

43RD YEAR NO. 18003

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TERRIFIC SLEET STORM HITS THE CITY; WIRES DOWN, TREES FALL, CARS BLOCKED

Many Telephone and Telegraph Lines Put Out of Business, Cutting Off the City From Outside Points—Electric and Steam Railroads Badly Handicapped.

The sleetstorm of last night practically cut London off from communication with the outside world. Never in the history of the local telephone and telegraph companies did a storm do as much damage to poles and wires as that of last night.

Until noon today not a wire was in operation on the C.P.R. system east of London, which handles the Associated Press dispatches in Canada. Manager Bowen stated to The Advertiser that the damage was most severe, but that he hoped to have repairs made within a few hours. At Woodstock the C.P.R. wires suffered the greatest damage. In the city, telephone wires crossed the telegraph line, and made a great deal of trouble for the company.

At noon not a wire was in operation on the G. N. W. system. Ganks of repair men were out all night, and Manager Furness made strenuous efforts to resume the connection with the outside with the least possible delay. Poles and wires were down everywhere, and the sleet, snow and ice made it extremely difficult to make repairs.

Telephones Also

The Bell Telephone Company had only three long distance wires working at noon, and Manager Baird said the damage was so great he did not think it would be possible to have all the lines in working order today.

By 10 o'clock this morning, between 150 and 200 'phones were reported out of order in the city. It is thought that in all close on 500 'phones are out of order.

The storm also wreaked havoc among the shade trees of London, and this morning the boulevards were piled high with broken branches.

But all this was only a part of the damage done. On all lines of the street railway the weight of ice which clung to the wires snapped the wooden poles off at the base, and it was necessary for the company to have gangs of men at work all night repairing the breaks. Twelve cars were kept running all night to keep the different lines open. Early in the evening each trolley pole was equipped with a sleet wheel, so as to make running possible.

Steam Lines Too

The telegraph wires of all the steam lines entering London went by the board.

Trains on the Grand Trunk, with the exception of those on the time card, were cut out, owing to the fact that the congestion of freight, resulting from the storm, made it dangerous to attempt the running of trains other than the regulars.

Between London and Hamilton the congestion was most serious, and it was found necessary to send Night Chief Forester to Hamilton to clean up there before freights could be operated out of London. Mr. Forrester went to Hamilton this morning.

All along the line between London and Windsor, telegraph poles were snapped off by the weight of ice on the wires.

The C. P. R. reported the same trouble. The passenger trains were kept moving, and pretty nearly on time, but freights were held up, owing to the breaks in the wires.

The Pere Marquette and the M. C. R. also suffered through the breaking of poles on the L. & E. R. Trains are being operated, but they were all late.

People Angry

The London street railway put in a bad night. The ice on the rails and the wires prevented cars running at more than a snail's pace, and it was a common occurrence for two or three cars to be stalled in the one block for nearly an hour.

Quite a number of people were out in the storm, and, of course, they wanted to ride. Needless to say, they were in very bad humor, and abused both the weatherman and the company.

The company reports that half a dozen poles were snapped off on Dundas street, several on the Hamilton road, Horton street, and two or three other lines.

This morning cars were run intermittently, as the company could not repair all the damage and get things in shape in a few hours.

Fairlyland Streets

The sun came out for fifteen or twenty minutes this morning, and the city streets glistened in the sunlight like avenues in fairyland. Every shade tree drooped to the ground under the weight of ice, which clung to every limb and twig.

The fine weather of the past few weeks had started many of the trees to bud, and, of course, they were covered with a ball of ice until it resembled the glass alleys of marble-playing days. Pedestrians found it necessary to take to the roadways, as the drooping branches hung weeping-willowlike, low over the walks, too low to walk under.

The artificial stone sidewalks were anything but convenient this morning. Covered with a few inches of ice, they gave many a man a taste of the ups and downs of city life.

Horses found the navigation of pavements very difficult this morning, too, and there was a great rush for blacksmith shops and sharp caulkers.

Continued on page eight.

KOMOKA SCHEME IS INDORSED BY TRADES AND LABOR COUNCIL

Very Little Opposition to It—Council May Place Aldermanic Candidates in the Field.

