

43RD YEAR NO. 19175

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PRICE TWO CENTS.

**PRODUCER GAS ENGINE A WONDER
SUPPLIES POWER FOR \$9 PER H.P.****Plant Now Installed in the Works of the McClary
Mfg. Company—Attempt Will Be Made to Use
Peat for Fuel Instead of Coal.**

The initial test of the new producer gas engine and plant, which the McClary Company recently installed, took place yesterday at the works in the south end of the city, and was most satisfactory in every way. The official test will take place on Monday.

"The new engine is everything that we expected of it," Manager King said to the Advertiser at the close of the test yesterday afternoon, "and has demonstrated that power can be produced and distributed at will at a cost fully one-third less than can be done by the most modern steam engines."

Much Cheaper Than Steam.

"Our steam plant is one of the most up-to-date in America, consisting of all the latest automatic devices to save fuel, but there is no question that the producer gas plant will cut at least one-third off our running expenses in that line. The engine, it is estimated, will produce 250-horsepower on a ten-hour run from one ton of hard coal, and we expect that the cost per horsepower per annum will be between \$8 and \$9. If charcoal is used, we estimate that fourteen ounces will produce one-horsepower."

Space Saver.

"Another valuable feature to the manufacturer is the immense saving of space. Our steam plant to produce 250-horsepower requires four big boilers and an engine. The boilers require a large room and keep two men busy looking after them, and an engineer is required to look after the engine. The producer gas outfit can be put in about one-sixth of the space required by the

engine and boilers, and one man looks after the complete system."

The plant at McClary's has been installed by Engineer Bishop, of Kansas City, representing an American company. Mr. Bishop explained to the Advertiser that this plant was the third which the firm has placed in Ontario. The other two are at Cobalt in the smelters, where they are giving excellent service.

The McClary Engine.

The McClary engine consists of what is known as a three-cylinder gas engine, which is directly connected to a Westinghouse generator, which produces enough electricity at 250 volts to run all the machines connected with it, and to supply lights for the shops.

The operation of the system is extremely simple, the coal being fed into the producer, which is simply a big circular oven about 8 feet in diameter. Here it burns very slowly, so slowly that when the engine is not running it is necessary to supply it with air at intervals to keep it from going out. The gas produced passes into a tank, where it is purified, and from there into a small receptacle, which acts as a reservoir. The engine when in operation regulates the supply automatically, taking just the required amount to accomplish its work and governing it self according as the load upon it is increased or decreased.

Mixture Used.

The mixture used in the cylinders is two parts of air and three parts of gas, and this drives the flywheels, of which

Continued on Page Eight.

C. P. R. Express Smashed Outfit

Canadian express No. 1, due here from the east at 11:30, was delayed this morning for some time by an accident that happened at Erinville.

It seems that Mr. John Wolfe, who delivers milk in that place, forgot all

about the fact that the train was coming, and left his horse and wagon standing on the C. P. R. track.

The train came along, and now Mr. Wolfe is minus a horse and the greater part of a milk wagon.

**Allan Studholme Comes to London
To Help the Local Labor Candidate****Mr. Jacobs Says He Has Never
Been Connected With the
Old Parties.**

"I have cast but one political vote in my life," said John D. Jacobs to the Advertiser this morning. "That was the first vote I cast. Since then I have been absolutely independent. I defy anyone to show where I ever worked on the platform of any political party. I defy anyone to show where I have worked in any party's committee rooms. I have kept away from them. I have been independent and am independent still. The cause of labor has been my chief aim for a long time, and it will be so still. We are in the fight to win, and we are not going to turn back to correct the statement that Mr. Jacobs has been entangled in a political alliance, and that he was only in the field to cover up political tracks of his friends."

Mr. Studholme Here.

Mr. Allan Studholme, M. P. for East Hamilton, is in the city, and is making a canvass for the labor can-

didate. He has visited a number of factories, and has spoken to a large number of men.

"Jacobs is independent," he said to the Advertiser. "He has been out and out for the cause of labor, and has refrained from becoming allied to any party. That is what I have found out about him in my canvass. He is in the fight to win, and is putting up a good campaign."

Billy McLean Coming.

