cloudy
Ottawa	72	64	Fair
Montreal	70	64	Cloudy
Quebec	70	62	Rain
Father Point	66	50	Cloudy

WEATHER NOTES.

Thunderstorms have occurred in Ontario and Quebec, and light showers in Southern Saskatchewan and New Brunswick.

The weather continues warm throughout the Dominion.

FRIDAY'S WEATHER.

Heavy local thunderstorms occurred last evening in Ontario, and there were some light local showers in Southern Ontario and Saskatchewan. Elsewhere in Canada the weather was fine and warm.

Minimum and maximum temperatures:

London, 82-74; Dawson, 64-58; Atlin, 40-58; Prince Rupert, 56-50; Victoria, 54-72; Vancouver, 56-50; Edmonton, 50-56; Battleford, 50-50; Prince Albert, 50-54; Calgary, 50-50; Moose Jaw, 45-50; Qu'Appelle, 50-50; Winnipeg, 50-50; Port Arthur, 50-50; Parry Sound, 50-50; Toronto, 50-50; Ottawa, 50-50; Montreal, 50-50; Quebec, 50-50; St. John, 50-50; Halifax, 50-50.

TODAY'S PROBS.

The East-Branch southwestern winds; showers; light thunderstorms.

Lake Superior—Fair and warm.

Manitoba, Saskatchewan and Alberta—Fair and warm; a few local thunderstorms.

New Rates For C. P. R. Trainmen

Montreal July 22.—In the agreement made between the C. P. R. and its trainmen the passenger men are to receive for the months of May and June ten per cent increase on their wages. Through freight men are to receive for the months of May and June an increase of 17 per cent; way freight men are to receive for the same months 13 per cent of an increase; men employed in yard service are to be paid 25 per cent of an increase on the total amounts received by them when being paid for the months of May and June. The revised wage rates follow:

	Board's Award.	Final Set.
Passenger conductors	\$2 60	\$2 68
Passenger baggage men	1 50	1 55
Passenger brakemen	1 45	1 50
Minimum Day's Allowance.		
Passenger conductors	\$4 05	\$4 20
Passenger baggage men	2 33	2 75
Passenger brakemen	2 25	2 55
Minimum Monthly Allowance.		
Passenger conductors	\$110 00	\$125 00
Passenger baggage men	66 00	75 00
Passenger brakemen	61 60	70 00
Through Freight Service.		
Conductors	3 55	3 63
Brakemen	2 37	2 42
Local Freight Service.		
Conductors	3 90	3 97 1/2
Brakemen	2 65	3 70

BOARD OF TRADE WILL DISCUSS THE G. T. R. STRIKE SITUATION

A Special Meeting Will Be Held Tonight to Consider the Matter—Local Shippers Are Being Seriously Inconvenienced by the Tie Up On the Big Railway.

Notices have been sent out for a special meeting of the board of trade to be held this evening, for the purpose of discussing the Grand Trunk strike situation.

A large attendance of the members is requested, as matters of much importance to shippers and business men will be discussed.

Many local firms do a very large trade in the district covered by the Grand Trunk in Western Ontario, and the only way they can get goods through to customers is to send them by express. Already the express companies are doing a tremendous business, as many of the orders are urgent.

The local biscuit factories have in some cases taken large shipments out of the freight sheds and forwarded them by express.

Shipments of machinery of all kinds are going forward by express, and a very large quantity of merchandise of all sorts is being delivered in the same way.

While there is no danger of any firms having to close down on account of the strike, many are being seriously inconvenienced, not only by the non-arrival of goods, which are being delayed in transit, but by not being able to ship their goods out.

NOT SUFFICIENT CLEARANCE FOR THE HIGH TENSION WIRES

Niagara Power Department of the City and the Telephone and Telegraph Companies Will Soon Be at Loggerheads—It Is Alleged That the City Has Not Kept Up to the Requirements of the Law.

It was stated at the city hall today and Manager Beard, of the Bell Telephone Company, admits it, that there is a great deal of trouble brewing between the Niagara power department of the city of London, owing to the fact that proper clearance has not been allowed by the Niagara power department in the stringing of high tension wires in London over the wires of the Bell Company, and those of the C. P. R. and G. N. W. Telegraph Companies.

It is charged that the city has gone ahead and put up poles and wires without consulting the railway commission, whereas the law says that all new crossing phone, telegraph or other lines must have the authorization of the railway commission.

The Law.

Here is the law.

"The lowest conductor must not be less than 25 feet from top of rail for spans up to 145 feet; 2 1/2 feet additional clearance of rails or other wires must be given for each foot of span in excess of 145 feet, and for each additional length of span. The wires, low tension, as here used, to mean conductors for telegraph, telephone and kindred signal work, as well as conductors connected with grounded secondary circuits of transformers."

