

SPECTACULAR FIRE IN GRAND TRUNK YARDS

Large Section of Ferguson Ave. Freight
Sheds Destroyed Sunday Forenoon

Loaded and Empty Box Cars and Package
Freight Also Burned

Fire of an unknown origin, followed by the explosion of five liquid air tanks, about 11 o'clock yesterday morning, resulted in the total destruction of the Grand Trunk freight offices on Barton street, the greater portion of the freight sheds on Ferguson avenue, a number of loaded and empty box cars and a large quantity of valuable package freight, the total loss, which is covered by insurance, being estimated at close to \$100,000.

Shortly before 11 o'clock Constable Sullivan, who was walking east on Barton street, observed smoke issuing from the roof of the freight sheds immediately at the rear of the business offices. He rushed into the building, where he was met by F. H. Fawcett, a freight clerk, who was hurrying from the offices, which were already filled with dense, black smoke. Mr. Fawcett was partly overcome by the smoke and was assisted from the building by the constable. Unable to turn in an alarm from the burning building, Constable Sullivan went to the jail, immediately across the street, from where he turned in the alarm. Central station responded and was on the scene of the fire within five minutes, following which a general alarm was sounded, and all the substations turned out. Notwithstanding the prompt response of the fire departments, the business offices were enveloped in flames, as were also the greater portion of the sheds, when the men from central station arrived, and half an hour later all that was left of the offices was the brick walls, which fell in with a loud crash shortly afterwards. The freight sheds, which extended from Barton street to Cannon street, were filled with smoke, and the flames spread so rapidly that within an hour from the time of the alarm over half of the sheds and their contents were totally destroyed.

SPREAD TO CARS

The yards adjoining were filled with loaded and empty box cars. The flames soon spread to these, and within a few minutes at least fifteen cars were in ruins. About half of these were loaded cars. In order to prevent further destruction of cars a T. H. & B. engine was secured, and in a short time had the yards clear. In the meantime the firemen, working from opposite ends of the burning cars, after a hard fight, succeeded in confining the flames to that portion of the yards, while other lines of those were kept playing on the wrecked portions of the offices and sheds and the packages of freight which had not been touched by the fire in the extreme south end of the sheds. Within twenty-five feet of the point in the sheds where the firemen succeeded in checking the flames, a dozen or more barrels of oil were stored.

OFFICE RECORDS LOST

Fortunately, it was stated by G. T. B. officials, the most valuable portion of the freight was in the south end of the sheds, which was saved, although much of this was more or less damaged.

business office. He noticed nothing wrong, but a few minutes after he reached the south end of the sheds he was startled by a succession of terrific explosions, and within a few seconds the sheds from end to end were filled with a dense, black smoke. The fire, as far as he could judge, was then working its way along the floor of the sheds immediately at the rear of the offices, and soon spread to the roof, following the sides of the wooden interior with such rapidity that by the time he reached the business offices the entire structure seemed a solid mass of flames.

One theory advanced for the fire was a gas explosion in the furnace, but the watchman and company officials stated that this could not have been, as the furnace was found practically intact after the fire.

It was first reported that Fred Davidson, a freight clerk, who resides at 57 Lorne avenue, had been lost in the fire, the watchman claiming that Mr. Davidson had gone upstairs to telephone the fire department and had not since been seen. It was learned later that Mr. Davidson, who usually works Sunday mornings at the freight offices, was not on duty. The watchman made the mistake of thinking Mr. Fawcett, the clerk who was assisted from the building by Constable Sullivan, was Davidson.

SERIES OF EXPLOSIONS

The tanks which exploded were the kind used in connection with soda fountains. They are made of solid half-inch steel, and weigh when filled about 200 pounds. Some idea of the force of the explosions can be gained from the fact that these tanks were blown through the roof of the freight sheds, four of them landing on Elgin street, over 200 yards west, and the fifth coming down near the front door of the jail across the street, and being torn apart so that it was spread completely out and appeared to have had no more power of resistance to its inner force than would a piece of heavy paper. One of the exploded tanks which landed on Elgin street struck a steel car in its flight, otherwise it would have gone directly through a small frame house, whose occupants felt the force of the explosion so much that they thought the house was falling down. In all parts of the city people heard and felt the shock, and the Spectator office was besieged with inquiries for some time by citizens anxious to ascertain the cause.

ELECTRIC WIRES SEVERED

During the progress of the fire, the street car electric cables, telephone and telegraph wires, of which there are a large number at the intersection of Barton street and Ferguson avenue, were burned off, and fell with loud reports to the street, in many cases narrowly missing some of the firemen or policemen who were in that vicinity.