Mr. W. F. McLean, of the Toronto World, and M. P. for East York, is taking considerable interest in the campaign and advises from Toronto indicate that he will take a very active part in the campaign shortly. He is aware that Mr. Jacobs is a public ownership man, one of the cardinal features of the McLean programme, and it is said that he feels he is entitled to the moral and active support of the member for York. It is asserted that Mr. McLean will come to London, if the labor men will give him a chance, and take the platform against Major Beattie.

Major Beattie's Plans.

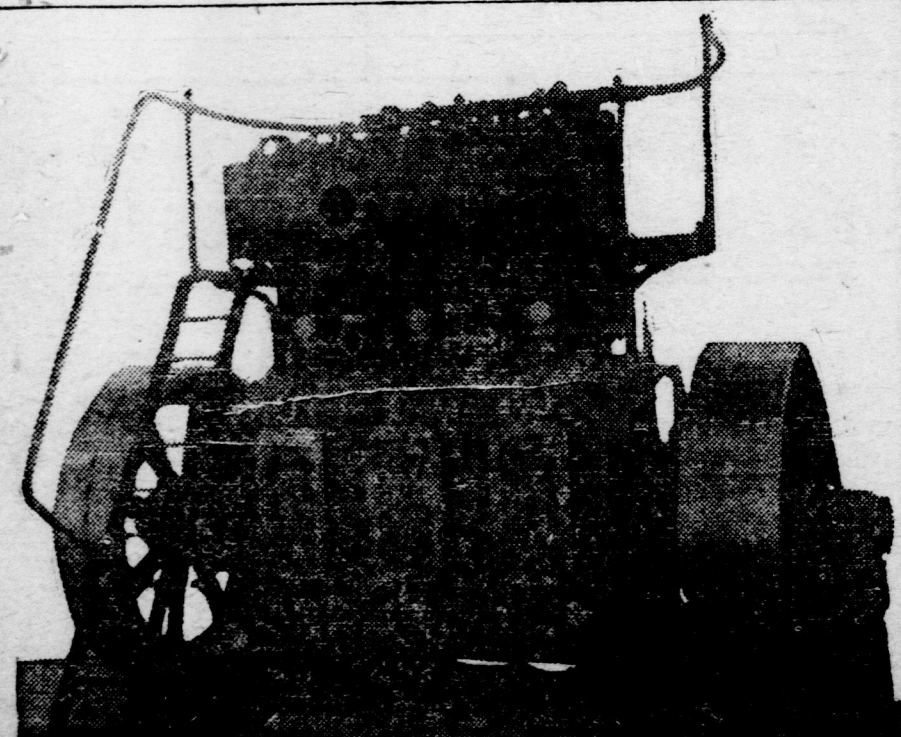
A public meeting in the interests of Major Beattie will be called shortly. His campaign will really begin on Tuesday, when the nominations take place.

Narrow Escape From Terrible Death

An old man, whose name could not be learned, had a very narrow escape from death about 7 o'clock last evening. He was crossing the G. T. H. tracks at Clarence street, and when in the center of one of the tracks stopped for a moment to look down the lines.

A light engine was coming from the

west, and was almost upon the old man before he realized his danger. The engineer blew the whistle, and the old man became excited. He jumped around in the center of the track until the spectators thought he would certainly be struck. Happily he got off the rails just as the engine flashed by. It missed the old man by the narrowest possible margin.



PRODUCER GAS ENGINE AT McCLARY'S.

From the Detroit Free Press.
MONARCH OF ALL HE SURVEYS.**More Trackage Wanted for North End
City Will Meet the Street Railway****Line East of Wellington Street
and North of Oxford Street
Is Badly Needed.**

The matter of increased trackage for the city will be taken up with the directors of the street railway shortly by No. 1 committee. A meeting will be arranged, when the question will be gone into. The committee will wait until President Everett, of Cleveland, is in the city before arranging for a meeting.

Rapid Growth.

The rapid growth of the city makes it imperative that there be more trackage. The north and east and south sections, are growing at a great rate, and with increased trackage and street car connection they will grow more rapidly than ever. This is particularly true of the north end. There is a large section north of Oxford

street and east of Wellington street, where a railway line is very necessary.

Line Is Wanted.

At present there is no line that touches it very closely. Some years ago a petition was presented asking for a line along Victoria street. The suggestion made this morning by a prominent citizen would be to continue a line up Adelaide street, run west along Victoria street to Maitland street, and down Maitland street, where it would connect with the Oxford street line. This would insure a good service for that section and would increase its growth very much.

