

45TH YEAR NO. 19447

THE ADVERTISER, LONDON, ONTARIO, TUESDAY, SEPTEMBER 1, 1908—TEN PAGES.

PRICE TWO CENTS.

OPPOSITION DOG DAY ROMANCE; NO CLASH IN THE CABINET

The Premier Has Had No Dispute With Sir Richard Cartwright
and No Upheaval in Ministry Imminent—Cable Re
Aylesworth Also a Fake.

Ottawa, Aug. 31.—Sir Wilfrid Laurier's attention was called by your correspondent today to allegations published in Conservative newspapers of the existence of a serious disagreement between him and Sir Richard Cartwright, and of the prospective retirement from the cabinet of Sir Richard, of Sir Frederick Borden, Hon. L. P. Brodeur, Hon. A. B. Aylesworth and Hon. R. W. Scott.

Ridiculous Suggestion.
With regard to the report of friction between himself and Sir Richard Cartwright, the Prime Minister declared that the suggestion was ridiculous. All the other portions of this sensational gossip about prospective cabinet changes were also declared absolutely void of any foundation in fact.

The Aylesworth Yarn.
The statement in a Toronto newspaper of Hon. A. B. Aylesworth having telegraphed from Vienna "that there is no betterment in his condition" was also made out of whole cloth. Sir Wilfrid was also asked if there was any truth in a report that Lord Strathcona was to retire from the Canadian high commissionership, in London, with an earldom, and that his

place was to be taken by Sir Montagu Allan.
In reply the Prime Minister said: "Lord Strathcona has not intimated to me any desire to retire from the Canadian high commissionership. He did make such an intimation a few years ago, but I begged of him to remain, and he was good enough to yield to my wishes, and so long as his health remains good, I desire him to remain."

The Best of Friends.
Kingston, Aug. 31.—The statements put afloat regarding the retirement of Sir Richard Cartwright, through compulsion, from the Federal cabinet, are looked on here as fairy tales. Should he step out, it will be of his own desire.
Sir Richard is in Ottawa, but will be back in Kingston on Tuesday. In conversation with personal friends, he has not suggested any cabinet troubles and has not expressed any opposition to the Government's policies. He has been in Ottawa for the purpose of taking part in the cabinet business. His relations with his colleagues are harmonious and cordial. He is still, as usual, and is still, his constant and abiding friend. Yarns to the contrary are dog-day romances.

A Lively Row Over a Prisoner Legal Gentlemen Hold Debate

Crown Attorney McKillop and
Ex-Mayor Judd in an
Argument.

Ex-Mayor Judd and Crown Attorney McKillop engaged in a lively legal argument at the court house today. Squire Chittick acted as referee, and High Constable Hughes and Deputy Sheriff Waterworth as seconds.

The decision was a draw, but there is a strong possibility of another meeting shortly.

The argument arose over the case of Edward Ryckman, of Carleton Place, who was yesterday arrested on a charge of having assaulted a 14-year-old Indian girl.

Lost the Papers.
From what could be learned, it ap-

pears that Indian Constable Timothy, who brought the prisoner to the county jail, lost the commitment and the information on the road to London. The prisoner, therefore, is being held merely on a remand. This Mr. Judd held was illegal, as it was necessary to have an information before a prisoner could be placed in jail.

More Red Tape.
Finding that he could not secure the release of his client on a technicality, Mr. Judd asked that Ryckman be allowed bail.

Here another difficulty arose, for under the law, a prisoner on remand cannot be bailed.

"This isn't the end of this thing," remarked Mr. Judd, as he left the court house. "They have no right to hold that man a prisoner than they would have to hold me right now, and Ryckman would be justified in knocking down his guards and escaping."

Premier Laurier May Speak Here

Toronto, Sept. 1.—As has already been intimated, it is not Sir Wilfrid Laurier's intention to address meetings in any of the cities in the course of his Ontario tour, but the fact that his journeyings to and from the different points included in the itinerary already arranged will necessitate a stay in Toronto and London has inspired fresh hopes among the Liberals in both cities that the Premier may be persuaded to make a change in his plans. On his way to Niagara Sir Wilfrid will make a stop at the Union

Station long enough to change trains, and he will again have a very short interval to wait on his return to Montreal after the first meeting; but to subsequent arrangements. It is anticipated that the Premier will spend, if not two days, at least one in Toronto between meetings, and that London will be similarly privileged. The enthusiasm aroused by Sir Wilfrid's tour is such that arrangements have been made to run five special trains from different points in the Niagara peninsula to the first meeting.

