

LAKE WATER OR A SECOND SUPPLY FROM THE RIVER?

Londoners Are Discussing Problem from All Standpoints—Former Scheme Means Cost of \$1,000,000.

The fact that Engineer Moore has been ordered to prepare a report on the cost and practicability of securing a water supply for London from Lake Erie, has given rise to much discussion of the different schemes suggested for overcoming the present shortage.

Quite a number of business men appear to believe the lake water scheme to be the best, but they are shy of saying anything when cost is brought up. As far as Lake Erie is concerned, it is said that the cost of bringing water from that source would not be very much less than from Lake Huron, although the distance is some miles less.

Cost a Million.
Roughly speaking, it is estimated by men who ought to know that water from Lake Erie will entail a capital expenditure of not less than \$1,000,000. London is about 240 feet higher than Lake Erie, and the reservoir at Springbank is about 200 feet higher than the city. Thus it would be necessary to pump the water against 400 pounds pressure, which, with the friction in the pipes, would be run up to about 500 pounds. This is a tremendous proposition, and would require especially powerful pumps, which could only be secured at great cost.

As To Right-of-Way.
Again, it is pointed out that to put down the pipe all the way to the lake on the right of way afforded by the L. and P. S. R. would not prove such a saving to the city, as it is within the power of the city of London to put down a water pipe on any highway. All the city would have to do would be to place the roads in as good repair as it found them.

Then the intake pipe would have to be placed far out in the lake, as it is a notorious fact that the waters of Lake Erie are warm compared with the waters of the other lakes, owing to the shallowness of the body of water to the south. Further, Kettle Creek dumps its load of sewage from a dozen different places into the lake immediately south of here, and to secure pure water it would be necessary to go a distance east or west, preferably west.

Lake Huron Proposal.
At the city hall today a gentleman well up in the matter gave it as his opinion that if the city ever goes in for water from the lake, it should go for it to Lake Huron and put down

Continued on page eight.

ROAD ROLLER TRIED TO CLIMB A TREE

Boys Had Opened Throttle, and When Steam Was Up, Away Went the Machine.

John Deal, night watchman for the Barber Asphalt Company, on the paving work now in progress on Park avenue, is a steady, industrious man. It is his duty to watch the tools of the company and see that nobody steals the asphalt roller from off the job. Now, John carries no papers as freeman on steam rollers, but he is ambitious, nevertheless. Therefore he decided to start and learn the firing business by practicing on the company's roller. He threw kerosene over it, touched a match to the heap, and when it blazed up, started to shovel on some coal. Feeling that he had done his duty as a man, he then lay back on a convenient toolbox and rested his weary bones. This was at an early hour this morning, before the engineer of the roller reported for duty.

In a short time the steam became to false in the boiler, so John commenced to put on more fuel.

He had probably thrown in two shovelfuls, when something began to happen. The roller was going down the road at a rapid rate of speed.

In the meantime the huge machine had left the street, and was vainly endeavoring to ascend a large maple tree which stood in its path.

The foreman, Mr. George Hutchison, who happened along just then, shut off the steam throttle, which had probably been opened by small boys during the night.

No damage was done, but John went to within a rod of the boiler now.

The foreman stated this morning that the roller was to be used until tomorrow anyway, and that John had been slightly over-zealous.

HONG KONG'S FATALITY LIST NOW REACHES TOTAL OF 5,000

Material Damage to the Colony Placed at \$20,000,000—Full Extent of Catastrophe Unknown.

Hong Kong, Sept. 20.—The full extent of the catastrophe caused by the typhoon is not yet known, but estimates place the people who lost their lives at 5,000, and the total of the material damage to the colony at \$20,000,000.

Reports of disasters at sea are constantly being received here. The steamer Albion, with 150 passengers on board, foundered near Futuamen Pass. Only six passengers and two of the crew were saved. They swam ashore.

The steamer Hong Kong also was lost and her entire crew is missing. The steamer Yingfat, from Samchen, foundered, and 130 passengers and 10 of her crew are missing. Only two of the crew are known to have been rescued.