Hundreds of people from all parts of the city flocked to the fire, and the police had their hands full keeping them outside the danger zone. The street car system was put out of commission for some time, but by making connections on the other side of the fire, service was restored on all lines except on Barton street, where cars were run east as far as Mary

FERGUSON
AVE
FREIGHT SHED FIRE

HS 8 JAN 1917

Phone 3700

Right House Feature No. 1
Rugs, Carpets and
Linoleums Laid Free
During January

January Brings Sul
Right Ho



Because
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Civet Cat

Fine Fitch
stole.

\$47.50 Caperine, \$42.50

Finest quality Persian Lamb, large size, trimmed with ornament and tassels.

\$67.50 Collar, \$55

Alaska Sable, large size, finished with tail heads and claws.

\$27.50 Muffs, \$22.50

Mole Muff, in pillow style.

—Right Hou

Very
A Limited Group o
High-Grade
Now Reduced in P

\$1

Earlier in the season coats as fine as t
as much as \$35.

These are the remainder of a special pur
to sell as a big leader at \$25, and this is the
has been lowered.

Chinchillas, velours and fancy tweeds of
in light and dark greys and brown-and-blue
styles, with loose or half belt at back, set-i
patch pockets and with cape collars of self

destruction of cars a T. H. & B. engine was secured, and in a short time had the yards clear. In the meantime the firemen, working from opposite ends of the burning cars, after a hard fight, succeeded in confining the flames to that portion of the yards, while other lines of hose were kept playing on the wrecked portions of the offices and sheds and the packages of freight which had not been touched by the fire in the extreme south end of the sheds. Within twenty-five feet of the point in the sheds where the firemen succeeded in checking the flames, a dozen or more barrels of oil were stored.

OFFICE RECORDS LOST

Fortunately, it was stated by G. T. R. officials, the most valuable portion of the freight was in the south end of the sheds, which was saved, although much of this was more or less damaged by smoke and water, and will cause considerable work in adjustment of claims. One of the worst features of the fire is the total loss of all office records. This will entail much work on the part of the freight department in securing duplicate copies of billing and other records, all of which will be required in order to adjust the losses, which it will probably take months to arrange.

Various theories are given as to the cause of the fire. It is positively known, however, that the explosion of the liquid air tanks did not precede the fire, as was at first supposed. Only two men were in the building at the time. These were F. H. Fawcett, freight clerk, who was in the business office, and Wm. McClay, day watchman.

In conversation with a Spectator reporter Mr. McClay stated that he had just returned to the south end of the sheds after having fixed up the fire in the furnace in the basement of the

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Hundreds of people from all parts of the city flocked to the fire, and the police had their hands full keeping them outside the danger zone. The street car system was put out of commission for some time, but by making repairs to the cables on either side of the fire, service was restored on all lines except on Barton street, where cars were run east as far as Mary street and west as far as Wellington street, passengers having to walk between, or take the Sanford avenue cross-town lines, on which a good service was maintained. This system was continued throughout the day, permanent repairs to the lines in the fire district not having been made till this morning.

SPECTACULAR BLAZE

The fire was one of the most spectacular seen in Hamilton in years. The burning sheds, cars and package freight, falling and exploding electric wires, and tottering electric poles, occasionally falling to the street with a great crash, the roar of the flames as they shot high in the air, reaching out almost to the opposite side of Barton street, combined to make a scene not soon to be forgotten by the hundreds of spectators who lined Barton and all nearby streets. Shortly after 1 o'clock, while the firemen were endeavoring to extinguish the smoldering flames in the package of merchandise, flames were seen coming from the roof of the pattern department of the Smart-Turner factory on the opposite side of the street. A number of the firemen, under the direction of Chief TenEyok, quickly entered the building and, by the use of the chemical apparatus, succeeded in arresting the progress of the flames before much damage resulted.

At 5 o'clock the firemen returned to their stations, except a few who were detailed to remain on the scene to continue pouring water on the smoldering ruins until early this morning. During the progress of the fire Governor Ogilvie, of the Barton street jail, sent over sandwiches, and C. E. Webb, dairyman, 145 Cannon street east, a can of hot milk for the firemen; most of whom were in need of something stimulating after their hard fight.