Bigamist Self Is Given Five Years

Windsor, Aug. 31.—Nathaniel Self, alias George Ferguson, pleaded guilty to bigamy before Magistrate Bartlett in the police court today, and was sentenced to five years in Kingston Penitentiary.

Self, about 40 years old and stooped-shouldered, is anything but prepossessing looking. He drove a bakery rig.

Self, under the name of Ferguson, was arrested on Aug. 18, on complaint of Lilly May Norris, an English girl, who supposes she was Ferguson's lawful wife, having married him in Windsor last April. She had information, which the police substantiated, that her husband had married Rachael Beattie, a Galt young woman, over a year before.

fore, and Ferguson admitted the first marriage. She appeared on the stand this morning and testified, without any apparent malice toward Self, that she was his lawful wife, and that she is now supporting their three children in London.

A third marriage was proven against Self. It took place in London last January, but the girl was not summoned. The police received word that two other matrimonial contracts had been entered into by him, but Self denied them and no investigation was made. The prisoner today said that he was surprised and disappointed at the severity of the sentence, owing to the impression that three years would be the limit.

The City Refuses to Take It in Trade

The London Street Railway Company has not yet paid its account of \$666.66 to the board of works.

The company has a few days more in which to pay the bill, and it is probable that it will be settled before that time.

The company is anxious to sell some gravel to Mr. Graydon, but the latter gentleman does not want trade; he wants the cash.

The University Board of Governors

It was expected that the Provincial Government would appoint its four representatives to the Western University board of governors today, but no word has as yet been received regarding them.

Hon. Adam Beck has not made known his choice, but it is understood that Mr. S. J. Radcliffe, principal of the Normal School, and ex-Adm. John Foristall are two of the number. The other two will probably be Mr. A. T. McMahon and Dr. Drake.

No intimation has been made as to the personnel of the four to be appointed by the council, but it is thought that Mr. F. E. Leonard, Capt. T. J. Murphy, and Dr. John D. Wilson will be among them.

The four Government and the four council appointees will then appoint others, constituting the whole board of the university.

GEO. CROWE PLEADS GUILTY TO ASSAULTING HIS WIFE

Who Died Some Time After the Beating She Received—Defence
Attempts to Have Insanity Evidence Submitted—David
Shein Given Three Months for Theft

Two cases were tried before Judge Elliott in the county judges' criminal court today.

George Crowe, of Dorchester, pleaded guilty to having committed an assault occasioning bodily harm to his wife, and was remanded until Sept. 14 for sentence, and David Shein, a Russian Hebrew, was sentenced to three months in Central Prison on a charge of theft.

Wasn't Afraid.
Shein appeared first, and created much amusement by stating to the constables that although he was white he was not terrified, and that eating "skilly" and other jail delicacies was responsible for his pallid complexion.

In broken English Shein stated that he had stolen two suits of clothes from his employer, O. Goldberg, because the latter, whom he said was well to do, had not paid him for a long time, and he needed the money the suits brought.

"That is no excuse for theft," replied his honor, "and you must be taught that you cannot come to Canada from the old country and steal when you feel so inclined."

Mr. Goldberg asked for clemency, and the sentence was accordingly

made a light one. Owing to the crowded condition of Central Prison Shein will probably have to serve out his sentence in London.

The Crowe Case.

Mr. R. Fisher, appearing for George Crowe, stated that he wished to change the latter's former plea of not guilty to assaulting his wife, who has since died, to guilty.

"There is insanity in the prisoner's family," said Mr. Fisher, "and I ask that the case be adjourned until I can produce character witnesses, and prove that the prisoner is subject to insanity."

Crown Attorney McKillop objected to any evidence of insanity being submitted, holding that after the prisoner had pleaded guilty he could not produce any evidence other than that of previous good character.

Mr. Fisher stated that "no excuse" could be offered for his client's conduct other than that he had committed the assault upon his late wife while in a jealous rage over alleged improper conduct toward Mrs. Crowe by a resident of Dorchester some time ago.

Crowe was then remanded for sentence.

Newsboy Struck by a Street Car But Was Not Seriously Injured

Narrow Escape of Little Frank
Bennett, of Clarence
Street.

While attempting to cross in front of an Ottawa avenue car yesterday afternoon on Dundas street, near Clarence, between 4 and 5 o'clock, Frank, the 13-year-old son of Mr. James Bennett, 225 Clarence street, was struck by the car, but fortunately escaped serious injuries. He was removed to

his home, and will be about in a few days.

