

SYNOD WOULD ABOLISH BARS THROUGHOUT THE DOMINION

Resolution Passed at Closing Meeting in First Presbyterian Church.

IMPROVE ALL PUBLIC HOUSES

Places of Entertainment Should All Be Under Government Inspection.

The Synod of Hamilton and London concluded its meetings for 1912, this morning, and the next meeting will be in St. Paul's Church, Hamilton, on last Monday in April, 1913.

At this morning's meeting, the following resolutions from the report of the committee on social service and evangelism were adopted by the synod:

- 1. That this synod places itself upon record as approving of whatever legislation will effectively abolish the licensed bars, not only in this Province, but throughout the Dominion.
2. That the Government be encouraged and urged to place all houses of public entertainment under such inspection as shall insure the adequate and comfortable entertainment of the traveling public.
3. This synod would urge every presbytery within its bounds to pursue such methods of evangelism as will stimulate and maintain a strong spiritual tone in each congregation. To this end we would urge that each pastor would secure such assistance, preferably local, as may be available, and...
4. That this synod records its appreciation and confidence of the committee of the assembly for their sane, aggressive methods in fostering a healthy, social conscience.
French Evangelization.

The reports of the committees on French evangelization, aged and infirm ministers' fund, and the widows' and orphans' fund, were received and adopted. The report on French evangelization was presented by Dr. Dey, the moderator. He reported that steady progress was being made, and that the 23,000 French-Canadian Protestants of Canada were now making their influence felt both in politics and religion. The main problems in connection with this work was touched upon, notably the educational system of Quebec and the Manitoba school question.

Committees Named. The following standing committees were appointed for the coming year: Systematic Giving—Rev. H. Cowan, convener; Messrs. George Brown, W. R. Leckie, A. Lochare, J. McNeay and Thomas Wilson.
Augmentation—Thomas Alexander, convener; Sir Thomas Taylor, T. L. Wood and James Dickson.
Home Missions—Rev. J. R. Hall, convener; Messrs. J. A. Cuthbert, A. S. McGregor, Dr. A. McFarlane and D. Stewart.
French Evangelization—Dr. W. J. Dey, convener; A. Smith, J. G. Murdoch and John Taylor.
Aged and Infirm Ministers' Fund—Dr. John McNair, convener; E. H. Savers, A. Rose, C. Fletcher, James (Continued on Page Eleven)

C. N. R. IS COMING TO LONDON PERHAPS WITH ELECTRIC LINE

May Have Effect Upon the Proposed Railway to Port Burwell.

It was learned on trustworthy authority today that the Canadian Northern Railway will push its lines as far west as London within a very short period.

The extension will be from London to Hamilton. It is not known for certain, but the supposition is that the new line will be an electric traction road from the fact that the Canadian Northern now controls an electric system from Hamilton to Paris. It would be a comparatively easy matter to complete the electric line to London, as there is now an electric railway running from Woodstock to Ingersoll.

All the C. N. R. will be required to do will be to fill the gaps between Paris and Woodstock and between Ingersoll and London. The fact that the company intends to come to London shortly will have an important bearing upon the London and Port Burwell proposals, upon which all the municipalities between here and the lake, London included, are now working.

The C. N. R. lines would cover a part of the territory which the Port Burwell railway is intended to serve.

PLASTERERS OUT ON STRIKE DEMAND 45 CENTS AN HOUR

Thirty-Five Men Refused to Go to Their Work This Morning.

The plasterers went out on strike today, this being the only evidence of any labor troubles in London on May Day.

At the present time the schedule is 37 1/2 cents an hour. They are asking for 45 cents an hour. About 35 men are out, and it is expected that the number will be increased by nightfall. Organizers are now working with the men, and expect to secure at least 50 men to strike by evening. The brick masons signed up somewhere all the plasterers out by night.

LONDON & LAKE ERIE DIRECTORS COMING

On Friday They Will Inspect Proposal Extension to Aylmer.

The Toronto directors of the London and Lake Erie Transportation Company will arrive in London tomorrow and on Friday will go to St. Thomas and Aylmer to look over the proposed extension between those places. Tomorrow a delegation will be here from Delaware to discuss the extension from Lambeth to Delaware, and they are confident that a private right of way will be granted and that the municipality will give a bond guarantee.

WEST PROTESTS AGAINST THE BANK MERGERS

Grain Growers' Association Will Petition the Government to Stay the Practice.