Mrs. Hoare and her search party have returned. They found no trace of her husband, Joseph Charles Hoare, Anglican bishop of Victoria, whose yacht was lost during the typhoon.

A Brave Captain.

Captain Thomas, commander of the river steamer Fatsan, whose Chinese crew clambered on board the French mail steamer Polyssina when the Fatsan collided with her, saved his ves-

sel and 150 Chinese passengers by splendid seamanship. Fortunately the engine-room staff stuck heroically to their posts. Captain Thomas was left almost single-handed on deck. He took the wheel and navigated the Fatsan for an hour and forty minutes through a tempestuous sea, and finally beached the vessel safely. It is believed that she can be refloated without trouble.

Saved 200 Lives.

The staff of the Jardine Matheson sugar refinery rescued 200 Chinamen from sinking sampans.

The losses of the Kowloon Godown (Warehouse) Company are estimated at \$750,000. Forty thousand bales of arm, which were in storage at Kowloon, probably are irretrievably damaged.

There are ample supplies of rice to relieve the distress. There were 700 Chinese passengers on board the steamer Heung, from Macao, which stranded off Lantau Island, all of the European passengers being saved. Many of the Chinese were drowned, but the total number of deaths is not known.

The position of the Heung Shan is hopeless.

The British reserve sloop Phoenix, which was reported ashore yesterday, is a total wreck.

WORSE THAN CHICAGO BEEF

Fifty Persons Poisoned by Meat Cooked in Rusty Kettles.

Breslau, Sept. 19.—A dispatch received here from Tomas Zow, Russian Poland, says that 50 persons were poisoned at a confirmation festivity there from eating meat which had been cooked in a rusty, copper kettle. Nineteen persons have already died.

SCHOOL CLOSED BY FLEAS

Milwaukee Trustees Have a Lively Subject to Deal With.

Milwaukee, Wis., Sept. 20.—When a public building is infested with fleas, whose duty is it to remove the nuisance?

This question was discussed today at a conference of authorities in the city hall. The second district school has thousands of fleas, and the children are nearly distracted. They cannot keep their minds on their studies, and their recitation periods look more like gymnastic exhibitions.

The school authorities thought it best to keep the situation quiet. So last week Secretary Harbach bought some borax at the suggestion of one of the teachers and it was sprinkled around the rooms. Monday morning when the school opened the fleas were more numerous than ever. The school will be closed at once.

SWEEPED FROM THE DECK

Two Men Lost from a British Tramp Steamship.

Norfolk, Va., Sept. 20.—Captain Chas. T. Adams and two seamen were swept from the decks of the British tramp steamer Laura, of the Pym line, which arrived here yesterday during the terrific storm which ravaged the coast last Monday.

The vessel was badly damaged by the huge seas which swept the steamer from stem to stern.

The men who were lost were in the charthouse, when a great wave carried the house overboard.

Fred Gladstone, the second officer, was carried from his bunk, where he lay ill from fever, to the deck, where he directed the work of saving the ship. All the members of the crew are bruised from their awful experience.

SUE BRITISH COMPANIES

San Francisco Firms Take Steps to Recover Fire Insurance.

San Francisco, Sept. 20.—The Examiner says today that the Sharon estate, Parrott estate and California Wine Association have decided to combine in a \$200,000 suit against the British insurance companies which, by reason of an earthquake clause in their policies, have refused to settle their San Francisco losses in full.

The companies referred to include the Commercial Union, Alliance, Palatine and Northern Union. Added to these are the Indemnity and Williamsburg City, of this country, whose policies contain the same provision, purporting to exempt them from liability for loss caused by earthquake.

BROKE UP CAMP

Police Put End to an Outing on Becher's Island.

Little Grey, a young woman who was found on Becher's Island yesterday in company with Patrick Quinn and Fred Thompson, appeared at the police court this morning, and was remanded for one week. Quinn and Thompson were discharged.

The young woman claimed that she went to Becher's Island two days ago in company with another young woman, whose name she doesn't know, and that they were detained by a number of young men, and subjected to very cruel treatment.