Young Bennett had been selling papers on the street, and a man on the opposite side of Dundas street beckoned for a paper. The boy, in his eagerness to make the sale, decided to cross in front of the car. He had got almost across when the steps of the car struck him. He was rolled on the pavement and stunned.

A number of spectators rushed to his assistance and carried the lad into Calmrose & Lawrence's drug store, where he was soon revived.

The boy was bruised and his elbow was cut, but he was able to go home.

Fire in Vault of Local Academy Girl Dropped a Match in Papers

Mr. W. C. Coe Sacrificed His
Papers There to Keep Fire
From Spreading.

Coe's Shorthand Academy was treated to a warm reopening today when a small blaze in the vault occasioned a loss of at least \$100. It is fully covered by insurance.

The academy is kept open the year round, but a reopening day is always held on the first Tuesday in September.

The pupils were busy today carrying out supplies from the vaults, when one of the young lady students dropped a match, which she had lighted,

into some loose papers.

Mr. Coe arrived as soon as the first cry of "Fire!" was made, and promptly tried to smother the flames with a rug.

The blaze had gained too much headway, however, and Mr. Coe was obliged to shut the vault door to keep the flames from spreading.

This resulted in the smothering of the fire and when the chemical compound arrived a few moments later the blaze was practically out.

Mrs. Coe, however, in the meantime, was in a state of great worry, for in the vault were stored her furs, valued at \$250.

The vault was used for storing court records, valuable papers and supplies for stenographic work.

Seeking a Pair That Punched Him

An irate Greek, with but a slight grip on the English language, is on the hunt for a couple of hilarious gentlemen who took a punch at him last evening.

The Greek is a peanut vendor, with a stand on Richmond street, near King. Last night a couple of young men, who had drunk not wisely, but too often, came along and held him up for a couple of sacks of peanuts. They refused to pay, and when the Greek insisted, they mugged his countenance.

This morning he vexed sundry policemen with bunches of Greek in trying to locate the miscreants.

The Greek could not describe the young chaps, and the policeman was cross-eyed trying to fathom what the complainant was saying.

A number of interpreters tried in vain to straighten out the tangle, but nothing has come of it yet.

He will have to police his eye, and wait until the young rascals own up to the punching.

GAS ENGINES AT SEA

Interesting Experiments Made on an
Old British Warship.

London, Aug. 31.—A new method of ship propulsion is said to be foreshadowed by the successful working of a suction gas engine that is being tried aboard his majesty's steamship Rattler, an obsolete warship, on which the William Beardmore Company has installed an engine of this description. The advantages claimed for the suction gas engine are that no stokers are required and that cheap coal can be used, while with an equal amount of coal consumption 50 per cent more power is obtained than by steam engines. The gas is prepared by passing steam and air through a furnace in which coal or coke is burned, and the gas so produced, after being cooled and cleaned by passage through a scrubber filled with damp coke, is sucked off by the engine just as it is required for driving it. Only so much gas as is wanted to feed the engine is thus produced. The suction gas engine needs neither boilers nor funnels. A correspondent who has been aboard the Rattler describes the stokehold as a huge, airy compartment, with two or three great upright cylinders in it, not at all hot, and clean and free from the usual objectionable concomitants of stokeholds. The Rattler's engine, of course, is only in the experimental stage, but the clumsy old vessel was driven by a 550-horsepower engine at the rate of nearly 11 knots and at a cost of 6 cents per horsepower per ten miles.

THE WEATHER.

TOMORROW—COOLER.
FORECASTS.

Toronto, Sept. 1—8 a.m.
Today—Southwest winds; mostly fair, with local thunderstorms.

Wednesday—Fresh to strong westerly winds; fair and cooler.

TEMPERATURES.

Stations.	8 a.m.	Min.	Max.	Weather.
Calgary	40	40	40	Fair
Winnipeg	50	48	50	Fair
Port Arthur	50	48	50	Fair
Parry Sound	68	64	68	Fair
Toronto	68	66	68	Clear
Ottawa	68	66	68	Clear
Montreal	68	66	68	Fair
Quebec	68	66	68	Clear
Father Point	68	66	68	Fair

The first column in the above table records the temperature at 8 o'clock this morning, and the second column records the minimum temperatures during the 24 hours previous.

WEATHER NOTES.

Rain fell again yesterday in Manitoba and Eastern Saskatchewan, but indications are now favorable for finer weather.

The skies continue clear from Ontario to the Maritime Provinces, with high temperatures in Ontario, Quebec, and moderate temperatures in New Brunswick and Nova Scotia.

Local Temperatures.