OFFICIAL STATEMENT

J. H. Gordon, local superintendent of the G. T. R., when asked last night what effect the fire would have on freight conditions, made the following statement:

"We have arranged to use a vacant house owned by the company on Ferguson avenue for temporary offices, and our full staff of fifty clerks will resume their duties to-morrow morning. We will not be able to accept any outward freight shipments for a few days, but will accept all incoming freight, and keep it clear by making deliveries direct from cars to carters' wagons. Most of the freight destroyed was for local delivery, all outward freight being cleared from the sheds Saturday afternoon. We will immediately commence the work of rebuilding. A large gang of men will be put to work the first thing in the morning to clear away the debris, and building materials for the new building will be secured at once. The work will be rushed to completion as rapidly as large numbers of men can do it, and we hope to soon be in normal condition again. I do not think the fire started, as claimed by some, from defective electric wiring, otherwise it would not have first been seen on the floor of the freight sheds where there are no electric wires. Neither do I think it was from incendiary origin. In regard to the total loss, which has been estimated at ninety or one hundred thousand dollars, it is my opinion that these figures will be found excessive. It would not surprise me to ascertain, after careful estimates have been made, that the losses do not exceed half that amount."

Now Reduced in Price for the First

\$18.50

Earlier in the season coats as fine as these were selling at

2/2

FERGUSON AVE FREIGHT

SHEED FIRE 1917

HS 8 JAN 1917

Fine lustrous plush. Lined throughout, trimmed with sable fur on deep cuffs and wide roll collar. Full ripple back and raglan sleeves. Right House, Second Floor.

White Marseilles Bed Spreads

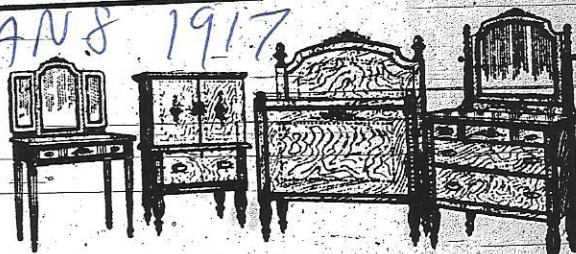
Our prices—\$5.25, \$6.75, \$7.25 and \$7.75—are 15 to 20 per cent. less than today's prices. —Right House, Third Floor.

White Wool Blankets \$5.50 pr.

Fine quality, good size. Special \$5.50 pr. —Right House, Third Floor.

New Cream Madras Cur Muslins

Last season's prices—30c, 35c, 45c and yd.—are still offered. —Right House, Third Floor.



Louis XVI Bedroom Suite of Genuine American Walnut

Four Pieces, Illustrated, at \$225

Artistic reproduction of the delightful Louis XVI design, featuring the dainty carvings of the period as the illustration shows. Master-made furniture, of genuine American walnut of a beautiful burl quality. Special mention is made of the chiffonette, which contains a deep hat drawer, besides three sliding trays in the upper part. Extra value at \$225. —Right House, Fourth Floor.

Women's Initiated Linen Handkerchiefs, \$2.25 doz.

Special value! Fine pure linen quality hemstitched and with hand-embroidered initial.

Others at \$1 doz.

Plain linen Handkerchiefs, hemstitched. —Right House, Street Floor.

NERVY, BUT BAD

Girl's Thrilling Act to Deceive Her Father

Toronto, Jan. 2.—With the marks of a rope on her wrist, Miss Mona Ellis

Advertiser's Advertisement Pay

"Not One Shall Want"

The Patriotic Fund is in need of more money, and a campaign is soon to be begun to raise the amount required.

A goal of \$650,000 has been set.

The money is to be used for the support of the dependents of the fighting men.

Be ready when the time comes and give liberally

HAMILTON CANADA MONDAY JANUARY 29 1917

**FERGUSON AVE
 GTR + STREETCAR
 ACCIDENT**

HS 29 JAN 1917

EIGHT INJURED WHEN ENGINE SMASHED CAR

**Serious Accident at
 the Ferguson Ave.
 Crossing**

**Many Passengers
 Had Narrow Escape
 From Death**

Hamilton, slightly bruised lower limbs and suffering from shock.
 The first four mentioned, Kelly, Smith, Reader and Pabel, were removed to the city hospital in the police ambulance, the others being taken directly to their homes from the scene of the accident. With the exception of Kelly, the motorman, whose injuries were the most serious, all the others who were taken to the hospital, after receiving medical attention by the hospital staff, were sent to their homes. Kelly, it was stated, will have to remain in the hospital, probably for several days, but his condition is not regarded as critical.

POLICE ON SCENE

Within a few minutes after the accident, Chief Whatley, Deputy Chief Coulter, and a number of policemen were on the scene, and assisted in removing the injured to the hospital or their homes. Street railway and Grand Trunk officials also assisted in every way possible. Hundreds of citizens gathered, making it necessary for the police to run a route barrier across King street, on both sides of the G. T. R. track, in order to keep the crowd back and facilitate the clearing away of the wreckage, this not being completed till after 6 o'clock.