Section Booming.

"That part of the city is growing quite fast," said Assessment Commissioner Grant this morning. "Outside the city limits lots are changing hands very rapidly, although there is not very much building going on at present. Street railway lines would make it grow more rapidly of course. (Continued from Page One.)"

School Janitors Now Want Increase

It begins to look as if the board of education was a real twentieth century Santa Claus. During the past few days that body has raised everybody's salary except the janitors and the janitors.

Naturally the latter felt a little "sore." Why should they be left out of consideration?

So they rose in their wrath, held a

meeting last night, and will ask the board of education at its next meeting to come along with an increase in their stipends.

The reason, viz., that they need the money, owing to the increased cost of living, is given for the request.

A letter will be framed and sent to the board of education.

There are sixteen janitors in the list.

Cable Cuts From London To Be Reduced

The cost of sending messages from London across the ocean to European points will be cut in two, if the Marconi system, which is being instituted, proves the success anticipated from its first trial. It will be a great boon to press, to commercial men, and to the public generally.

At present the cable rate from London is 25 cents a word. The new system will not cost more than 14 cents a word if the Marconi Company can continue to send messages across the ocean at 10 cents a word. The rate from London to Glace Bay is 30 cents for the first ten words and 2 cents a word for every word above that amount. It would cost 50 cents to send a 20-word message, a rate of 2½ cents a word. The through rate would be 10 cents a word, and the land

charge on the other side should not be more than 1 cent per word, making the rate 14 cents for a 10 word message, and 13½ cents for a 20-word message.

Local managers of the telegraph companies were not prepared to make any definite statements regarding the new system today. No definite arrangements have been made by either company with the Marconi Company.

"We will send whatever offers to Glace Bay," said Mr. Dan Bowen, of the C. P. R. Telegraph Company, "this morning. As for the through charge across the ocean, we cannot say what it will be. I have not been notified of any arrangement yet."

The final success of the scheme will be known until it is tried in all kinds of weather.

**Directors Must Settle the Question
Of Wage Increase for Street Car Men****Request Presented to Manager
King on Friday—Wages
Now Earned.**

Manager King, of the London Street Railway Company, was visited yesterday afternoon by a committee of seven conductors and motormen in reference to an increase in wages.

Mr. King received the men cordially, and promised to lay the matter before the first meeting of the board of directors, which will be held shortly.

What They Want.

At present motormen and conductors begin at 18 cents an hour for a 10-hour work-day. The second year they get 17, and the third year 15 cents.

The street car men now ask that they be paid a standard rate of 20 cents an hour. They claim that after a man has been running for two or three months he is just as good a man as the man who runs for twenty years.

Whether the men will get the increase asked for is a matter in doubt. Manager King is said to have given the men all the encouragement possible yesterday when they approached him, but could not assure them of a raise until the board had met.

One of the men stated to the Ad-

vertiser that a man with a steady run makes about \$16 a month, and that this is not sufficient when the high price of living is considered.

Directors Must Settle It.

Manager King admitted that the petition had been given him yesterday.

"What are you going to do about it?" was asked.

"I am not going to do anything about it," he replied. "It is a matter for the directors to settle, and it will be presented to them at their next meeting. We always give such matters our fullest consideration, and we will do the same with this petition."

When Will the Directors Meet?

was asked.

"The date has not been set yet, but it will be shortly," he answered.

KIPLING AT THE CAPITAL

[Special to The Advertiser.]

Ottawa, Oct. 19.—Rudyard Kipling arrived here this morning, and drove straight to Rideau Hall, where he will be a guest of Lord Grey during his stay at Ottawa. Kipling received the press correspondents at Rideau Hall this forenoon. He had little to add to what he had said at other points on his way to and from the coast.

**DR. TENNENT, V.S.
GOES TO TORONTO****As Meat Inspector for the
Dominion Government—
A Big Job.**

Dr. D. C. Tennent, V. S., received his appointment Friday as meat inspector for the Dominion Government with headquarters in Toronto.

As Toronto is the center of the largest packing district in Canada, and in it is the largest packing plant under the British flag, the position is a most important one.

Dr. Tennent is well known in and around London, where since he graduated a couple of years ago, he has been practicing as a veterinary surgeon.