When the police went to the island yesterday they found the trio, but no trace of any others. Pickle bottles, whisky bottles and all manner of camping paraphernalia were scattered about, and all the surroundings appeared as if the encampment might have lasted longer than two days.

Little Grey claims to be 27 years old and to have come from England two weeks ago.

Benjamin Robson appeared to answer to a charge of non-support laid by his wife, but the case was adjourned until tomorrow.

TO TRAIN TEACHERS

Mr. H. W. Brown Appointed by Sunday School Association.

Mr. H. W. Brown has been appointed by the executive committee of the Ontario Sunday School Association to the position of teacher training secretary, recently vacated by Mr. E. A. Hardy, the first appointee, on his becoming principal of Moulton College.

Mr. Brown comes from Seaford, where he has been for five or six years an assistant master in the collegiate institute. Previous to that he was in the high school at Petrolia. He was graduated from the University of Toronto in 1894, with the degree of B.A., and holds also the rank of a specialist in English and modern languages.

His home was originally in Niagara Falls South (Drummondville), where his mother still lives. He married a sister of Mr. W. L. Eady, of this city. Mr. Brown is about 35 years of age and has been a successful teacher. He is a member of the Baptist Church. His duties as teacher training secretary will be taken up as soon as possible.

BYLAW CARRIES VOTE OF 8 TO 3

Council Puts Through Measure for G. T. R. Improvements.

VOTE OF PEOPLE WAS WANTED

By Minority—Ald. Matthews Threatens to Make Charge Against Councilors.

The agreement between the Grand Trunk and the city council, covering the improvements as far east as Ridout street, was ratified at a special meeting of the aldermen last evening, and the bylaw received its third reading. The vote stood eight to three for the bylaw, the division being:

Yeas—Ald. Forristall, Greenlees, Cooper, Gillean, Stevenson, Saunders, Wyatt and Gerry.

Nays—Ald. Matthews, Booth and Garratt.

A half a dozen times at least during the two-hour session, the council was divided on the matter of the improvements, and each time the vote stood 8 to 3. Ald. Matthews was the leader of the forces opposed to the agreement, but no matter what arguments he advanced he could not muster up more than the two supporters.

There was not a great deal of discussion, the subject having been thrashed almost threadbare at the six-hour session on Monday night, but there were some lively little tilts, one of which occurred almost at the outset of the meeting.

Amendments Included.
City Solicitor Meredith was present, with the copy of the agreement, including the amendments agreed upon at the last meeting. It provided for 38 feet clear in the Wharncliffe road subway, 14 feet 6 inches of headway, and a grade not to exceed one foot in eighteen from both Stanley and Railway streets, while the roadway immediately under the subway is to be level, this being the wish of the street railway company.

The Worthy road subway is to be 56 feet wide, as far as the Indemnity clause is concerned, it was framed to meet the wishes of the city. The fact that a main of the City Gas Company crosses the Wharncliffe road bridge gave rise to a question by Ald. Cooper if the Grand Trunk would guarantee to place the main satisfactory to the City Gas Company, and Solicitor Pope, for the Grand Trunk, said the pipe would be carried through the subway. That was all that Mr. Duffield, president of the gas company, desired.

Wanted Old Scheme Adopted.
At the very outset of the discussion on the agreement, Ald. Booth, seconded by Ald. Matthews, offered a motion that a clause be inserted, requiring that the track elevation as far east as William street be completed by Oct. 1, 1908, according to the first proposal of the company, with the exception that Clarence street be 56 feet wide in the clear, and that Egerton street bridge be built within five years from Oct. 1 next.

Ald. Greenlees considered the motion out of order, as the council had been dealing solely with the improvements as far east as Ridout street, but the mayor would not rule that way.

"You must remember," said the mayor to Ald. Booth, "that if the motion goes through it will mean pillars in the center of the streets, and these pillars, eliminated at the Wharncliffe road."