NO PRECAUTION TAKEN

At the point where the accident happened details are reported from a watchman's shanty just south of the crossing. With this system in commission such an accident could not occur, as the details protect the street railway against the possibility of collision with Grand Trunk trains. On this occasion, however, the detail system was not in operation, as it has been the custom of the Grand Trunk company since the introduction of the system not to maintain the watchman at this point on Sunday, it being understood that G. T. R. engineers when using this line on Sunday protect their trains themselves by sending a man ahead to flag them across. According to statements made to a Spectator reporter by the conductor and motorman of the ill-fated street car, this was not done.

The Grand Trunk train, in charge of Conductor H. Flood, was en route to Hagerville to make delivery of to Hagerville freight shipments to the M. C. R. at that point, and bring back C. R. at that point. The reverse deliveries for Hamilton. The forward engine, 2395, was in charge of Engineer Lewis Bane, 55 Inchbury street, the second engine, 2144, being in charge of Engineer Thomas Michael. 231 George street, his fireman being James Bulet, 254 Avondale avenue, all of whom escaped without injury. The

(Continued on Page 4)

REPORTED DEAD

**Ptes. Cocks and Shipman
 Make Great Sacrifice**

**Four Other Local Men Are
 Listed As Wounded**

**Condition of Williamson Is
 Said to Be Serious**

KILLED IN ACTION

**Sergt. Hugh J. Cocks, Wiltona.
 PREVIOUSLY REPORTED MISS-
 ING, NOW BELIEVED KILLED**

**Pte. Ernest Shipman, 72 Norman
 avenue.**

DANGEROUSLY WOUNDED

**Pte. E. J. Williamson, 340 Beach
 road.**

WOUNDED

**Pte. Joseph Ledger, 57 Ashley
 street.**

**Pte. Suren Gosharian, 63 Princess
 street.**

WOUNDED, REMAINING AT DUTY

**Pte. George Hooker, 476 York
 street.**

Upholding the glorious traditions of a family which for centuries has fought under the British flag, Pte. Ernest Shipman, of the Mad Fourth battalion, met his death during a charge on the Regina trench on Oct. 8, according to word received from the front to-day. Pte. Shipman has been reported missing since that date but anxious enquiries by his family make it almost certain that he followed his ancestors in refusing to surrender. "He could not possibly have been taken prisoner," writes Lieut. L. M. Glazier, of the 4th battalion, in a letter to the Canadian Red Cross society, which made a special effort to locate the missing man, "as he would never surrender. I knew Shipman—he was a company runner. On October 8, in an attack on Regina trench, he was seen to start out in the advance, but was not seen in the attack, and never got to the German trench. On one occasion he was seen carrying messages with his eye badly wounded, but he delivered his message all right and brought an answer back. A few fellow. I fear there is no doubt he was killed."

Pte. Shipman was the son of J. and Mrs. Shipman, 72 Norman avenue. He came from England, and was of a very old fighting family, which has distinguished itself in many a bloody field. Pte. Shipman himself has had a thrilling career at the front, being wounded in April, 1915, when the Canadians stormed the mud-rush of the Ypres, and again shortly afterwards. He has had some amazing experiences and seemed to bear a charmed life, for he was only nineteen years of

Eight persons were injured in a collision which occurred between a double-header G.T.R. freight train and a street car coming west, at the King and Ferguson avenue crossing of the G.T.R., about two o'clock yesterday afternoon. Two engines and the street car were also badly damaged as well as the King street depot of the G.T.R., while the crossing watchman's shanty was wrecked, the forward engine of the freight train, which was being assisted by a push engine from the rear, having been driven through the brick wall of the depot into the ladies waiting room.

Four of the passengers on the street car who were injured were taken to the city hospital and four others removed to their homes where they were attended by their family physicians. Fortunately, none of the victims was seriously injured, and at a late hour last night all were reported as doing nicely. Following is a list of the injured:

NAMES OF INJURED

James Kelly, 3 Edward street, motorman on the wrecked street car, suffering from cuts and bruises on his head and lower limbs.

William Smith, 52 Tindale street, conductor on the street car, numerous bruises on his body right leg bruised.

Robert Reader, 81 Central avenue, a passenger on the street car, left hip bruised.

Fred Pabel, 61 Glenlake avenue, passenger, right arm and leg bruised.

Robert H. Hooper, 64 Bolton avenue, south, passenger, slightly bruised and badly shaken up.

John S. Drysdale, 300 Cannon street, passenger suffering from slight bruises and shock.

John Hoderick, 19 Hoxton avenue, north, right arm bruised and badly shaken up.