[Canadian Press.] Winnipeg, Man., May 1.—Throughout the west there has been much agitation recently about the menace of bank mergers. Many papers here have published editorials hostile to the practice, and there have been many letters from citizens protesting that the Government should not allow further amalgamation of Canadian banks. It is said the Grain Growers' Association in Manitoba, Saskatchewan and Alberta will petition the Dominion Government to stay the practice. The announcement of the Royal and the Traders' combining has started the agitation afresh.

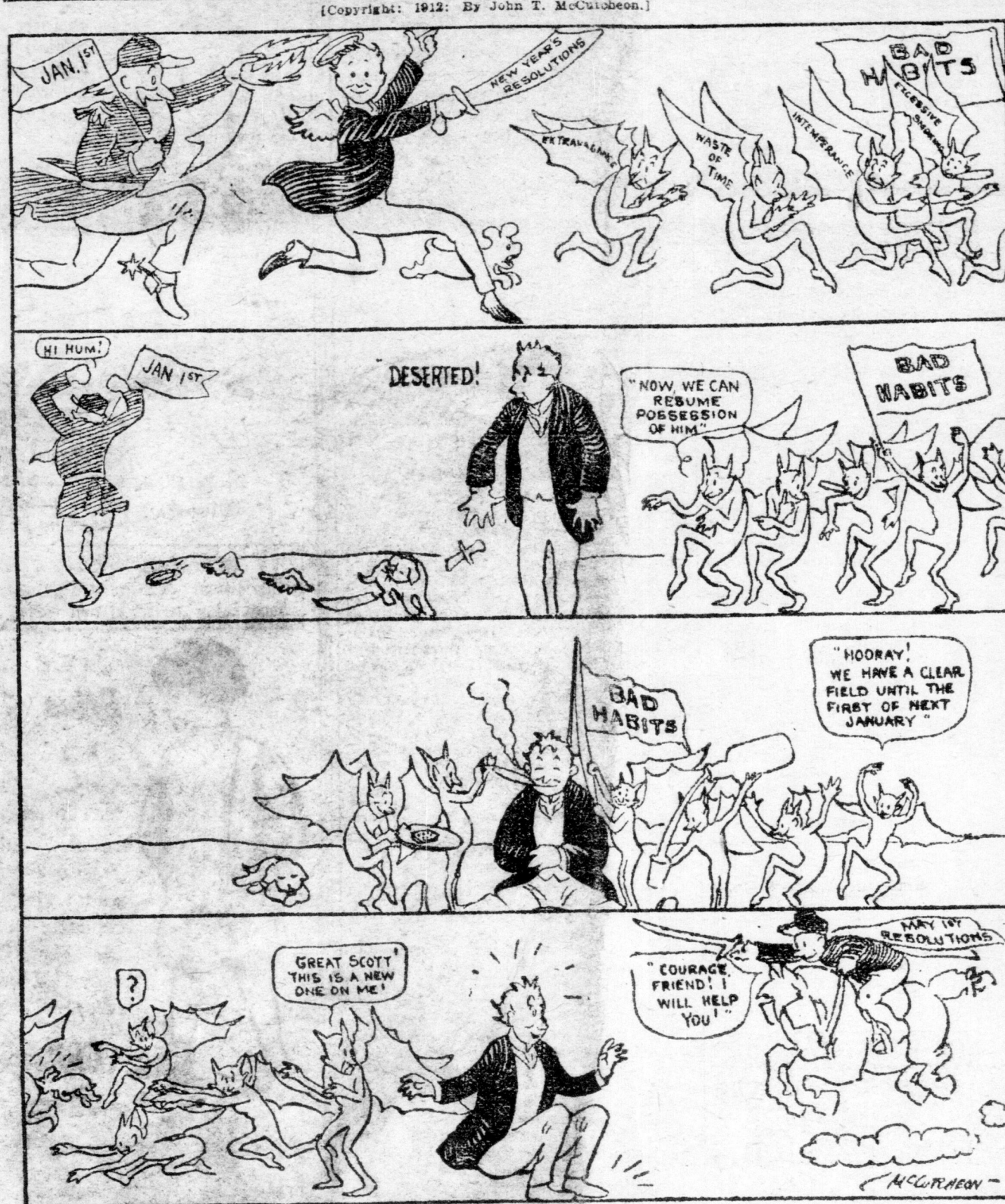
LOCAL MEAT PRICES HIGH AT PRESENT

In Some Cases Meat Costs More Here Than in Toronto.