**WAS MUCH WANTED
ROUNDED UP HERE****Arrest of Man From Owen
Sound Who is an Alleged
Bigamist.**

Detective Nickle made a clever capture in East London this afternoon, shortly after half-past one, when he located Thomas Richardson, alias Alexander, alias Wilson, on a charge of bigamy.

It will be remembered that Wilson, who is alleged to be a married man, having a wife and three children living in Owen Sound, on Sept. 2, under the name of James D. Wilson, was married at Owen Sound to Miss Margaret Weir, a girl only 19 years old, with whom he came to this city.

Miss Weir was taken home by her father a short time ago, and Richardson disappeared. A few days ago the police heard that he had returned to the city, and have been keeping a keen lookout for him. Wilson is 35 years old, and went to Owen Sound from Elora about a year ago.

**BREWERS WILL
MEET ON TUESDAY****London Men to Go to Toronto
to Discuss the Matter of
Prices, Etc.**

A call has been issued to the brewery, distillery and hotelmen of the Province, London included, to attend a big meeting of representatives of all branches of the liquor trade, wholesale and retail, to be held in Toronto next Tuesday for the purpose of discussing matters of vital importance to the trade.

In the circular sent out by a well-known brewer, it is stated that the trade is in great danger, and that unless all branches unite to fight the advocates of temperance the liquor business may soon be a business of the past.

It is pointed out that next January local option bylaws will be submitted in at least 50 constituencies in Ontario, and that a strong fight will have to be made to prevent them from being carried, as the temperance forces are already well organized and have been at work for some time. It is not unlikely that at the meeting a fund will be raised with which to oppose all local option bylaws.

Price of Drinks.

Other matters of importance are likely to be discussed at the meeting, but what they are the circular does not say.

Local hotelmen say that it is more probable that an effort will be made to have the price of drinks raised.

They claim that Canadian whiskies should sell for 15 cents, or two for a quarter, and that the charge of imported whiskies should not be less than 15 cents straight.

In London but few places sell 15 cents for whisky. Ten cents is generally charged.

THE WEATHER.**TOMORROW—FAIR AND COOL.****FORECASTS.**

Toronto, Oct. 19—8 a.m.
Today—Light to variable winds; fair and cool.

Sunday—Southeast winds, and about the same temperature.

TEMPERATURES.

Stations.	8 a.m.	Min.	Weather.
Calgary	30	28	Clear
Winnipeg	30	26	Fair
Port Arthur	30	26	Cloudy
Perry Sound	30	26	Cloudy
Toronto	38	34	Cloudy
Ottawa	30	26	Fair
Montreal	30	26	Fair
Quebec	30	26	Fair
Falmer Point	30	26	Fair

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

WEATHER NOTES.

The area of low pressure which was over the Gulf yesterday has passed away to the Atlantic, and the barometer is now moderately high throughout the Dominion.

The western cold wave has disappeared, but frosts were quite general this morning in Ontario and Quebec. There are some indications of a disturbance forming in the Upper Missouri Valley.

**Brutal Attack on a Little Girl
Tillsonburg Wild With Excitement****Daughter of a Prominent
Farmer Roughly Handled
by Young Man.**

[Special to The Advertiser.]

Tillsonburg, Oct. 19.—James Burns, a recently-arrived Englishman, was arrested here yesterday on a charge of an attempted assault upon Miss Ada Belle Slits, 13 years of age, daughter of a prosperous farmer of this section.

It is alleged that Burns met the girl in a lonely place about noon, and that he attempted to assault her. She fought heroically for her honor, and Burns tried to choke her to silence her screams. A farmer named Tillson happened along just at this time, and he ran to the struggling girl's rescue. Tillson overpowered Burns, who is

about 21 years of age, and took him prisoner.

Burns, it is alleged, was in the employ of the M. C. R. R. as a brakeman until yesterday, when he was discharged.

Burns was arraigned before Magistrate G. W. Hare today.

The entire section is aroused because of the alleged crime.

LATER.

[Special to The Advertiser.]

Tillsonburg, Ont., Oct. 19.—James Burns, who yesterday made a brutal attack upon 13-year-old Belle Slits, appeared before Magistrate Hare last night, and was given a hearing. He made a complete confession.

Burns was sentenced to two and a half years in the Central Prison at Toronto.