"Safe clearances between conductors are to be maintained at all times. The following distances to be provided wherever possible:

"At least three feet clearance between low tension wires; at least five feet between low tension wires, primaries, ungrounded secondaries and railway feeders employing less than ten thousand volts; at least ten feet between high tension wires and all other lines."

Two High Tension Wires.

Two high tension wires of 13,000 volts each are being brought into the city, and it is alleged that in no place has the city allowed a clearance of over three feet when crossing the telephone and telegraph wires.

Hence the trouble.

It is said that it will cost the city a great deal of money to make the changes which the companies affected and the railway commission will insist upon.

BOWLING TOURNAMENT ON MONDAY ALL THE BIG GUNS ARE COMING

Annual W. O. B. A. Tournament Promises To Be Faster Than Ever, as Stars Are Coming From Every Quarter By the Score.

Another W. O. B. A. turney is at hand, and on Monday, railroads permitting, the city will be in possession of the white-garbed bowlers.

This tournament, the blue ribbon event in lawn bowling, annually attracts over one hundred rinks, the pick of Ontario, and the rink so fortunate as to capture the Labatt trophy is usually a strong quartette, deserving of the honor.

This season is no exception, and when the finals are played, it will be a game worth seeing.

Not second in importance to the actual contest is the good-fellowship prevailing. Where in the universe could be gathered together a better and more likeable lot of men?

Veterans Coming.

Billy Jackson, J. S. Willison, Jim Waddell, Andy Taylor, Doc Fear, Dave McKeand, Billy Barley, Nate Cornwall, Joe Aspinall, "Holy" Smoke, Dick Thomson, Eddie Seagram, Dave Kuntz, and the Dutch Compane, Crawford and the Mexicans, and scores of other good fellows, who all conspire to make things hum. And any bowler who has not had a good time surely misses something. It is his own fault.

The contest, as usual, will be an open one, and the winner will likely come from the least expected quarter. This is usually the case. Rinks that

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THE STRIKE

Both sides still determined and confident. No sign yet as to what ultimate result will be.

Minister of Labor writes to both sides formally offering to pay expenses of arbitration.

Vice-President Murdoch of B. of R. T. issues letter of encouragement to strikers.

The unemployed, in addition to the strikers and those locked out, include engineers and firemen on the freight service, numbering two or three thousand men. They are out of work without pay, and without strike benefits.

COMPANY AND STRIKERS EVADE DEFINITE ANSWER TO MINISTER

Mr. King Finds That Neither Reply to Suggestion For Arbitration Answers the Question and Once More Demands Clear Reply in Interests of the Public.

[Special to The Advertiser.]

Ottawa, July 22.—The Minister of Labor, after receiving the replies of President Hays and Mr. Jas. Murdoch, representing the general committee of the Grand Trunk and Central Vermont trainmen, to his request for a statement of the attitude of each party towards the proposal of the Government for a board of arbitration has decided that neither reply answers the question put to them.

What the Men Say.

The men's reply, as published yesterday, is carefully worded so as not to preclude the acceptance of a board of arbitration, "mutually acceptable to both parties," but at the same time they declare for a specific board, namely, the one which made the award of the standard rates of pay now in force on the eastern American roads.

[Hays' Reply Held.]

The text of President Hays' reply will not be handed out just now, but will be held by the minister pending his consent, but it is understood practically a reiteration of his previous statement of the company's willingness to abide by the award of a "board of expert railwaymen."

In view of these replies and with the object of having each side place itself clearly on record, as to the specific question of arbitration by a board "mutually acceptable," Hon. Mr. King again telegraphed today to President Hays and Mr. Murdoch asking for a definite reply to the definite question. Thus the public and the Government and those who are vitally interested in securing a parliamentary settlement will have a chance to place the responsibility for any refusal to accept arbitration. Pending replies to this second request, Hon. Mr. King will force on the eastern American roads, delay further action.

MANY LOCAL BYLAWS ILLEGAL AUTHORIZED BY LEGISLATURE

The City Solicitor Finds That a Two-Thirds Vote Is Necessary to Their Passage When Improvements Are Involved.

If it hadn't been for the fact that the Ontario Government is in the habit of passing legislation without exactly knowing what it is doing, the city of London might be seriously embarrassed today in the matter of local improvement bylaws.

For years the city council has been under the impression that to pass a local improvement bylaw only a majority vote was required.

Ald. Richter, who is of an inquiring turn of mind, looked into the matter, and he found that a two-thirds vote, or ten members, was necessary.

The alderman intimated as much to his brethren of the council, but they failed to take him seriously.

Finally, the matter went to City Solicitor Meredith, who at once gave him his opinion that a two-thirds vote must be secured before any local improvement bylaw can become law.

Illegal Bylaws.