The high cost of living is soaring higher, at least, as far as meat prices are concerned. Local butchers have found it necessary to advance the price of certain kinds of meat, and prices are higher in the city at present than they have been for several years. At the present time, local prices are in many cases higher than those in Toronto. The retail butchers of Toronto have issued a new schedule of prices which are higher than those prevailing for the past two years, but even these are lower than in London. Round steak is selling at 18 and 20 cents per pound in London, while the highest price in Toronto is 18 cents per pound. Sirloin steaks are selling at 22 cents per pound in this city at present, while 20 cents is the limit in Toronto. Sirloin roasts are also cheaper in Toronto than in London, as are also pork chops, there being a difference of two cents per pound between the prevailing prices in each city. Pork shoulder and leg come higher in London than in Toronto, although chuck roasts can be obtained in this city a cent per pound cheaper than in the Queen City. The present outlook is that these prices will prevail until the fall. Local dealers state that it is a hard matter to buy cattle in this section of the country, as the Toronto buyers are offering higher prices than local buyers can afford to pay.

TURN OVER A NEW LEAF ON MAY 1.

By John T. McCutcheon.



At present there is only one day in the year, January 1st, when we can turn over a new leaf and make good resolutions. It is not enough! Let May 1st be also set for that purpose, and if two good resolution days are not enough, let us have another along about the 1st of September, just after the fishing season.

BRINGING BODIES HOME FOR BURIAL

Remains of Mr. Graham, Who Perished on Titanic, Sent From Halifax.

INTERMENT AT HARRISTON

Party Waiting To Receive Mr. Hays' Body Will Remain Over Until Minia Arrives.

[Canadian Press.] Halifax, N. S., May 1.—The remains of Leopold Weiske, the young Swiss who was bringing his wife back to Montreal, have been claimed. A friend in Montreal communicated with the White Star officials here, and so have placed the matter in the hands of the Red Cross relief committee, which will make arrangements for the shipment of the body to the G. Armstrong Company, 6 Park Avenue, Montreal, some time next week.

The Red Cross representative here has consented to investigate all cases that may be reported to him by Canadians, and will ship bodies to any part of the Dominion. He is being supplied by the White Star officials with a list of the unidentified dead.

The bodies of two of the Canadians who lost their lives in the Titanic disaster are now on their way home for burial. H. K. Allison's remains were to have been conveyed to Montreal by the special train, which will take Charles M. Hays' body, but it was delayed by George C. Clark, who claimed them, so that it would be inexpedient to wait until the Minia arrived.

The body of Mr. Allison will be taken straight to his old home in Chesterville, Ont., where the funeral will be held.

The remains of George R. Graham, of Winnipeg, left today for Toronto, and Harriston, Ont., at which latter place interment will take place.

Judging by the message received from the Minia this morning it is not unlikely that she will arrive back in Halifax with her quota of the Titanic's dead for at least a week, and it may be more. In the meantime the party is waiting for the body of Charles M. Hays will remain over. They made a careful search yesterday among the unidentified bodies at the morgue for the bodies of Thornton Davidson and Victor Payne, of Montreal, but without success.

THE WEATHER

TOMORROW—MOSTLY FAIR.

Today—Moderate to fresh easterly to southerly winds; fair, stationary on a little higher temperature.

Thursday—A few scattered showers, but mostly fair.

Temperatures. The following were the highest and lowest temperatures during the 24 hours previous to 8 a.m. today:

Table with columns: Station, High, Low, Weather. Rows include London, Calgary, Winnipeg, Port Arthur, Parry Sound, Toronto, Ottawa, Montreal, Quebec, and Father Point.

THE TRAFFIC BYLAW

Today the new traffic bylaw went into force in London, The main facts to be remembered by citizens are:

Any vehicle, no matter what the means of locomotion, is subject to the new regulations, even a saddle horse for the purposes of the law, being termed a "vehicle." All traffic shall keep to the right, the slow-moving and heavy loads driving as near to the curb as possible.

Any vehicle shall pass another to the right, and in overtaking another shall turn to the left, the outfit in front moving over to the right at the same time. Stop with your right side to the curb and close in.

Slow up when going over crossings or turning, and in turning into intersecting streets do not "cut the corners." If you turn into a street to the left, do not do so until you have passed the centre of the intersecting street, or if you turn to the right keep in close to the curb, and avoid collisions with those who loom up unexpectedly around the corner.

The fact that you have business to transact on the left side does not permit you to draw your vehicle in in opposition to the regulations. Either stop on the right side and walk across the street, or turn and face in the opposite direction. Vehicles loaded with coal, bricks, lumber, earth, manure, ashes, garbage or other heavy materials, or rigs carrying advertising signs, are not permitted on Richmond street between Wellington and Ridout, unless such loads are being taken or delivered to the district mentioned.

