4 P. M. EDITION

London Advertiser

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46TH. YEAR. NO. 19574 THE ADVERTISER, LONDON, ONTARIO, WEDNESDAY, JANUARY 27, 1909.—TEN PAGES. PRICE TWO CENTS.

DISTRIBUTION OFFER FAVORED

Special Power Committee Considered Offer of the London Electric Company.

ALDERMEN IN DARK, HOWEVER

And Ask Engineer Sifton to Report on Several Important Matters Regarding the Propositions.

The four propositions of the London Electric Company relative to the sale of their plant and the distribution of Niagara power were discussed at the meeting of the special power committee yesterday afternoon, but as none of the members were in a position to discuss the offers, they were laid over until Engineer Sifton prepared a report on the matter.

His instructions were to report on the cost of bringing Niagara power here in 1,000, 2,000, 3,000 and 4,000 horsepower lots on the basis of $23 50 per horsepower for 5,000-horsepower. The committee desires to know just what the power will cost, provided they cannot sell the larger quantity, but must take the smaller amount, namely: 3,000-horsepower.

Cost of Distribution.

Mr. Sifton must also figure on the cost of distribution within the city of 1,000, 2,000, 3,000, 4,000 and 5,000 horsepower, with a plant covering the same amount of territory as the London Electric Company's. This may or may not be accomplished by the $235,000 plant provided for by the bylaw. The committee were not certain as to that.

When this is done, the committee will consider the London Electric Company's offer.

Favored Distribution Proposition.

Judging from the drift of the discussion, the majority of the members of the committee were in favor of allowing the London Electric Company to distribute the power on the basis of their fourth proposition, which is as follows:

The London Electric Company will, if satisfactory arrangements can be made, enter into a 30-year contract with the city of London to distribute Niagara power throughout the city, on poles, upon terms to be arranged later, at the following rates, which can be further subdivided:

2,500-horsepower at $17 50 per horsepower per annum.

2,600-horsepower at $17 per horsepower per annum.

2,700-horsepower at $16 50 per horsepower per annum.

2,800-horsepower at $16 per horsepower per annum.

2,900-horsepower at $15 50 per horsepower per annum.

3,000-horsepower at $15 per horsepower per annum.

3,100-horsepower at $14 75 per horsepower per annum.

3,200-horsepower at $14 50 per horsepower per annum.

(Continued on Page Ten.)

TORONTO PEOPLE ARE PROFITING

By the Installation of the New High-Pressure System.

In spite of the statements that high pressure would not benefit the small property-owners in the city where it was in operation, Toronto people are reaping the benefit of a big reduction.

That city recently installed a high-pressure system in the down-town districts. It is now at work, and is giving excellent results. The whole city paid for it, the small property-owner as well as the large businessman down-town.

The other day, the underwriters ordered a 10-cent reduction on all insurance rates on dwellings in the city of Toronto.

That meant a reduction of $1 on every $1,000 of insurance on first-class dwelling risks in that city.

A Great Benefit.

"That is a very great benefit to the house-owners of that city," said Mr. J. A. Nelles, the insurance agent.

"It means that every owner has his insurance rates reduced $1 on every $1,000 of insurance. You can see what that means in the city of Toronto. It amounts to thousands and thousands of dollars of insurance turned back to the people. No promises were made them. The underwriters did not say that when high pressure was installed they would reduce the householders' insurance, but when it was installed they did reduce it. They reckoned that it was not fair for these people to pay for a system from which they received no benefit directly."

A Paying Investment.

"The reduction in insurance to these property-owners will greatly exceed the amount of taxes they must pay for high pressure plant?" was asked.

"Undoubtedly," Mr. Nelles answered. "You can figure it out for yourself. The cost of such a system scattered over a whole city would not amount to much on every $1,000 of assessment. The householder is in a much better position than before the high pressure was installed."

Mr. Nelles would not commit himself as to whether such a reduction would come to Londoners if a high pressure system were adopted, but he thought it probable that such would be the case.

INTEREST GROWS IN GREAT TRIP

Nominations From Many Districts Are Coming in to The Advertiser.

The Trip-to-Europe contest is the theme of conversation everywhere.

In every section of London, and in every city, town and hamlet in Western Ontario, it is being discussed by friends of the candidates, and by others.

The magnificent offer—a trip to the great birthplaces of history, at no expense whatever to the candidates—is unique in Western Ontario.