This means that a very large number of the bylaws passed by the council since London has been a city, but the local improvement bylaws must be indorsed by the Legislature, and it so happened that none of them were indorsed, and, of course, were legalized by act of parliament.

All works, however, which have not been authorized by the Government, have yet to be made good, by the council, and it is probable that at the next meeting the bylaws will be given legal readings, as the works have been completed, and in most cases the contractor Meredith, who at once gave him his opinion that a two-thirds vote must be secured before any local improvement bylaw can become law.

HAMILTON SOCIETY GIRL WEDS "BILLY" PAPKE THE PUGILIST

Polish Prize Fighter Elopod With Miss Pulver, Who Is Well Known in London—Couple Were Quietly Married in Buffalo.

Hamilton, July 22.—A mild sensation was caused yesterday when word was received from Buffalo of the marriage of Miss Edna E. Pulver, of this city, and Billy Papke, ex-middleweight champion of the world. The bride is the stepdaughter of A. Byrne, a wealthy man of this city, who is owner of the Garlock Packing Company, and the romance between her and Papke covers a period of two years.

Cupid first got busy in Hot Springs, where the bride was summing a few years ago, and since that time Papke has paid numerous visits to this city.

The bride's father was opposed to the marriage, but the girl was determined to marry a pugilist, but the girl was not to be denied, and while her father was in the old country, and her mother was preparing to take her daughter to Europe to meet the father, Miss Pulver eloped.

Wednesday morning Papke drove up to the residence of the bride on Main street east, and the girl, who is but 20, jumped into the automobile, and the happy couple sped away to Buffalo, where the knot was tied in the Niagara Square Congregational Church.

What the father will think is a matter of conjecture, but it is said that the mother upholds the girl. Mr. and Mrs. Papke will tour the United States in his motor car, after which they will leave for Australia, where Papke has several engagements.

The announcement of the marriage of Miss Pulver will come as a big surprise to the young lady's large circle of friends and acquaintances in Hamilton and London, for while it was known that the young people were very close friends, it was not generally known that the hero of the ring had as yet summoned up sufficient courage to pop the question. During the past

couple of years Papke has been a frequent visitor to Hamilton. He was here on Tuesday of this week, and when he was seen to visit a jewelry store dame rumor began to get busy, but the thought of an elopement did not enter any person's mind.

Miss Pulver is the stepdaughter of A. Byrne, proprietor of the Garlock Packing Company, and resides at 355 Main street east.

During his frequent visits to Hamilton Papke made many friends, and is a very gentlemanly young fellow, much above the average follower of the fist game. As a boxer he has a world-wide reputation, having been middleweight champion until he was defeated by Stanley Ketchel. The first time the two met Papke was defeated in ten rounds. They met again three or four months later, and Ketchel was knocked out in twelve rounds. The third time they met was on Nov. 26, 1908, and on this occasion Papke forfeited the middleweight title, being knocked out in eleven rounds, after a hard fight. Since then Papke has not tried to regain the title, although he has fought a number of minor fights since then. In addition to being a scrapper of note, Papke is mixed up with Hugh McIntosh in the promoting game, and expects to spend next winter in Australia and France, where he has a number of important engagements. He is still a young man, and may yet regain the championship title. Like Jack Johnson, he is very fond of automobiles and has one of the finest cars in the country. He usually travels in an auto, and that is the way he came to Hamilton on Tuesday and left yesterday.

Miss Pulver was one of the most prominent amongst the younger set of cottagers last summer at Port Stanley. Her brother, Mr. Alf. Pulver, was for some time in the newspaper business in this city.

CLEVERLY CAUGHT; QUICKLY SENTENCED

David Smith Caught Breaking Into Fingal Store and Is Given Two Years.

[Special to The Advertiser.]

Fingal, Ont., July 22.—David Smith, a young man, was today sentenced to two years at the Central Prison by Squire Hunt for theft from the general store of David Cavanaugh.

For some time Smith, who appeared to have no means of subsistence, was under suspicion in connection with thefts from Cavanaugh's store. Last night Cavanaugh and a constable hid in the building, and about midnight Smith, entering by a window, was caught in the act of stealing.

This morning he pleaded guilty and was at once sentenced.

TRAIN AT TORONTO BOMBARDED WITH EGGS

Strike Sympathizers Break Loose at York and Pelt the Conductor.

[Special to The Advertiser.]

Toronto, July 22.—As No. 7 G. T. R. train from Montreal pulled into York station at 9:10 last night it was greeted with jeers by a mob of men women and children who stood in the deluge of rain and defied the conductor to get off for orders. As the train left York the conductor was bombarded with stale eggs painted with eggs. The conductor was hit with eggs and cleaned up by the brakeman and a colored porter before the train reached Union Depot. The train brought two coaches of Masons from the Grande Lodge at Belleville. These are some points along the line were mistaken for strike-breakers.

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