All licensed passenger vehicles must carry lighted lamps on the front between darkness and dawn.

The police have also given warning that teamsters' and hucksters' licenses must be taken out immediately or prosecutions will follow.

C. P. R. SUPERINTENDENT OBERNE DIES AT WESTERN POST

Was Former Head of the C.P.R. Lines in Western Ontario.

[Special to The Advertiser.] Vancouver, May 1.—General Superintendent James Oberne, of the C.P.R., here, died today after a brief illness from pneumonia. Mr. Oberne came here from Toronto a month ago, when he was transferred west by the company. In Toronto he also held the position of general superintendent. (Continued on Page Eleven.)

TO NAME SUB-COMMITTEES TO PREPARE NEW TARIFF

Government Likely to Present One to Parliament at Next Session.

[Special to The Advertiser.] Ottawa, May 1.—It is regarded as probable that the Government will appoint a sub-committee of the cabinet to prepare a new tariff which may be submitted to parliament next session. While the personnel has not yet been fixed, the commission will likely have as members Finance Minister White, Hon. George E. Foster, Hon. George Perley, and Hon. A. Kemp.

CHATHAM SHIPBUILDER HURT AT GODERICH

Was Attending Launching of Tug He Had Recently Built.

[Special to The Advertiser.] Goderich, May 1.—In launching the new tug Forest, built last winter by Mr. William Birmingham, contractor for the Goderich breakwater, an accident occurred whereby the blocks were knocked out of one end before the other, and the tug rushed down the slide, striking and breaking the rudder post and springing her planks. Mr. Wm. Birmingham, contractor of Chatham, was badly injured by flying timber, and has been removed to his home in Chatham.

RECOMMENDED A HOTELMAN WHO HE SAYS TRIED TO BRIBE

Centre Huron License Inspector Gives Some Startling Evidence Before Investigating Commission—Effort to Secure Member Lewis as Witness Proves Futile.

[Canadian Press.] Goderich, May 1.—The investigation into the charges made by Michael Farr, hotelkeeper, against Wm. Patterson, chairman of the Centre Huron board of license commissioners, concluded at 10:35 this morning, and Commissioner Eudo Saunders will make his report to the Government after reviewing the evidence.

Andrew Porter, local manager of the Sterling Bank, and Alfred Asquith, license inspector, were the leading witnesses examined at this morning's sitting of the commission. Interesting incidents in the proceedings were the testimony of Asquith that he had recommended Farr for a license twice after he had attempted to bribe him, and the announcement that E. N. Lewis, M. P., could not be secured as a witness. License Inspector Alfred Asquith, who Farr alleged had told him he had the trump cards, and had better play them, which Farr took to mean that he was advising putting up money to secure the renewal of his license, was somewhat at sea as to the dates on which he visited Farr's hotel.

Commissioner Quizzes. He thought he was there on March 13 for the purpose of making an inspection of the premises and taking applications for renewal of the license. "You had right to solicit for renewal of licenses?" remarked the commissioner.

"I did not solicit," replied Asquith. "Did you have any conversation with Farr about reduction of licenses on that occasion?" asked crown Attorney Seaker.

"No," replied the witness. "We discussed reduction on a previous occasion. He asked who I thought would be cut off. I told him I knew nothing about it, as that belonged to the commissioners. I had nothing to do with it."

"Why did you tell him that when the commissioners might act on your recommendation?" demanded the commissioner.

Just in Jest. The inspector said he did not know why he had done so. In jest he had told Farr that if he were a commissioner he would cut off both Farr's and the rural municipalities had gone dry, and it would be wrong to put temptation in his way, Farr had seemed greatly perturbed over this. He admitted calling at Farr's hotel to see Patterson after midnight on a date which he could not give. He had first telephoned Farr to learn if Patterson was there. He wanted to see him and learn what train he was going home on the next day, as he wanted to accompany him. Learning that Farr was there he had asked Andrew Porter to accompany him from Farr's hotel, from which place he had telephoned.

Once Prosecuted Farr. The commissioner and crown attorney questioned Asquith closely as to why he found it necessary to go down to ask Patterson a simple question which he could have asked over the telephone, but he declared that his sole reason for going to Farr's hotel was to ask Patterson that question. He declared that Porter, Patterson and he had not separated, and that Porter had not been served a drink at Farr's with his knowledge. He said he had never advised Farr to play his cards. Asquith swore that on one occasion Farr was being prosecuted by him. Farr had offered him \$50 to abandon the prosecution so that a conviction would not be registered.