The Trades and Labor Council met last evening, and among the matters discussed was the proposal to extend the city waterworks system by acquiring the various springs in the vicinity of Komoka.

At a previous meeting, Commissioner Saunders had gone carefully into the scheme, but the council delayed action pending further information.

Last night, a vote was taken, and it was almost unanimously in

dorse the Komoka scheme. It was stated today that there were but two or three votes recorded against the proposal.

Aldermanic Slate Possible
The question of placing aldermanic candidates in the field at the approaching municipal elections, was also considered. The feeling of the members was that a slate should be named to represent the working classes. Several persons were proposed, but the names are being withheld until it is ascertained whether or not they will consent to stand.

The slate will be named at a meeting of the council to be held in the near future.

No candidates for the board of education are to be placed in the field.

ALLEGED FORGER AT LAST CAUGHT

Fred Ryckman Alleged to Have Passed a Number of Worthless Checks.

Today about noon Detective Nickle arrested a young man who gives his name as Fred Ryckman on a charge of forgery.

For some time past worthless checks have been passed on local business men, but in each case the description given to the police of the film-flammer was different.

Detective Nickle got quietly to work and at last selected Ryckman as the manipulator of the checks. Ryckman was taken to the police station, where he was identified by several persons as the individual who passed worthless checks on them.

It is alleged that on Nov. 23 Ryckman passed a check for \$3, bearing the alleged signature of George Loveless, and indorsed by John Watts. Another check signed "George Loveless" was passed on Pope Bros., butchers, of this city, on Nov. 23. On Nov. 23, Robert McIntyre, a barber, accepted a check signed George Loveless and indorsed by Joseph Herson.

On Dec. 4, Hamilton Hartson took a check signed John Ferguson & Son, and indorsed Norman Walker.

All are alleged to be forgeries by the prisoner.

Ryckman, who is a young man, claims that he originally came from Thorndale, where his grandfather owned a hotel and his father kept a tin shop. He admitted, however, that his relatives now reside in Hamilton.

MENTIONED FOR VACANCY
Rev. W. T. Hill May Be Offered Prominent Woodstock Church.

Rev. W. T. Hill, rector of the Church of St. John the Evangelist, has been mentioned as a probable successor to Rev. Canon Farthing, who recently left New St. Paul's Church, Woodstock, to accept a charge at Kingston.

The names of several other prominent clergymen have been spoken of in connection with the vacancy.

Mr. Hill was asked today concerning the matter, and he said the Woodstock congregation had not yet approached him.

BLOCKED FOR 20 MINUTES
Street Cars Tied Up By Train at Richmond Street Crossing.

Mayor Judd was in Ingersoll today, and Ald. Gillen was acting mayor.

The first thing Ald. Gillen did was to instruct the city engineer's department to write the Grand Trunk Railway regarding the blocking of the Richmond street crossing at noon today.

An express train pulled in and the rear coach was allowed to block about three-fourths of the street, thus tying up the street railway system.

The officials of the latter company immediately made complaint to Ald. Gillen, who had the delay time taken. The car stood across the street from 12:35 to exactly 22 minutes.

Had the G. T. R. desired to obviate the delay it would have only been necessary to order the engineer to slack ahead 25 or 30 feet. This was not done, however, and on one of the worst days of the season hundreds of people were compelled to walk home to dinner in the mud and slush.

"It appears to me as though the G. T. R. is trying to give the people of London a few object lessons as to the value of overhead lines," Ald. Gillen said, "but we will see about it. There was no reason under the sun why Richmond street should have been blocked today."

TEMPERANCE PARTY TO HAVE SLATE

The League Will Campaign to Secure a Council Strongly in Its Favor.

The temperance party of London intends to make its influence felt in the forthcoming municipal election.

A meeting of the executive of the local league was held last night, at which municipal matters were discussed.

When seen this morning in reference to the meeting, Mr. D. A. McDermid said:

While the league has no special legislation in mind to bring before the council, we are determined that a majority of the new council, as with the present one, should be temperance men. We believe that the best of the new blood offering for election this year will be temperance men. We will have at least eight, and possibly nine, representatives in the council for 1907.