The highest and lowest readings of the thermometer at the local observatory for the 24 hours ended at 8 p.m. Monday were: Highest, 87°; lowest, 53°.

August Rainfall.

The rainfall for August, 1908, was 3.37 inches, which is much heavier than the same month the year previous, when 1.20 inches were recorded. The highest temperature for August, 1908, was 94.5° on the 3rd, while the lowest temperature registered was 41° on the 23rd.



MR. GEORGE PHELPS,
Who Has Been Appointed to an Important Musical Position at Belleville.

SHUNTING ON THE SABBATH

Lord's Day Alliance and Railways
Lock Horns Before the Rail-
way Commission.

Ottawa, Sept. 1.—The railways and the Lord's Day Alliance locked horns today before the railway committee over the meaning of the Lord's Day act. The Grand Trunk was the railway which entered the case, but all railways were interested, and among others who took part in the proceedings was the labor department of Canada, the railway department and Rational Sunday League of Toronto. The Grand Trunk has applied for an order allowing it to break up and remake trains which may be in transit when the Lord's Day begins, and continue them to their destination. Lord's Day Alliance is opposed to this. The act now allows trains which are in transit Saturday to continue Sunday to their destination.

The Railway's Case.

M. K. Cowan, K. C., for the Grand Trunk, argues that the railway act gave the board the power to make an order allowing any work to be done by a railroad on Sunday, which commission regarded as a work of necessity. He argues that this was a case of necessity. The law allowed trains which had started on Saturday to continue on Sunday to their destination. It was frequently the case that cars of cattle were mixed with cars of other freight to form a train, and it was necessary to break up trains to forward cattle to destination as early as possible.

Mr. McPherson, for the Lord's Day Alliance, opposed this, and said that the act and intention of parliament was only that trains should continue to their destination on Sunday, and there was no intention to allow shunting.

Chairman Mabey, of the commission, asked if Mr. McPherson proposed that in case of a train made up of ten cars of cattle for Montreal to be exported, and ten cars of furniture and lumber for an intermediate point that there should not be a breaking up of that train to drop furniture and lumber cars and allow cattle to be taken on to destination.

Common Sense.

Mr. McPherson said that his clients held such shunting should not be allowed.

Chairman Mabey—Then you would have cattle held over Sunday at an intermediate point, or have the furniture and lumber taken on to Montreal with cattle, and then taken back again.

Mr. McPherson said that was what he held the act to propose. That was the position he took.

Chairman Mabey thought it would only be common sense to allow such train to be broken up. The cases of such perishable freight as cattle and milk should be especially considered.

Mr. McPherson said that the intention of the Lord's Day act was to provide as a day of rest the first day of each week. The effect of the act has been to give a day of rest to 30,000 men, who had previously been compelled to work on Sunday.

Chairman Mabey said he had no doubt but 29,000 of these men would be given this day of rest against their wishes.

Mr. McPherson thought not.

Mr. Cowan said the railway men would prefer to be allowed to work Sundays.

Mr. McPherson said his information was otherwise. The railway men had received their day of rest with a great deal of satisfaction, and would oppose being deprived of it. The Lord's Day act allowed some work on Sunday. For instance, he held the application of the Pere Marquette to be allowed to operate a ferry on Sunday to continue trains in transit should be allowed.

SETTLEMENT IN SIGHT.

Scranton, Sept. 1.—The trouble between the Delaware, Lackawanna and Western Railroad and its switchmen will probably be disposed of finally Thursday. The grievance committee in session here had a conference with General Superintendent T. E. Clark yesterday. The possibility of a strike continues to be very remote. The principal business done at the meeting, it is said, was to discuss the idea of withdrawing the demands.

ROW IS BREWING WITH P. M. RE EVENING TRAIN SERVICE

Company, It Is Said, Will Cut All Trains Out of the City After
3:30 P. M.—People of Several Places Affected to Take
Matter Up With the City of London.

The city of London and the management of the Pere Marquette Railway Company are likely to have a heart to heart talk shortly in regard to the train service which it is proposed to put on between this city and St. Thomas when the Fort Stanley summer traffic closes.

It is understood that within a week the company will discontinue all trains out of London after 3:30 in the afternoon.

This would, of course, be a serious blow to London's business interests, as it would mean that there would be no communication, except what the Southwestern Traction Company affords, with places south of the city, and particularly with those places lying to the south and east of London, after 3:30 p.m.

People Object.