C. Martin, 8 East 24th street, Mount

BRITISH HOLD CELEBRATION OF BIRTHDAY OF KAISER

**Wilhelm Receives at Their Hands Defeat
 on the Somme in Which German Post
 and Garrison Are Captured**

Exclusive to Spectator

(By William Philip Simms, United-Press Staff Correspondent)

At the British Army Front in France, Jan. 27.—As a birthday present, the British troops to-day handed the kaiser a local defeat on the Somme where they captured a strong German post with a

MEETING OF NEW



The British government, claiming the British dominions, are proposed Imperial war cabinet, be held at the cabinet post and asked the dominion governments to send representatives. It is hoped that this rather assembly in London at the end of the year or early in March. Speaker of the House of Commons, Lloyd George said: "I do not wish to interfere with the affairs of a governing dominion, but we step in to lead in the way of the fact that it is much convenience locally to desire their advice and coming to decisions about the

FIREMEN VICTIM OF DENSE S

**Several Overcome
 Fighting King St. F**

**Red Cross Tea Room
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The new R.M. Cross

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Mrs. Pot
and stand; nickel plated; set.....

29 JAN 1917

FERGUSON AVE

GTR + STREET CAR ACCIDENT

2/2

49c
Wool Cash
11 26
89c

EIGHT INJURED WHEN ENGINE SMASHED CAR

(Continued from Page 1)

street car, No. 435, was proceeding westward, and, according to statements made by Motorman Kelly, was just nosing over the G.T.R. tracks when it was run down by the double-header freight. As a result of the impact, the forward engine was derailed and contigued on its way over the frozen ground till it reached the King street depot, where it plowed through the heavy brick wall and into the ladies' waiting room, there coming to a stop. The second engine, also derailed, headed eastward, bringing up against the high bill boards on the southeast side of the crossing. The street car, containing about 35 passengers, was forced around until it faced south, and completely blocked both the east and west bound street car tracks. The front portion of the head engine was completely wrecked, and the trucks of its tender hurled from underneath it, letting the tender to the ground. The vestibule of the street car was reduced to kindling wood. From this twisted mass of wreckage Motorman Kelly extricated himself by crawling on his hands and knees. The police ambulance was on hand in a few minutes, and Kelly, along with the other victims, was taken to the city hospital. The steam crane from the Stuart street yards of the Grand Trunk was brought to the scene of the accident after Chief Whately had secured a photographer to take pictures of the wreck. These pictures will be used in connection with the official police investigation which, Chief Whately stated, would be carefully proceeded with.

MOTORMAN'S STATEMENT

When seen at the city hospital by a Spectator reporter last night, Motorman Kelly made the following statement:

"The car was fairly well filled with passengers. The only thing we have to watch for at this crossing is derails, and as they were not set against us, I proceeded, never dreaming that a train was approaching the crossing, and, even if it had been, that it would proceed with the same set for street car traffic, and, necessarily, signals against the Grand Trunk train. I did not see or hear the train, and had just run my car on the tracks when it was struck. I had no time to shut off or stop. It all came so suddenly that I could not realize what had happened. The next thing I knew I was crawling from the wrecked portion of the vestibule, and a little later I was brought here. I think I must have been unconscious for a few minutes after the accident, but my first thought when I came to was to get out of that mess as quickly as possible. I am very glad that it was so worse, and that all escaped with their lives."

BOTH RAILWAYS RESPONSIBLE

J. H. Gordon, superintendent of the Grand Trunk, who was one of the

first to reach the scene of the accident, and who did all in his power to assist the injured persons, when asked by a Spectator reporter if the watchman was supposed to be on duty at this crossing, said that it had never been the custom to maintain one at this crossing Sunday.

"On these occasions, then, it is the duty of the Grand Trunk engineers and train crews to flag their trains across this crossing?" asked the reporter.

"It is the duty of the street railway employees to protect their cars when passing this crossing just as much as it is the duty of Grand Trunk employees," replied Mr. Gordon. "They are both equally responsible."

CONDUCTOR WILLIAM SMITH

After his injuries had been dressed at the city hospital, Conductor William Smith was removed to his home at 52 Tisdale street north, where during the afternoon he was seen by a Spectator reporter. Mr. Smith stated that he knew but little of the particulars of the accident. He said that his car approached the crossing of the G.T.R. tracks at King and Ferguson at about 1.50. At the time he had in his car about thirty-five passengers. He was collecting his fares and when the crash came he was thrown under the seat of the car and his right leg and left arm injured. Beyond this, he knew nothing until after he had been taken from the car.