It is the intention of the league, it is understood, to interview all candidates offering themselves for aldermanic honors, and to bind them to a temperance pledge.

It is not the intention to ask any reduction next year.

Mr. McDermid makes this plain in his statement given above, but the party intends to be ready for emergencies in case any attempt is made to have the number of licenses increased on any pretense whatsoever.

Ever since the reduction in licenses this year, there has been a steady current of argument against the wisdom of the action of the temperance people, and which was backed up by a majority of the electors. Some of the liquor men have hazarded the opinion that if the people had the bylaw before them again they would defeat it, as it has been shown, they argue, that the cutting off of six licenses in London has merely resulted in the turning over to the other bars the business of the places that have been cut off.

The Britannia House, for example, was not a very good paying proposition until the Wellington House was cut off. Now the house dispenses more beer and ale than any other place in the city.

Other hotels, which formerly carried two bartenders, now have three. And so on.

The temperance people take no stock in these arguments, however. They say that every time they can cut off a license they will do it, and they claim that when the police statistics are made up shortly, a material reduction in the number of drunks will be shown to have taken place since the six hotels were cut off.

A temperance slate will be issued, as was the case in January last, so that voters may know who is and who is not in favor of the aims of the temperance party.

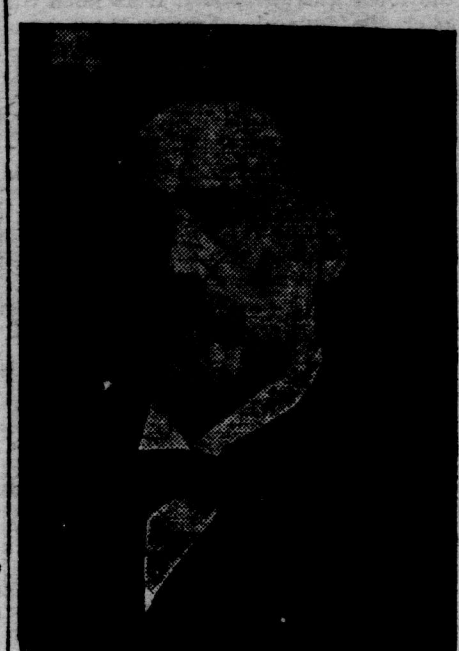
THE G. T. R. AND CITY
Again Rumored That Negotiations Are About To Be Resumed.

There were more rumors today of the reopening of Grand Trunk negotiations with the city, but nothing of a definite nature along this line could be learned.

It is known the company is nibbling, but it is said that Manager McGuigan has no desire to take a chance on submitting a bylaw for a fixed assessment to the people when there are six other bylaws to be voted upon.

He would much prefer having a bylaw submitted to the people in June, February, when there would only be the one measure to vote upon, and the people wouldn't be fuddled with nearly two score ballots.

GETS THE RED HAT.
Rome, Dec. 6.—At the secret consistory held today in place of a public consistory previously announced, Cardinal Samassa, Archbishop of St. Riga, Hungary, who was present, although still suffering from illness, received the red hat. The pope recognized 84 bishops.



HON. GEORGE W. ROSS,
Appointed To Fill One of the Ontario
Vacancies in the Upper House.

HON. G. W. ROSS GOES TO SENATE

The Veteran Liberal Leader of Ontario Choice for One of the Vacancies.

[Special to The Advertiser.]

Ottawa, Dec. 6.—The vacancies in the senate will be filled this week, probably today. It has been finally decided that Hon. G. W. Ross will be one of the new senators.

The name of C. W. Hartman, who ran against Dr. Sproule in East Grey and was defeated on two occasions, is spoken of for one vacancy.

FIREMEN WANT INCREASE

The Brotherhood to Make Demands on Forty-Seven Systems.