People in the vicinity of Westminster, Glanworth, White Station, Yarmouth and other places would be practically cut off from their homes unless they could so arrange their

business that they could leave the city by 3:40 in the afternoon. All the scholars who attend the Collegiate Institute, business colleges, etc., and who return to their homes about 5 o'clock would be compelled to remain in the city all the week, and this, of course, would be a great inconvenience to them.

A Petition.

They intend to present, if necessary, a mammoth petition to the city of London to request the Pere Marquette to continue an evening train out of London.

They point out that ever since the road has been in operation, covering a period of over fifty years, there has been an evening train leaving the city, and to cut off the service now would be an open violation of the spirit of the company's agreement with the city, and a distinct hardship to thousands of people, besides a business loss to London generally.

The matter will likely be dealt with by the council at once.

Traction Car Had a Close Call Switch at Barns Was Left Open

Car Shot Into It in South London, But Motorman Stopped
It in Time.

An accident that might have been attended with fatal results was narrowly averted on the Southwestern Traction line, when the eight o'clock car was leaving London Saturday night.

The car had left London a few minutes late, and in an effort to make up time was travelling at a rate of over twenty miles an hour.

The speed was not slackened as it approached the company's former yards and car barns in South London, and the motorman failed to notice that the switch leading into the

standing on the siding. As it was only a few feet separated the cars when it was brought to a standstill. The conductor was collecting a fare at the time and the suddenness of the jerk hurled him through a window, but he luckily escaped without serious injury.

A Mystery.

How the switch came to be opened is a mystery. None of the switches carry lights, nor are they locked, and it is believed that someone with a spite against the company turned the switch in an effort to wreck the car, regardless of the loss of human life it might have entailed. It is said an effort will be made to get the ruling of the railway commission on the question of switches being unlocked and not carrying the regulation lights.

Manager Mower, when seen by The Advertiser, admitted that the switch going into the old car barns had been left open by someone not an employee of the road, but he would not say that an attempt had been made to wreck the car.

Schools Open With Large Attendance Inspector Edwards Well Satisfied

Visited Many Schools and Found
Everything Running
Smoothly.

The schools of the city opened this morning, and at every one of them there was a very large attendance of pupils.

They did not go willingly to school, did these kiddies. Some of them had the look of martyrs, and every step seemed to cause them pain as they thought of the happy days of the idle summer.

Attendance Good.

"I visited ten schools this morning," said Inspector Edwards, "and there was a splendid attendance at every one of them. I should say it was an average attendance, perhaps a little better. Of course, there was not a great deal of work done, but the classes were reorganized and prepared for the year's work. There were no changes made in the staffs. Some resignations have been received by the board since last July, but the vacancies will not be filled for a week or so at least. I will visit the other schools this afternoon and expect to find conditions similar to the schools I visited."

Miss Powell's Resignation.

The resignation of Miss Auta Powell, art directress of the public schools, is causing not a little regret in the schools. Miss Powell was very popular among the scholars and her work was highly regarded by both teachers and pupils.

"She was an excellent teacher," said Inspector Edwards. "We regretted to part with her."

Her successor will be appointed this afternoon at the meeting of the board of education, and it will probably be Miss Mulveny, who has been recommended by No. 1 committee.

The Collegiate.

There was a good attendance at the Collegiate Institute. There were 720 pupils registered.

All the teachers were on hand, with the exception of Dr. Downing, who is at the Sulphur Springs, in Virginia, getting rid of an attack of rheumatism. It is expected that he will be back in a day or two.

Separate Schools.

The separate schools also opened this morning with a good attendance. All the teachers were in their places and the work of organization was completed.

Little work other than that was attempted.

Railroad Traffic Very Heavy Now

Railroad officials report that traffic is very heavy, and that on many of the trains extra coaches have had to be put on to accommodate the crowds who are travelling.

Hundreds of people passed through the city this morning on both Grand Trunk and C. P. R. trains en route to Toronto Fair.

In addition to this, there is a large number of people returning home from their holidays. Freight traffic also keeps heavy.

Large quantities of wheat and many hundreds of cars of live stock are passing through every 24 hours. There are not nearly so many idle freight cars in any of the yards, as there were six weeks ago.

Repairs Are Needed at the Armories

An inspection of the Barracks is being made today by Sergt.-Major Shergold, of the Engineering Corps.

The Armories were inspected yesterday, and a number of improvements ordered.

Among the portions of the buildings which will undergo needed repairs are the towers built some five years ago. The towers were found in rather bad

condition, the action of the frost upon the brickwork having caused many seams to open up.

It was reported around the city today that the towers were condemned, but this was denied by both Col. Peters and Sergt.-Major Shergold.

The Armories were found to be in very fair shape with the exception of the towers.