Everywhere it is exciting keen interest. There are over sixty names on the list, and there are many more nominations on the way.

The larger the number, the better chance each candidate has, because it divides the competition.

Friends of the nominees are at work and the vote is rolling in. Very soon the contest will be on in full swing.

Now Is the Time.

Now is the time to be nominated. There are many ladies who have legions of friends anxious to do everything in their power to assist them in this contest. Be nominated, and give them an opportunity.

Nothing has seized the imaginations of the reading public for many years

Continued on Page Nine.

YOUNG LAD'S BODY MAY BE EXHUMED

Archie Condie's Remains, Buried in This City, Will Likely Be Exhumed.

[Special to The Advertiser.]

Toronto, Jan. 27.—Chief Coroner Johnson is investigating the case of Archie Charles Condie, a 12-year-old boy, of this city, formerly of London, Ont., who died some time ago from some kind of poisoning. The lad lived at 510 Queen street west, and on the 18th went out with a companion to get some ice cream and candy. One of the lads had ice cream colored with cherry and he suffered no ill effects. Young Condie took ice cream of another flavor and died.

Dr. Shiel, of Carlton street, was called to see the lad, but at first could not make out what the matter was. Dr. Perry, of Bathurst street, was afterwards called, and thought at first that it was meningitis. The lad grew worse rapidly and died about eleven o'clock on the night of the 21th, and the chief coroner was notified the next day that death was due to ptomaine poisoning. The body was taken to London for burial.

The little fellow had been very sick and vomited considerably, but a postmortem was considered useless as the stomach had been thoroughly washed. A considerable quantity of the matter ejected from the lad's stomach was kept and will be analyzed and disinterment may be ordered, so that the stomach may be analyzed. The compaint to the police was made by the man for whom the boy worked.

If an analysis which Chief Coroner Johnson is making reveals the presence of poison orders will be given to have the body of the lad exhumed in order to hold a postmortem.

WILL FIGHT CASE TO A FINISH

Province Prepared To Go to the Privy Council Over Mess Decision.

Toronto, Jan. 27.—It is officially stated that the Provincial Government will fight to the Privy Council if necessary the appeal taken in the case of the conviction registered at London, Ont., in connection with the sale of liquor at one of the sergeants' messes there. If the appeal is not sustained, and judgment is given as the license department believes will be the case, in the department's favor, then the whole question of the sale of liquor at military messes and clubs will be gone into, and no such places will be allowed to sell liquor anywhere in the Province without a proper license.

The department holds that no permit or regulation of the militia department of the Dominion Government can take away from the Province control of places where liquor is to be sold.

MR. GIBBONS CONFERS WITH WHITNEY

Will Discuss With Cabinet Ontario's Niagara Power Claims.

Toronto, Jan. 27.—Mr. George C. Gibbons, K. C., of London, chairman of the Canadian section of the international waterways committee, called on Sir James Whitney this morning and had a conference of some length with him. Afterwards he told the newspapermen that his talk had regard to matters connected with power development and the international waterway question in so far as Ontario was interested in them. Next week Mr. Gibbons will meet all the members of the cabinet and the whole question of Ontario claims on the matters mentioned will be fully discussed.

QUAKE REFUGEES RIOTED ON DOCK

Italians Landed From the Baltic Were in a Frenzy.

PASSENGERS TELL TALE OF CRASH

Not Enough Hairpins To Go Around Was the Awful Plight of Ladies From the Republic.

New York, Jan. 26. — Frenzied Italians, fighting their way to find their crazed and terror-stricken friends from the disabled Florida, started a riot at the pier this afternoon when the Baltic came in. Of course, the trouble did not affect the Toronto passengers of the ill-fated Republic. They landed before the Italians were disembarked from the Baltic, and only saw the inception of a riot, which was only quelled when the police reserves waded into the mass with batons.

I never saw such a wild, frenzied, senseless rush in all my life, says a correspondent. The Italians—many of them earthquake refugees—flew from the Baltic, as if the very arch fiend were after them. While upstairs the Canadians and Americans were welcoming the rescued with cheers and embraces and tears, the Italians were fighting, mad, and crazy, with friends and the police.

Two women who had a moment before recognized rescued relatives slipped out of the crowd, and dropping behind the bales of cork dropped on their knees and prayed.

Down below and out in the street the shrill cries of the Italians crying for their friends from the Baltic resounded, and the immigrants on the big ship grew restless and tried to force their way off.