Chicago, Dec. 6.—The Brotherhood of Locomotive Firemen, representing 63,000 members, today discussed a demand for a wage increase of 15 per cent from 47 trunk lines in the Northwest, Southwest and Middle-west. The meeting of delegates was held at the Lexington Hotel, and Grand Master A. J. Hanrahan presided. Demands for an eight-hour day and better working conditions will also be made. Resolutions were passed declaring the cost of living has increased 40 per cent. Mr. Hanrahan declared there was no talk of a strike, as he felt certain the roads would grant the demands.

Committees will remain in Chicago to confer with Chicago representatives of the roads affected.

HEAVY FINE FOR YOUNG OPERATOR

Elmer Vrooman Pays \$250 for Attempting Criminal Assault at Dorchester.

Elmer Vrooman, the youthful night operator on the G. T. R. at Dorchester Station, who recently attempted an assault on Jennie Cusson, the 12-year-old daughter of the station agent, was this afternoon brought before Judge Macbeth at the courthouse.

Vrooman entered a plea of guilty, and with the approval of the crown he was fined \$250, or in default three months in jail.

The fine was paid.

Vrooman's home is at Harrisburg. The offense was committed some weeks ago at Dorchester Station. After committing it, Vrooman fled to the city, where he was arrested a day or two later.

THE WEATHER.

TOMORROW—COLDER.

Toronto, Dec. 5—p.m. The western disturbance is moving directly toward the great lakes, and snow and rain have already set in over Western Ontario. The weather continues fairly cold from Ontario to the Maritime Provinces, and very cold in the Western Provinces.

Minimum and maximum temperatures: Victoria, 42-46; Calgary, 4 below-2 below; Edmonton, 10 below-8 below; Prince Albert, 12 below-10 below; Qu'Appelle, 8 below-2 below; Winnipeg, 2-4; Port Arthur, zero-10; Parry Sound, 14 below-20; Toronto, 22-24; Ottawa, 4-14; Montreal, 2-18; Quebec, zero-16; St. John, 4-28; Halifax, 10-20.

LOCAL TEMPERATURES.

The highest and lowest readings of the thermometer at the local observatory for the 24 hours ended at 8 p.m. Wednesday were: Highest, 34°; lowest, 25° above.

FORECASTS.
Detroit, Dec. 5.—Lower Michigan: Snow in north, rain in south portion on Thursday, colder in the afternoon. Friday—Fair and colder; brisk northwest winds.

NO FRITTERING OF VALUABLE TIME

New Rule Goes Into Force and Catches Members Napping.

QUESTION FOR GOVERNMENT

Mr. Lancaster's Shipping Measure Sent to a Special Committee—Hon. Mr. Hyman's Resignation.

Ottawa, Dec. 5.—A practical demonstration of the working of the new rule designed to avoid useless frittering away of the time of the House by motions to adjourn upon frivolous excuses or for the purpose of airing the personal views of members upon topics in which the great majority of the House take no interest, to the exclusion of the business for which Parliament assembled, was given today. Application of the rule, however, was made in a totally unexpected direction. Usually the House has always been willing and anxious to listen to anything in the way of ministerial explanations, which have hitherto been regarded as in order at almost any stage of the proceedings, it being generally recognized that the House and the public should have information which the ministers have to impart regarding public affairs at the earliest possible moment. This afternoon Mr. George W. Fowler, M. P., took his seat in the House for the first time this session, and Mr. Rufus Pope, ex-M. P., also made his appearance in the corridors. Mr. Aylesworth, minister of justice, took advantage of the opportunity to give the House a denial of the statement made by Mr. Pope in British Columbia that a judgeship in the supreme court of that province was for sale. He had, however, omitted to observe the technicalities of the new rule, and the leader of the Opposition having called attention to the fact, Mr. Aylesworth was not allowed today to give a denial to the statement. A laughable feature of the incident was that before the Opposition had finished chuckling at their success in delaying, but not preventing, the explanation by the Minister of Justice, Mr. Borden himself and his lieutenant from Quebec, Mr. J. G. H. Bergeron, were also tripped up, and were called to order by the speaker for transgressing the rule. Private members succeeded in getting through a lot of business. Mr. Monk's bill providing for the incorporation of industrial and co-operative societies, and Mr. Lancaster's bill requiring masters and mates on Canadian vessels sailing the great lakes to be British subjects, were referred to special committees.