False Alarm This—Only a New Fence

Many a Londoner received a rude shock yesterday when a gang of men appeared at the Grand Trunk station and proceeded to tear down the boulevard and fence at the west end. In many of the factories this morning the story was joyfully heard that at

last the Grand Trunk had decided to give London a station, and that men were engaged in tearing down the old one.

Inquiry at the station, however, only elicited the information that there was nothing doing with the exception of putting up a new fence.

**A Setback for the Sunday Car Move
Ontario Law Now Stands in Way****No. 1 Committee Recommends
That No Action Be Taken
on the Petitions.**

It looks as though there will be no vote on the Sunday street car question next January. No. 1 committee heard the matter discussed by both sides at its meeting yesterday afternoon, the city solicitor's opinion was given, the petitions were presented, and then in view of the whole situation, the matter was laid over until such time as the Ontario railway act is amended to allow street cars to run on Sundays in cities where the city and were zealous for its welfare. The petitions had been circulated in factories and warehouses and were signed by men and women over 18 years of age. It had been carefully

nothing would be gained by taking a vote on it at this time.

Both deputations were introduced, and the committee decided to allow the question to be discussed.

For Sunday Cars.

Rev. Victor J. Gilpin was the first speaker on behalf of the petitioners for Sunday cars. He outlined the history of the movement, and gave reasons for their asking for Sunday cars. He said it was a workingman's movement. Those engaged in it actively were doing so because they were interested in the workingman, and desired to improve his conditions. The work was undertaken voluntarily. Those in favor of the cars were anxious to improve the conditions in the city, and were zealous for its welfare. The petitions had been circulated in factories and warehouses and were signed by men and women over 18 years of age. It had been carefully

**Big Addition to the McClary Works
200 More Men Will Be Employed****Important Move for the South
End of the City—Works Are
Now Overcrowded.**

Work will be commenced early in the spring upon a large addition to the McClary foundry in the south end of the city.

It is said that 200 more men will be employed by the firm.

It was thought that when the present immenses plant was constructed a couple of years ago that it would meet all demands for some time to come, but the stove business has increased

so rapidly that the factory is crowded to its utmost.

At present the works in the south are turning out two hundred and fifty-five stoves, on an average, every working day.

In addition to this, eighteen complete furnaces are shipped.

Some idea of what this means will be gained when it is understood that every evening over forty tons of molten cast iron are poured.

The company recently secured large orders from the Grand Trunk Pacific for a special type of stove which, while being quite small so as to be easily carried, will give out all the heat necessary.

\$315 for Hospital Furnishing Fund

The hospital trust realized about \$315 from the entertainment, "Jappyland," and the money will be applied to the furnishing of the new isolation hospital.

It is one of the largest sums yet realized from an entertainment of this nature.

Chairman Screation of the trust informed The Advertiser this morning that there was about \$500 on hand for the purpose of furnishing the hospital. This sum includes the proceeds from the "Jappyland" entertainment.

**SOLICITOR'S OPINION WON'T END IT
RATIONAL SUNDAY LEAGUE MEETS**

The following statement was handed to The Advertiser today for publication:

The executive committee of the Rational Sunday League met at room 47, Bank of Toronto Chambers, and carefully considered the action of No. 1 committee. They have decided that there is nothing in the city solicitor's opinion, which prevents the city council from taking a vote of the people on necessary in any event.

this question. Therefore, the city solicitor's opinion does not change in any way the aspect of things.

We have known all along that the city council had no right to deal directly with this question. And we have known from the first that we must go to the Legislature; but we cannot go to the Legislature without an expression of the will of the people. A vote of the people is absolutely necessary in any event.

Merely Want Expression of Opinion

No action has been taken so far with regard to the Sunday street car movement by those in favor of the cars. At some later period the committee in charge may do something.

"There seems to be some misconception as to what we wanted," said Rev. Mr. Gilpin this morning. "We did not ask for any amendment of the bylaw or anything of that kind. We knew that the act was against Sunday cars. We merely wanted an expression of the people on the subject, that's all."

a referendum or plebiscite, or what ever you may call it. We had a large petition, and the size of that I think was sufficient to show any fair-minded person that we should have some consideration. We could not go to the Legislature unless we had a vote taken. Then we could have gone and asked the Legislature to amend the present act, and after that was amended, we could get Sunday cars. I do not know what we will do about