A Nondescript Crowd.

Then the gangways came down, and the most nondescript collection of first-class passengers who ever left a big modern liner came down. A few of the women had men's caps pinned on their heads, and a lot of them had cloaks and skirts on, but there were those among them who were bareheaded or had their heads wrapped in shawls, and who wore beneath their cloaks men's clothing.

Hair Not Dressed.

Not one woman in a dozen had her hair dressed. They couldn't—they had no hairpins. There was a tremendous scarcity of hair pins. The women being in bed when the shock and collision came, had all their hairpins—and rats, and extra curls—on the dressers, and when the crisis came it was clothes or curls, and they dropped all thought of such frivolous things. When they reached the Baltic, however, and knew they were safe, the inherent love of chic appearance returned, and the Baltic barber was besieged. His little supply was exhausted in a trice, and all the Baltic's score of first-class lady passengers could spare helped the situation but little, and the rescued women were forced to come ashore not only plainly garbed, but with very plain head dresses. What they looked like made no difference in the welcome, and while the Italians were fighting with the police reserves to get off on the ship, the Republic's passengers were whisked away in cabs to the big hotels, and the dressmakers were summoned to supply the deficiencies in their wardrobes.

In Dressmakers' Hands.

To interview the Toronto passengers of the Republic was to get mixed up with dressmakers, haberdashers, and tradespeople generally.

I hunted up Lieut.-Col. Mason, of Toronto, and his party at the Belmont. I was received courteously by Col. Mason and his son, Major Mason, though I had to do most of my interviewing through a door held slightly ajar by Mrs. Mason. Her two daughters and Miss Mamie Tweedie, who completed the Mason party, on board the Republic, were busy with a dressmaker trying to secure something more than night dresses and cloaks to return to Toronto with.

Went About Barefooted.

In spite of the grave dangers they had come through, they laughed and chatted cheerfully over their hardships.

"We lost everything except just our cloaks and shoes and stockings," laughed Mrs. Mason.

"You even lost your shoes, and went about barefooted for a time," put in Col. Mason, and Miss Mason admitted that there was one of the incidents of her misfortunes.

Sealby's License Revoked.

A White Star Line official said today that one result of the accident was the immediate revocation of the license of Captain Sealby, of the Republic. Captain Sealby will remain in New York for several days, perhaps a week, and will then proceed to Liverpool. There he will be cited to appear before the board of trade for examination as to the cause of the sinking of the Republic. If, as a result of the examination, the board of trade exonerates the captain from responsibility for the collision, his license will at once be restored, but should they find him to blame the revocation will stand.

NISBITT LIBEL CASE.

Toronto, Jan. 26.—The Dr. Beattie Nesbitt libel suit against Mr. J. A. Macdonald, editor of the Globe, has again gone over for a few days. This time it is because Mr. N. W. Rowell, K.C., counsel for the defense, is not well, and is in St. Catharines for a few days. Argument will be heard on Monday if the counsel are ready.

NEW APARTMENT HOUSE FOR LONDON

Mr. John Hayman Is Now Considering Plans for a Second Structure.

Mr. John Hayman, who recently completed London's first apartment-house on Queen's avenue, is busy working out plans for a still larger apartment house to be built on Wellington street, near Queen's avenue. Work will be commenced as early in the spring as possible. The new apartment-house will have twelve suites, as compared with eight in the other building.

The new house will be built on a different plan to the other, and will include both large and small suites of rooms. It will be fitted up in the most modern way, and will be ready for occupancy some time during the summer.

ONTARIO BOARD WON'T MEDDLE

Refuse To Investigate Charges Made Against Smallpox Hospital in London.

DR. HUTCHINSON AGAIN DENIES

Alleges That There Is No Truth in the Statements Made by the Patients.

The provincial board of health will not interfere with the London smallpox hospital embroglio.

This morning City Clerk Baker received a letter from Dr. Hodgetts, provincial health inspector, stating that the provincial board would not interfere in any way in the matter.

He pointed out that it was purely of local concern. The hospital was built by the municipality, and was conducted by the city, without Government aid or assistance. Therefore any inquiry into its management or mismanagement or hygienic conditions must be conducted by the local board of health or somebody else in authority.

Special Meeting Likely.

The communication will not likely be dealt with until the next regular meeting of the board, which will not be held for some weeks, unless a special session is called.