SHAH OF PERSIA AT DEATH'S DOOR

Monarch Being Kept Alive by the Use of Powerful Stimulants.

Teheran, Dec. 6.—There is no longer any doubt that the Shah is dying. Half the people here believe that his majesty is already dead, his death being concealed. During last night three injections of camphor were given.

One of the leading doctors said: "An injection of camphor is given when the heart is failing. It cannot have any influence on dropsy. We rarely give it except in extreme cases. It is a powerful stimulant, but not a tonic."

Another doctor said: "Formerly the Shah was given digitalis, which stimulates the heart. It is not dangerous; but camphor is different. It can only be applied a very few times."

Marked agitation reigned in the Assembly, the members excitedly discussing measures to be taken should the reactionary crown prince refuse to ratify the constitution. The crown prince has left Teheran. He can reach here in five days.

DELAY IS ALLEGED

Claim Made That Some Assize Court Decisions Held Too Long.

Ottawa, Dec. 6.—Mr. Taylor has placed the following questions on the order paper: "Is the Government aware that Hon. Mr. Justice Macgill has heard several cases at the different assize courts throughout the Province of Ontario in the many of them he has reserved judgment, and that although in some cases over one year has elapsed since he tried such cases, he has not yet seen fit to render judgment thereon, and that this delay has operated to the great injury of litigants?" If so, what action does the Government propose to take to procure a speedy delivery of judgment on these several cases so reserved?

WEDDED AT "THE MAPLES"

Mr. Henry H. Sims and Miss A. L. McIntyre Married By Rev. W. M. Walker.

A quiet but pretty wedding was celebrated at the home of Mrs. A. M. Toohy, "The Maples," 136 Grey street, yesterday afternoon, when Miss Alberta L. McIntyre, daughter of Mr. Hugh McIntyre, of Lobo, was united in marriage to Mr. Henry H. Sims, of Thamesford, Rev. W. M. Walker, of South London, officiating.

The bride, who was given away by her father, wore a dainty gown of white silk and carried a bouquet of white roses. She was supported by her sister, Miss Edna McIntyre, who wore a dress of blue silk and carried pink roses. Mr. Edward Sims, brother of the groom, acted as groomsmen.

After the ceremony a wedding breakfast was served. "The Maples" was beautifully decorated with palms and white and yellow flowers.

The groom's present to the bride was a handsome piano.

Mendlesohn's wedding march was played by Mrs. A. M. Toohy and Mr. D. Carswell, on piano and violin respectively.

The bride is a graduate of Victoria Hospital Training School for Nurses, and her many friends in this city will join in extending their best wishes.

Mr. and Mrs. Sims will take up their residence in Thamesford.

ARBITRATOR FIELDING.

Ottawa, Dec. 5.—Hon. Mr. Fielding is acting as arbitrator in the Dominion Coal and Steel dispute.

Struck by Wolverine--Two Men Meet Instant Death

Crossing Fatality on the Michigan Central Railway, Near Rodney--Aged Farmer and Young Farm Hand the Victims.

[Special to The Advertiser.]

Rodney, Dec. 5.—The Wolverine express on the Michigan Central, due here from the west about 7 o'clock, instantly killed two men about a mile west of Rodney this evening.

The victims are Archibald Patterson, a farmer, 60 years of age, living near the village of Taylor, two miles from this place, and Elijah Long, a farmhand, 20 years of age, who worked in the same vicinity.

Patterson and Long came to Rodney during the afternoon, and started to drive home between 6 and 7 o'clock. In order to reach their homes, the unfortunate men had to cross the M. C. R. track, a mile from Rodney.

The view of the railroad is unobstructed at that place, but in spite of the fact, Patterson and Taylor drove in front of the express, which is scheduled to run a mile a minute or better, the entire distance from Windsor to Bridgeburg.

The buggy was struck fairly in the

center, and with its occupants was thrown a considerable distance. When the engineer of the Wolverine noticed the danger of the men, it was too late for him to even attempt to slacken the speed of the train. The latter was brought to a standstill and backed to the scene of the accident. Both Patterson and Long were found to have been instantly killed. Their horse was also dead and the rig was smashed to splinters.