When asked for a statement as to the cause of the accident, Mr. Smith explained that on Sunday afternoons there was no watchman at the tracks and it was the duty of crews of G.T.R. trains going either up or down to send a man to operate the derailer. This, he said, had not been done in this case with the result that the tracks of the street railway were clear for approaching cars and there was nothing to show that there was any danger. He explained further that when the derailer was closed for the street cars, a semaphore was set against the Grand Trunk trains and, without a doubt the drivers of the engines which were hauling the train ran past a semaphore which was set against them. He said that he had been nearly four years in the employ of the street railway company and that this was his first accident. Referring to his motorman, he said that he had been with the company for nearly three years and he considered he was one of the best men in the service of the company; for the experience he had. Mr. Smith said that in addition to the injuries to his arm and leg, which were the worst, he was sore all over his body. The passengers, he said, were scattered in all directions and thrown in every conceivable manner.

TIME FOR ACTION

This crossing has long been recognized as a danger spot, but members of the city council claim their hands are tied by the board of railway commissioners. In September, of 1915, when Thomas Ivey, florist, met his death at that corner, a freight train and jitney coming together, the council interested itself in further protective measures. An appeal was made to the railway board for an order com-

peiling the Grand Trunk railway company to erect gates. The ruling of the railway board was that the Grand Trunk company and street railway company install a watchman at the corner and vest him with the powers of special constable. It was contended that crossing gates were not necessary.

Controller Thomas W. Juttan, told the Spectator yesterday afternoon that he would demand immediate action by the board of control, his intention being to use yesterday's wreck as a club to convince the railway board that better protection was needed.

"Something has to be done immediately," said Controller Juttan. "The fact that no one was killed should not permit of this accident being glossed over. It is just a miracle that everybody in the street car was not killed. This should convince the railway board that gates are needed."

Controller Tyrrell, who interested himself in the accident, believes that the construction of a subway is the only way of preventing similar occurrences and will place this suggestion before the board of control.

"That crossing has ever been dangerous and it takes affairs of this kind to arouse an agitation for better protection. Surely the railway board will admit now that the crossing is not properly protected," said the controller.

UP TO RAILWAY BOARD

George E. Waller, transportation superintendent of the D. P. & T. company, when asked as to the responsibility for the accident, said that would no doubt be determined by the railway board, and he did not wish to say anything further than that the blame could not be placed on the street railway. (The derailer was set for the street car, and this apparatus was in charge of the G. T. R., although the street railway company had to pay half of the expenses of operating it when the watchman left and set the derailer for the street cars he must have set the semaphore against any train on the steam railway. The rules of the street railway were that cars were to pass over railway crossings at a rate of two miles an hour. As the street car reached the railway crossing, the derail must have been set for it, otherwise the car would have left the track before coming to the crossing.

Mr. Waller was at the scene of the accident a few minutes after it occurred and accompanied the injured motorman to the hospital in the ambulance.

NOTES

Miss Pearl Haller, 106 Rebecca street, was at the corner waiting for a car when the accident happened. She got a bad scare.

The G. T. R. wrecking crew is entitled to credit for the quick work in clearing the line. The badly-damaged locomotive was removed clear of the street before 8 o'clock and the street car traffic was resumed before 9 o'clock.

Thomas Newell, the big yard foreman of the T. H. & W., lent a friendly hand in helping clear away the wreck.

JAN 29 1917

RENELED EFFORT
TO GET GTR OFF
FERGUSON AVE
HIS 31 JAN 1917

LOCKADE WELCOMED
to The Spectator.

papers and shippers generally are
ish mine blockade. Some even con-
to render more difficult the patrol of
marines and torpedo boats. "Eng-
e Coprant-to-day declared: "Eng-
empting to protect against the sub-
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passed through London and the Brit-
reference to the "danger" specified
ouncement of a new "danger zone"

INSPOKT SUNK
announcement was made here last
Magdon, which was taking 9:00 and
Reginald Poyer Ake, was torpedoed by
one on board 809, were saved.

had actually on Monday said that
some points about 25 miles east of
point of view, which was proceeded
when the boat was in the steamship
passant to the gone down in the

RAILS NORTH
and the

Afternoon the house will get
down to real business. A deputy
speaker will be chosen, the selection
for the position being Joseph H.
Rahville, member for Chambly, Ver-
chere. The main estimates will be
tabled almost immediately and twenty-
five per cent. of them put through.
The war vote of five hundred mil-
lions, a large part of it to be devoted
to financing British munitions per-
chases in Canada, will be passed
probably without discussion, along
with a hundred million borrowing
bill. The Consolidated Railway act
is to be referred to committee and
this comprises the sum total of the
work to be undertaken between now
and the middle of next week, when
adjournment is planned for a period
of two months.
Some of the members are going
home at the end of the week. The
question of extending the term of
parliament will come up only in the
spring. It is impossible to forecast
what will happen then, but there is
an appreciable diminution in the
talk which was predominant at the start
of the session that the Liberals will
combat the prolongation of the term.