It is posible, however, that a special meeting may be requisitioned to take up the question of an investigation into the affairs of the hospital.

"We just received the communication this morning," said Dr. Niven, "and I do not know what will be done just yet. We will take some time to consider. I presume we will have to investigate the charges, and see what the facts of the case are."

Immediate Investigation.

Several of the other members of the board expressed themselves in favor of an immediate investigation.

"We will hold an investigation ourselves, then," said Mr. R. A. Carrothers, when informed that the provincial board would not act. "We are not afraid of any investigation, and you can mark my words that some of these people will have to take back a lot they have said. We will order an investigation all right."

Purely Local Matter.

"That is what I thought," said Ald.

Continued on Page Eight.

SALVATION ARMY DENIES THE STORY

Have No Intention of Inducing 8,000 People To Come Here From England This Year.

There has been a very persistent rumor afloat that the Salvation Army intended to offer inducements to 8,000 immigrants to come to Canada this year. When seen at the barracks this morning, the provincial commander, Col. Sharpe, said that there was no truth whatever in the rumor. On the other hand it had been definitely decided that immigration would, if anything, be discouraged during the present year. Only such few people as are bent on coming and have previously made arrangements, and who are a good class of citizens with sufficient means to insure their support, will be aided in anyway by the Salvation Army.

Making Good Citizens.

Regarding the immigrants who had already come Col. Sharpe said that with but a very few exceptions they were proving themselves first-class citizens, and were wholly self-supporting. There are, of course, isolated instances where church immigrants have not proved themselves worthy people, but these were only stray cases, and for the rest they were a type of citizen that would in the days to come be a great asset to Canada's national life.

LONDON LADY SAVED HER FURS

But Mrs. Jack Smallman Regretted Loss of Magnificent Wardrobe.

MR. SMALLMAN'S GRAPHIC STORY

Tells of How It Feels To Be on a Sinking Ship in the Dark—A Weird Tale.

(Special to The Advertiser.)

New York, Jan. 27.—The Tribune prints the following today: As an example of the embarrassed positions regarding clothing in which most of the passengers of the Republic found themselves when they landed in New York yesterday from the Baltic, the case of Mr. and Mrs. John E. Smallman, of London, Canada, is illustrative. They had intended to make an extensive tour of the Mediterranean ports and then go on to Egypt. Because of this they had taken with them rather extensive wardrobes.

Mrs. Smallman, who fared better than most of the women on the Republic, saved one entire costume and two fur coats. She also saved her money and jewels. She lost, however, a wardrobe which she said she had been accumulating for three years.

"Look at that baggage, John," the young and pretty wife remarked sorrowfully, as she gazed at the luggage of the Baltic's passengers, piled up on the lower deck, ready to be taken ashore. "Just think, where all my new gowns have gone!" and the woman who had not faltered when danger and death stared her in the face dropped a tear for the finery that was resting on the ocean bed thirty fathoms down off No Man's Land.

"Cheer up, Maud!" was Mr. Smallman's breezy remark, and his wife gathered up the corners of the pillow case in which she carried the few belongings she had saved and walked bravely down the gangplank. It is the intention of the Smallmans to continue on their trip as soon as they can gather together a new outfit. Indeed, it was surprising how many of the Republic's passengers were unhaunted by the wreck and were inquiring on what steamer they would be forwarded.

Mr. Smallman's Story.

New York, Jan. 26.—Mr. and Mrs. Jack Smallman, of London, and the other Canadians who were on the steamer Republic, are showing but little of the effects of their terrible experience. Mr. and Mrs. Smallman are quartered at the Holland House, and will resume their journey to Egypt shortly. Both have recovered from the shock, and are now cheerful and happy.

Mr. Smallman was interviewed here, and spoke of the accident as one he would never forget. What particularly impressed him was the terrifying experience in the dark, as the passengers huddled on deck, in the darkness, half clad, cold, and fearful, waiting for they knew not what.

The Collision.

"The fog was dense and the whistle of the Republic was blowing signals continually," said Mr. Smallman. "We heard the whistle of the Florida, too.

"I had fallen into a doze, and had awakened when suddenly we felt a jar and then a terrifying grinding noise. In less than ten minutes the lights all went out and we were in complete darkness.

"We hurried from our room and up two flights of stairs to another deck. Everything was in commotion. I want to say, however, that there was no panic and scarcely a whimper on the part of any of the passengers. We heard a couple of steerage passengers sobbing.