"And did you tell the commissioners that before?" asked Mr. Seaker. "No," was the reply. "And you afterwards recommended him for a renewal of license in 1911 and in 1912?" questioned Mr. Seaker. "Yes," replied the inspector. "Did you consider Farr a proper person to be recommended for a renewal of his license when he had offered you a bribe?" questioned the commissioner. "Well, I recommended him," said Asquith.

"Mr. Asquith," said the commissioner. "How do you expect the license laws to be properly administered when you make recommendations like that? Commissioners are guided largely by your recommendations, and when you recommend a man who has offered you a bribe, how can you expect them to have faith in your reports?"

Andrew Porter, local manager of the Sterling Bank, gave an emphatic denial to Farr's statement that he had approached him, and suggested putting up money to guarantee the renewal of his license. Farr, he declared, had come to him and asked him to use his influence, and he replied that he was out of that sort of thing now as it took all his time to run the bank.

He had no knowledge of any attempt being made to hold up hotelkeepers for money for license renewals. He told a straightforward story, and all attempts of the crown to shake his testimony were fruitless.

Adam Hayes, license commissioner for Centre Huron for three years, previous to January last, declared that he had taken meals at Farr's hotel while commissioner, and had always paid for them, notwithstanding that Farr swore last night that he had made it a practice never to charge either inspector or commissioner for accommodation.

E. N. Lewis, M. P. for West Huron, was not in attendance, and the sheriff's officer, L. E. Dancy, announced that he had found it impossible to locate him.

George M. Elliott, whose examination was continued when the inquiry resumed, told Mr. Dancy that he had known Patterson for a number of years, and his reputation was excellent. John C. Martin, owner of the Colborne Hotel property, who was mentioned by Farr as one of the men who he alleged Patterson had told him would put up money, denied any knowledge of any such proposals being made.

PEACEFUL MAY DAY. Situation Arising Out of City's Demands Will Be Discussed.

Paris, May 1.—Up till late this afternoon May Day had passed peacefully, though there were great crowds in the streets. The proposed May Day procession arranged by the General Federation of Labor, was prohibited by the Government.

EMBALMERS BUSY WITH SHIP'S DEAD

The Unidentified List of the Titanic Victims Stands at Sixty.

POLICE GUARD MORGUE

Mr. Widener Satisfied That Body Buried at Sea Was Father's Valet.

[Canadian Press.] Halifax, N. S., May 1.—Thirty embalmers worked all night in the improvised morgue upon the hill preparing for inspection more of the unidentified dead, in whom centres the fragile hope that relatives still searching for Titanic victims may find their kin. Police guarded the silent building all night, and throughout the night there rolled away from time to time wagons with the claimed dead.

The unidentified list, with the exception of two tentative identifications made last night, Arthur White and Assistant Purser Clark, still stood at 60, when the work was resumed today. This was the official total, as estimated from White Star lists. George Widener, Jun., of Philadelphia, has left Halifax in his private car, apparently convinced that the body buried at sea was that of his father's valet and not that of Mr. Widener. Several others whose hopes were shattered by yesterday's developments started or are preparing to start for home, though many others whose quest has so far been without success will await the arrival of the cable ship Minia, with what promises to be a meagre addition to the list of bodies recovered.

The same strict regulations enforced yesterday prevailed at the morgue today. Exhausted by their vigil, and perhaps not very hopeful of finding their dead among what appear to be, mostly the bodies of seamen, those entitled to make inspections were not early in arriving.

PRESIDENT H. A. EVERETT OF STREET RAILWAY HERE BUT REFUSES TO TALK

SCHEDULE NOT BEING MAINTAINED

City Engineer's Men Are Still Taking the Time of All Cars.

Mr. H. A. Everett, Cleveland, president of the London Street Railway Company, arrived in the city shortly before 2 o'clock today to attend the regular quarterly meeting of the board of directors, and incidentally discuss the crisis that has arisen in street railway matters with respect to the demands of the city council that the company live up to the schedule.

Mr. Everett is not very strong. His health has been precarious for some months. The recent trip that he took to South America improved him somewhat, but since that time the benefits have not been so great as anticipated.

The president would not discuss the local situation whatever. He had not had time to become conversant with the matter, having come to learn the situation.

Nothing to Say. We will discuss all questions of importance to the company," said Mr. Everett. "I have no information to give as yet. When the meeting is over we will let you know what business we transacted. I have nothing whatever to say at the present time."

It was expected that Mr. E. W. Moore, of Cleveland, would also be (Continued on Page Eleven)