Ald. Booth explained that he made the motion simply because the present agreement did not abolish the level crossings. Ninety per cent of the crossing accidents, he added, were to residents of the south end, and he wanted to do his best for them. The company had bought all property south of its tracks to Bathurst street, and if the road is not elevated, more tracks will be placed on the level and the danger increased.

STIRRED UP ALDERMAN.

Ald. Stevenson stirred up the ire of Ald. Matthews, when he said he had wished the mayor would rule the motion out of order. The adoption of the motion, he said, would just mean swallowing holus-bolus something the council had already gagged on. The Grand Trunk had met the city in every way possible, and Ald. Stevenson thought, on account of what Mr. McGowan had said, that a proposal covering the track elevation through the city would be forthcoming.

Ald. Matthews jumped to his feet to ask Ald. Stevenson, through the mayor, if Mr. McGowan had ever outlined such a proposal to him (Ald. Stevenson).

Ald. Stevenson at first declined to answer the question.

MADE A CHARGE.

"Because," Ald. Matthews went on, "if the Grand Trunk has taken any person into its confidence in this matter, I would like the citizens to know it."

"Make no insinuations," warned the mayor.

Ald. Matthews replied that he did not intend to cast insinuations. He meant to make the charge that the Grand Trunk had done so.

"Name the aldermen, then," interrupted Ald. Gillean.

The mayor told Ald. Matthews that he had not got an answer to his question. He insinuated that he had charges to make. Now was his time to make them.

To this Ald. Matthews only remarked that when he got an answer to his question he would make the charge.

Ald. Gillean reminded Ald. Matthews that he should be manly enough to make the charge, if he had one to make. So far as he was concerned, Ald. Gillean said, he would not.

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TORNADO OFF HATTERAS

Steamer Morro Castle Driven 50 Miles Out of Her Course.

Havana, Sept. 20.—The Ward liner Morro Castle entered port last night, after a terrible experience in a tornado off Cape Hatteras, in which she was damaged and had a narrow escape from foundering. The passengers were greatly terrified, but the ship's crew showed excellent discipline. The ship was headed to windward, but was driven 50 miles out of her course. One of the quartermasters was swept from the bridge and drowned.

THE PESTS OF INDIA

Thousands of People Killed by Snakes and Wild Beasts.

New York, Sept. 20.—A special cable dispatch to the Times states that a statistical paper in India, just issued, shows that in 1904 there were killed in that country by snakes and wild beasts 24,034 persons—21,880 by snake bites, 736 by tigers, 239 by leopards and the rest by other animals. The number of cattle killed was 99,582.

BOGUS CORPSE

Bold Method of Swindling Life Insurance Companies.

Mexico City, Sept. 20.—Great crowds attended the trial of the seventeen men charged with swindling New York life insurance companies out of hundreds of thousands of dollars.

In one case the body of a person was secured, it was alleged, dressed in good clothing and publicly buried, everyone supposing it to be the body of a man named Mendez, insured for \$15,000. The money was paid over to Mendez's brother, who had taken out the policy.

REV. DR. JOHNSTON MYERS

Foe of Liquor Law-Breakers Honored by His Church.

Chicago, Sept. 20.—The Rev. Dr. Johnston Myers, the foe of liquor law breakers, and the pastor of Emanuel Baptist Church here, will leave Chicago Oct. 1 to become general evangelist of the Baptist Church in America, and will devote his time to traveling. He was chosen for the honor, one of the highest to be conferred by his church, at the general council last August, but did not decide to accept until yesterday.

Dr. Myers was born in Kingston, N. Y., in 1850. His brother, the Rev. Cortland Myers, is pastor of the Temple Baptist Church in Brooklyn.

DISCOVERED A "FENCE"

A Rendezvous for Smugglers Found at Windsor.

Windsor, Ont., Sept. 20.—When a Hebbrew who crossed on the midnight boat from Detroit, was invited to step into the customs office and was searched by Officer Bennett, a number of men's shirts and about 50 yards of dress goods were found upon him. He was turned over to the police.