NOTED LECTURER
Poultney Bigelow Will Speak
Here Thursday Night
An error, which inadvertently ap-
peared in the Spectator of yesterday,
made it appear that Poultney Bige-
low, the famous American author
and lecturer, was to have appeared in
the city last night under the auspices
of the Women's Western Historical
society, when in fact the matter of fact the
entertainment is postponed to Thursday eve-
ning of next week. It will be held in the
Champlain hotel and will be fully ex-
pected that the evening will be a rare
opportunity to hear this noted speaker.

NOTED LECTURER
Poultney Bigelow Will Speak
Here Thursday Night

TO AID WHO SUFFER FROM
CHILBLAINS
The Canadian Red Cross Society has
received a grant of \$1000 from the
Government of Canada for the purpose
of aiding the suffering from chilblains
in the winter months.

total inexperience on any ground
political and economic beliefs of

KEEP TRAINS OFF FERGUSON AVENUE

Scheme Is Practicable, But
Would Be Costly
Controller Tyrrell Has the
Matter in Hand

Controller Tyrrell is losing no time
in working out a scheme for the di-
version of the Ferguson avenue line
of the Grand Trunk railway. He said
this morning that he was convinced
it was an engineering feasibility to
turn from the main line near Kenil-
worth avenue and ascend the moun-
tain through the gorge near Rosedale.
Controller Tyrrell has taken levels
from the map in the office of the city
engineer, thus proving that the
scheme was feasible.
"It is just a question whether the
railway would agree to this. I'll have
to get in touch with officials before
I say very much," said the control-
ler. "This diversion would mean the
laying of an additional five miles of
track and the purchase of a right of
way. It would be a costly proposi-
tion."
The controller will insist that the
line be diverted. The operation of
trains along Ferguson avenue half
trains at all intersecting streets, par-
ticularly Barton, Graham, King and
Main streets.

is therefore a bizarre one
general belief of the apparent
others.

4,500,000 TONS OF COAL IS DISPLACED

Benefits Derived in Ontario
From Electric Energy
Sir Adam Beck Discusses
Hydro Power

Extensive to The Spectator.
Toronto, Jan. 2. — The 20,000 horse-
power which the Hydro-Electric com-
mission is supplying the people of On-
tario is displacing four and a half mil-
lion tons of coal per annum, declared
Sir Adam Beck, chairman of the Hy-
dro commission, this morning, when
discussing the available Hydro power
supply in view of the shortage of coal
which is obliging steam plants to shut
down.
Sir Adam, continuing, said there had
been a rapid increase in the demand
for Hydro during the whole of the
past year, not only for power pur-
poses, but for smelting and many
other uses to which it was not be-
lieved possible to apply electricity
heretofore. Hamilton had required
15,000 horse-power more for smelting,
and so had Welland. Equipment
was now going in for the use of elec-
tricity in taking of enamel. In the
case of the factories of Wabasco, and
Clitham the factory was replacing nat-
ural gas for the manufacture of
beverage for the crystallization of
sugar. Many other cases of the in-
creasing use of the Niagara power
was mentioned. Hydro power
would all be used, he said.
"The Hydro-Electric Commission is
now in a position to supply the
people of Ontario with power at a
cost of 1.5 cents per kilowatt hour,
which is a very low price for the
amount of power which is being
supplied."

old officers go to local Bolshevik club, a Since the called do. au re Black sep there movem surbances at Yalta ing unrest among the laboring city date as it is out of the jurisdiction of the

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ORDERS

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ANNIES

Men On Their ome

million returned
St. John, N.B.,
esterday after-

William Bell, F.
adshaw, H. A.
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r, A. Graham,
I. G. Hopkins,
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W. Porter, T.
H. Roland, A.
James Thwaite

PRESIDENT

Some E-W night

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vo will be the
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and spent about
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BURLINGTON BEACH
PASSENGER SERVICE
FEB 3, 1919 HS

once took place between eGn. Mew-
burn, minister of militia, and Presi-
dent Garden and other officers of the
board in regard to providing more
military hospital accommodation in
Hamilton and also to protest against
soldiers who enlisted in Hamilton
having to go to Toronto to secure
their discharge. The minister ex-
plained that the sudden stopping of
hostilities had made the changing of
the plans for the erection of a
hospital in this city and elsewhere
necessary.

Large sums are to be spent here,
however, for the erection of schools
for the re-education of soldiers and
other public works. He paid a high
compliment to those in charge of the
local technical school, which had
made a better showing in the matter
of instruction to returned men than
any other institution in the country.
In regard to the securing of dis-
charges, he said that this matter
would be adjusted in very few days
and that Hamilton would be the de-
mobilization center for the Niagara
district and for some distance west.
Up to the present those who had re-
turned were practically all con-
valescents.