Dr. Dorland, coroner, of this place, was notified, and on investigating the affair, he decided to hold an inquest.

Patterson was married, and leaves a wife and several children. Long was unmarried.

Patterson had a narrow escape from being killed by an M. C. R. train at a crossing near Taylor a year and a half ago. He was driving across the railway when his horse was struck by a train and instantly killed. When the train was backed to the crossing, however, Patterson was found to have escaped injury.

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A NEW COTTON MILL

Will Be Erected at Shawinigan Falls—Concessions Are Acquired.

Montreal, Dec. 6.—It was announced today that a large cotton mill will be built immediately at Shawinigan Falls. The company, which has already been organized, will be known as the North American Cotton Company, with a capital of \$2,000,000 preferred, and \$1,000,000 common stock.

The Dominion Textile Company will subscribe for a large block of the securities of the new company, and a number of those intimately associated with this company are subscribing for stock. Valuable concessions have been arranged for from the town of Shawinigan Falls, and it is expected the whole project will be completed by the fall of 1907.

COTTONSEED DUTIES.

Paris, Dec. 5.—Cottonseed and cottonseed oil, of which there is an enormous importation from America, are threatened with almost prohibitory duties. The subject was not included in the budget estimates, but is being pressed for consideration not only as a new source of revenue, but on the demand of the olive oil industry for protection against cottonseed oil, which is extensively replacing olive oil.

FATAL EXPLOSION AT COBALT.

Cobalt, Dec. 5.—One miner was killed and another injured in the tunnel on a big vein of Jacob's mine, Kerr Lake, by their drilling into an unexpected charge of dynamite.

CALIFORNIANS ARE IN A RAGE; THREATEN TO DEFY ROOSEVELT

Pacific Coast Folk Angered Over His Backing Up of the Japanese.

San Francisco, Dec. 6.—California and the whole Pacific Coast is lashing itself into a fury at the President's threat to use the United States army to compel California to admit Japanese to public school privileges.

Hints are openly given that such action would result in attempts to impeach Mr. Roosevelt. Charges are made that he is unfair, even untruthful, in his message statements in reference to the situation in San Francisco.

DISASTROUS FIRE AT LYNN, MASS.

Explosion of Boiler Injures Many Factory Hands and Does \$45,000 Damage.

Lynn, Mass., Dec. 6.—By the explosion of a boiler in the four-story factory of P. J. Harney & Co., shortly before 7 o'clock this morning, eleven persons were injured and fourteen buildings destroyed by fire, with a loss roughly estimated at \$45,000. Of these structures six were dwellings, one the railroad station of the Boston and Maine Company, and the others mostly occupied by shoe manufacturing concerns. That no lives were lost or more people injured is attributed to the fact that the explosion occurred before the factory operatives had assembled. The flames spread with great rapidity, driven by a southeast wind, and swept through the district in West Lynn in the vicinity of Allen and Charles streets. A general alarm summoned the fire departments from Boston and Salem, and after two hours of fighting the flames were thought to be under control.

Linford L. Dilworth, bachelor, member of one of the oldest, wealthiest, and proudest families of the city, killed himself by firing a shot through his head.

The prominence of the dead man, his wealth and that of his relatives, has caused a great deal of excitement in Pittsburg, where every man, woman and child, almost, knew "Lin" Dilworth.

Aside from admitting that Dilworth killed himself, relatives of the dead man refuse to talk. They intimate that it is none of the business of the public.

Linford L. Dilworth had been one of the most prominent citizens about Pittsburg. He never did anything so far as can be learned, but spend money, and was perhaps as well known in New York, where he spent half his time, as in Pittsburg. At the time of his death he was worth probably \$1,000,000.

FATAL ELEVATOR ACCIDENT.
Chambersburg, Dec. 5.—Three men were killed, one was fatally injured, and five others were severely hurt at an elevator in the Geiser Manufacturing Company's shops. Eleven men were on the lift, together with a five-ton milling machine and heavy truck, when a cable parted.