Ordered Back.

"When we reached the upper deck we decided to go back and secure our clothes, but we were not allowed to do so. Then we remained in the darkness awaiting dawn, which was nearly two hours off. It was impossible to find even a candle, and in this suspense we huddled together, terrified, not knowing but each minute would be our last.

"We were told to put on life preservers and await orders. When daylight came we were put in lifeboats and rowed to the Florida. There was no excitement, and all went all right, but when it was found that the Florida had a great hole stove in her bow and that she was only being kept up by the pumps, then our fears again possessed us.

Terrible Exposure.

"The exposure on the deck of the Republic as we waited for daylight, was terrible. We suffered intensely from the cold and dampness, but once on the Baltic we were all right. Mrs. Smallman stood it well, much better than I expected. We have quite recovered from our first experience of such a character, and I can assure you we hope it is our last."

MEMORY A BLANK

Miss Lottie Teeter Has No Recollection of Crossing Accident.

Hamilton, Jan. 27.—It is stated that Miss Lottie Teeter, one of the two survivors of the level crossing accident at Grimsby a week ago Saturday, has no recollection of the affair whatever. She has not been informed of the death of five of her friends, lest it should injure her in her present condition. She is at her home in Grimsby.

SAYS PROVINCIAL LAW IS SUPREME

License Department at Toronto Backs Up Contention of Inspector Galpin.

The Toronto Globe says:

A decision given yesterday in London, upholding the license inspector who seized liquor in a sergeants' mess on the ground that it was not a licensed place, has occasioned considerable comment in Toronto among the members of officers' and sergeants' messes, of which there are several. The case is to be carried to the higher courts and tested, and if the conviction is sustained some action here may follow.

That the provincial law is supreme respecting the sale of intoxicating liquor, and that the right to sell cannot be conferred on any person by the Dominion Government or any other authority, is the position taken by the provincial license department in the case mentioned. The information was laid under section 53 of the liquor license act, which refers particularly to the sale of liquor by clubs and unincorporated associations. It is contended by the prosecution that the military authorities have no right to delegate power to military officers to sell liquor.

The final decision in the case will be awaited with a great deal of interest.

SAN TOY DOG LOST HIS TOE

Girls of Company Had Difficulty in Raising Money To Pay Veterinary.

When the "San Toy" opera company arrived in the city this morning on their way from St. Thomas to Chatham, some of the lady members thought they would spend an hour between trains walking about the city. A young woman took her pet dog out to walk, too, but the dog got in front of a street car at the corner of Richmond and Dundas streets, and had one of its toes so badly crushed that a veterinary surgeon who was called found it necessary to amputate it.

Cash Was Short.

The dog was carried into Buchanan's coal office, and the operation performed. The veterinary charged a dollar for his services, and the party of young women who had stayed to see the operation found that they had left their money in their car at the depot.

Collected Seventy-five Cents.

Among them they managed to collect 75 cents, and the other quarter was secured from the policeman on the corner, who, when he understood the cause of the financial stringency, came gallantly to the rescue with the necessary silver. The dog is still in the coal office, the arrangement being that the owner is to call for it when she comes through London again next week.

DEATH SUMMONS A GREAT ACTOR

Coquelin, Leading Comedian of France, Succumbs To Heart Disease.

Paris, Jan. 7.—Coquelin, the actor, died this morning.

Benoit Constant Coquelin, known as Coquelin Aine, was the best known actor on the French stage. He was born at Boulogne-Sur-Mer, Jan. 23, 1841, the son of a baker. It was originally intended that he follow the trade of his father, but he decided to go on the stage and he was admitted to the conservatory in 1859. He secured the first prize in comedy in 1860. He made his debut at the Comedie Francaise in "Le Depit Amoureaux," the same year, and from 1860 to 1886 he created no less than fourty-four parts.

He left the Comedie Francaise in 1886 and toured Europe and America. In the United States he had a great success, which culminated in a remarkable and brilliant farewell performance in the Star Theatre, New York, May 15, 1899. In 1890 he returned to the Comedie Franciase as a pensionaire. He then made another tour of America after having definitely served his connection with the Comedie Francaise.

He made a grand tour of America with Sarah Bernhardt in 1900 and reappeared with her in "L'Aiglon," in Paris, in 1901. In recent years he had been playing Cyrano De Bergerac and other parts in London.