He refused to give his name, but he finally told where he lived. Officer Bennett and Sgt. Reid, accompanied him to his house, and found that the place was used as a fence for smuggled goods. All goods found in the house, as well as those found in the possession of the smuggler, were confiscated by Officer Bennett.

WINNIPEG STRIKE GOES ON.

Winnipeg, Sept. 19.—There is little or no change in the strike situation. The tie-up in the local building circles is complete, and while influential forces are at work in any endeavor to arrange some understanding between the employed and employers, it is thought that it will be some time before any agreement is reached. A number of workmen are leaving the city for other places and some contractors are talking of suspending building until next season.

ACTOR JOHN TOOLE'S MONEY.

New York, Sept. 20.—A special cable dispatch from London, printed here today, states that the will of John Lawrence Toole, the comedian, disposes of an estate valued at \$400,000.

HEADED BY STRATFORD WOMAN.

Milwaukee, Sept. 20.—The women's auxiliary of the Brotherhood of Locomotive Firemen and Engineers today elected a grand executive board headed by Mrs. Sarah Bell, of Stratford, Ont. The grand trustees include Mrs. Josephine C. Watts, of Stratford, Ont.

THE WEATHER

TOMORROW—SHOWERS AND THUNDERSTORMS.

Toronto, Sept. 19-8 p.m.

The weather remains very fine throughout the Dominion, the temperature continuing unseasonably high in nearly all localities.

Minimum and maximum temperatures: Dawson, 30-55; Port Simpson, 44-54; Victoria, 48-64; Vancouver, 49-65; Calgary, 46-64; Quebec, 48-60; Winnipeg, 45-52; Parry Sound, 56-80; Toronto, 61-76; Ottawa, 56-80; Montreal, 60-74; Quebec, 54-74; St. John, 56-75; Halifax, 56-76.

FORECASTS.

Thursday, Sept. 20-8 a.m.

Moderate, variable winds; showers and thunderstorms, chiefly tonight and on Friday.

TEMPERATURES.

Stations. 8 a.m. Min. Weather.

Calgary..... 54 24 Fair
Winnipeg..... 52 50 Fair
Port Arthur..... 50 46 Clear
Toronto..... 48 64 Fair
Ottawa..... 40 62 Clear
Montreal..... 40 60 Fair
Quebec..... 42 46 Clear
Father Point..... 48 44 Clear

WEATHER NOTES.
The weather has remained very fine in all portions of the Dominion, but conditions are now becoming favorable in Ontario for showers or thunderstorms.

RAILWAY WRECK IN ENGLAND; TEN PERSONS LOSE LIVES

Express Crashes Through Bridge While Going at High Rate of Speed—Wreck Takes Fire.

London, Sept. 19.—The crowded Scotch Express train on the Great Northern Railway, leaving London last night, was wrecked outside of Grantham at midnight. Five bodies have been taken from the wreck and the life loss is believed to be large.

The train should have stopped at Grantham, but failed to do so.

Shortly after passing the station, the train left the rails and jumped a bridge. The engine and several coaches were dashed over the embankment, the engine turning turtle. Several coaches immediately took fire.

There are many passengers beneath the debris. Of ten extricated, five have died. The number of lives lost is not known. It is believed to be large. Many were injured.

BOY LOSES LIFE IN THE THAMES

Francis Beechy Seized With Fit While Playing on a Raft and Is Drowned.

Francis Beechy, the 12-year-old son of Mr. Walter Beechy, of Albion street, West London, fell from a raft on which he was playing, immediately below Saunby's dam, yesterday afternoon, and was drowned before help could reach him.

The lad had for some time past been subject to epilepsy, and it is thought that he was seized with a fit while on the raft, and fell into the water.

His companion on the raft became frightened when he saw Beechy fall. He paddled the raft to the shore as quickly as possible, and ran for help, but by the time it arrived the boy had gone down for the last time.

Several men who answered the call immediately set about to find the body, and in a few minutes Thomas Jeffries, who was one of the first to arrive on the scene, and who is an expert swimmer, located Beechy and brought him to shore.