The severity of M. Coquelin's last illness dates from the early part of January. It was understood that there was no hope of his recovery. His illness was diagnosed as angina pectoris.

Rostand's Chanticleer was completed last summer and the world rights were purchased for $50,000. Arrangements were concluded for the simultaneous production of the play in Paris, New York and London, and it was expected that M. Coquelin would personally direct the rehearsals. In this new play, Rostand presents his characters in the guise of wild and domestic fowls, animals and birds.

MERCHANTS DON'T LIKE WEATHER

January's Flirting With June Temperatures Bad for Business.

THE RINK MEN ARE DISCONSOLATE

But Farmers Are Making the Most of the Situation—Probs Say Fair.

Comments of the most varied nature are to be heard on every side regarding the wonderfully fine weather that has been handed out by the weather man during the last few days.

"Great," said a railroad man this afternoon, to The Advertiser, "We haven't had a snowplow out this winter, and generally by this time there are drifts as big as a house all over the system, and trains are running hours late. We certainly have no kick coming."

Merchants Object.

"It's tough on us, though," said a fur merchant. "No one needs furs or heavy clothing this sort of weather. We haven't done anything like the business we usually do, and unless it gets cold pretty soon we are going to have a lot of furs left over."

"This kind of weather doesn't look good to me," said a leading coal merchant, as he surveyed his well-stocked sheds. "Of course, we are selling a certain amount of fuel, but I don't remember ever having a bigger stock on hand at this time of year than I have now."

The general opinion seems to prevail among merchants that the weather is unseasonable, and the effect upon many lines of business is far from stimulating.

Farmers Delighed.

Farmers are busy taking advantage of the fine weather to do a great deal of work that is usually done much later in the season. The ground is unusually free from frost, and has been so practically all winter, as instead of a prolonged cold there has only been one really sharp dip, and the warm days and rain which followed soon dispelled the effects of that.

Not for many years has there been so little sleighing on account of there being no snow. The same conditions prevail practically all over the country.

Skating Men Mad.

Proprietors of skating rinks look aghast when they think what will happen to the ice if a cold spell does not come soon.

"There is nothing to it," said one man. "I think I will quit the skating rink business, and go into making ice cream. There seems to be a bigger demand for that all the year round. Winters are not what they used to be."

Bulbs Growing.

Gardeners report that in many instances bulbs are beginning to break through the ground, and fear is expressed that if it becomes very cold many of the early flowers and bulbs will all be killed. Plowing is going on in many quarters.

Taking it all round the weather is a puzzle, and many persons are in a dilemma as to what to do.

Many men would go on with outdoor work if they thought the good weather would last, but it has lasted far longer than they expected it to.

Weather Uncertain.

They are uncertain of it, however, and are afraid to take any chances on beginning contracts and then having to stop and let them stand for weeks until spring finally comes. The thing looks certain, however, and that is that the winter will be greatly shortened even if Londoners do experience some severe weather next month.

The probabilities say fair weather.

CIVIL SERVICE SALARIES.

Ottawa, Jan. 27.—In the House yesterday Hon. Sidney Fisher gave notice of his resolution providing for a general increase in the salaries of the civil servants. Discussion of the matter was fixed for Friday.

TOMORROW—FAIR.

FORECASTS.

Toronto, Jan. 27—8 a.m.

Today—Strong southwest to northwest winds; fair and mild.

Thursday—Northwest winds; fair, with a little lower temperature.

TEMPERATURES.

Stations.	Today. 8 a.m.	Yesterday. Min.	Yesterday. Max.
London	31	29	37
Victoria	40	34	40
Calgary	20	0	40
Winnipeg	0	20	26
Port Arthur	14	10	36
Parry Sound	32	22	30
Toronto	34	30	40
Ottawa	16	18	28
Montreal	18	14	18
Quebec	8	14	20
Father Point	10	..	..
Dawson	..	—40	—14
Atlin	..	4	26
Vancouver	..	34	41
Kamloops	..	8	28
Edmonton	..	6	34
Battleford	..	—10	12
Moosejaw	..	10	26
Qu'Appelle	..	8	22
St. John	..	12	30
Halifax	..	16	28

Minus (—) means below zero.

WEATHER NOTES.

The disturbance off the Atlantic coast has caused gales and snow in the Maritime Provinces and Newfoundland.

The weather continues moderately cold from the Ottawa Valley eastward, and also in Manitoba, while over most of Ontario and in Alberta it is quite mild.