Drs. John D. Wilson and Tilmann were summoned, and worked for nearly an hour in the hope of resuscitating the boy, but their efforts were useless.

Some of those who were near by at the time when the body was taken out of the water declare that the color came back to the face for an instant, and then vanished, but the doctors say that if life was not extinct when the body was removed, it was so near it that it was impossible to restore consciousness.

After an investigation decided that an inquest would not be necessary.

DR. MONTEITH'S OUTING.

Stratford, Sept. 19.—Dr. J. D. Monteith, accompanied by his wife and son Waldo, left today on a trip around the world.

Dr. Monteith will spend a month in the Northwest before passing via Vancouver to San Francisco, from which port he will sail. His trip will include Honolulu, Yokohama, Hong Kong, Australia, India, Egypt, Palestine, Italy and England. The trip will take the best part of the year.

Mr. Hyman at Port Stanley;

Addressed Hepburn Meeting

Minister Listened to by Enthusiastic Gathering—Common-Sense Speech by Mr. Geo. C. Gibbons, K. C.

[Special to The Advertiser.]
Port Stanley, Sept. 19.—Hon. C. S. Hyman, Minister of Public Works, tonight addressed an enthusiastic meeting in the public hall here in the interests of the Liberal candidate for East Elgin, Mr. W. F. Hepburn. Mr. George C. Gibbons, K. C., of London, also spoke, and Mr. Hepburn laid down his policy before the electors.

All the speakers were listened to with the greatest interest by the audience, and at the conclusion of the meeting cheers were given for the King, the candidate, and Hon. Mr. Hyman.

Mr. James Arnell, of Port Stanley, was chairman. He made a brief address and was loudly applauded for his references to Hon. Mr. Hyman and the candidate.

Mr. Hepburn was greeted with cheers. He said that he thought it would be wise for the people of East Elgin to elect a Liberal, inasmuch as the district already had a representative in the Conservative ranks in Mr. Jackson, of West Elgin. He was not asking for the support of the people of Port Stanley without being able to show the electors very good reasons why they should support the Liberal administration. The Government had improved the harbor, and had built up Port Stanley's decaying industries. The harbor would soon be one of the finest on this side of the lakes. He asked the people to support a man who would be able to go to Ottawa and do something for Port Stanley, rather than for a man who would merely sit in the cold shades of Opposition. He referred to the tremendous increase in customs returns for the port, and showed that this prosperity was due entirely to the

At last accounts the coaches were still blazing, and the fire brigade had been called out.

The dead and injured as yet have not been identified.

At the spot where the express was derailed there is a curve, and it is supposed the brakes failed to act. The train appears to have gone up a siding, smashing the parapet of the bridge, which was completely shattered.

A later report states that the engineer and fireman are dead under the engine; that the superintendent of the mail cars is missing, and that seventeen of the injured have been taken to the hospital.

10 Killed; 16 Injured.

London, Sept. 20.—At 5 o'clock this morning it was officially stated that ten persons had been killed and sixteen injured. A dispatch from Grantham stated that the fire was well under control.

BUSINESS LOSSES UNBALANCED MIND

Former Well-Known St. Thomas Man Wandering Aimlessly Through Michigan.

[Special to The Advertiser.]

Detroit, Mich., Sept. 20.—With his mind deranged from financial losses, his body emaciated from neglect and hunger, his face a picture of abject despair, Col. E. A. Coughill, a former leader in social, military and financial circles in St. Thomas, Ont., is wandering about St. Clair County, Mich.

Col. Coughill was formerly president of the street railroad system in St. Thomas, and a capitalist of some means. It is said that his present dilemma is the result of heavy financial losses. His brother, W. T. Coughill, and brother-in-law, R. E. Edmonds, of St. Thomas, are at Port Huron and enlisted the assistance of Sheriff Moore for a systematic search for the unfortunate man. He was last seen a week ago.

It is said that a man of his description entered the home of an aged woman a few days ago and nearly frightened her to death by his strange actions. He did not attempt any violence, but thrust a half dollar into her hand and fled.

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