NEW POST-OFFICE

One Will Be Erected At Stirton and Barton Streets

Ottawa, Feb. 3.—It was announced
here to-day that \$30,000 would be
set aside in the estimates for the
erection of a branch post-office, at
the corner of Stirton and Barton
streets, in Hamilton. The work is
to be completed this year.

Before the war started a site was
secured by the government for the
erection of a branch post-office at
the location mentioned. The work
was held up after hostilities started.
Last week it was announced that
the government would also proceed
with the erection of a new main post-
office at the corner of John and
Main streets.

MILITARY CROSS

Award Gazetted to Capt. A. K. Wilson, Mount Hamilton

Capt. Arthur Knuyet Wilson, son
of A. McD. and Mrs. Wilson, 218
Concession street, Mount Hamilton,
has been awarded the military cross
for bravery on the field, according to
official announcement. Capt. Wil-
son enlisted in the 120th City of
Hamilton battalion as a lieutenant,
and overseas in 1916. He proceed-
ed to the front the following year with
the 10th battalion, and has been on
active service for two years and a
half. He was promoted to the cap-
taincy last year. Before his enlist-
ment he was employed at the Mol-
sons bank.

Melbourne, and Mrs. Hawkins and
Robert Barr, were thrown out of
the car. Mr. Hawkins was quite
badly hurt, and had to be taken to
the hospital in the police ambulance.
Mr. Fulkerson was thrown under the
automobile, and sustained a severely
injured left knee. The other mem-
bers of the automobile party escap-
ed with cuts and bruises. Both the
auto and the buggy were badly
smashed.

BEACH SERVICE

Deputation Will Argue Case Before Privy Council

To-night, E. R. Waddell, K.C.,
city solicitor; S. H. Kent, city clerk;
James Crooks, solicitor for the Bur-
lington beach commission, and Geo.
S. Kerr, solicitor, will go to Ottawa
to renew before the privy council
Hamilton's application for a renewal
of the Grand Trunk passenger ser-
vice to the beach.

The fact that the sand-strip is
not now being served by a radial
line will be the big argument used
by the city solicitor. When the ma-
jority report of the railway board
against the application was heard it
was pointed out that there was an
adequate radial service to the beach,
and that it would be an injustice to
ask the Grand Trunk to provide a
passenger service.

The city solicitor is now hopeful
that the new conditions will bring
a reversed decision from the privy
council.

INFLUENZA VICTIMS

Husband and Wife Died Within Two Days of Each Other

William Spencer Coward died of
influenza in Toronto yesterday, bare-
ly nine days after the death of his
wife, Mrs. Ethel Maud Coward, of
this city, who passed away on Jan-
uary 24. Both husband and wife
had Spanish influenza and it resulted
fatally in each case.

William Coward was the son of
Mr. and Mrs. Fred Coward, Spadina
avenue, Toronto, and was 31 years
of age. Mrs. Coward, formerly Miss
Ethel Maud Dunlop, eldest daughter
of Mr. and Mrs. Rowland Thornhill
Dunlop, Kensington avenue, died in
this city on January 24. The re-
mains will be conveyed to Toronto
where a double funeral will be held
on Tuesday afternoon. Husband
and wife will be laid to rest side by
side in Mount Pleasant cemetery.

ITALIAN ELECTION

Exclusive to Spectator
Rome, Feb. 3.—A general election
will be held May 24, on the anni-
versary of Italy's entrance into the
war, it was reported to-day.

act, but may retain some of the fea-
tures of the legislation under which
the present parliament was elected,
including the disfranchisement of
certain citizens of alien birth. In
this respect it is understood, how-
ever, that the restrictions likely to be
imposed will be much less extensive
in character than those provided by
the War Times Election act.

Disfranchisement of deserters un-
der the M. S. A. is practically certain
as it is recognized that there would
be a demand for it by a majority of
the members of the house. Steps
have already been taken by some
provincial bodies to deprive desert-
ers of the right to exercise their
franchise.

That the federal franchise act
will be productive of a big debate in
the house is also certain. The Lib-
erals in the past have stood for the
acceptance of the provincial voters'
lists in Dominion election contests
and have opposed all proposals for
the making of lists by specially ap-
pointed enumerators. It is likely
that the opposition will again adopt
this attitude.

In this connection it is claimed by
government supporters, however,
that opposition to the bill will be
weakened by the fact that if federal
franchise is not maintained the wom-
en of Quebec province will be de-
prived of the right to vote at the
next general election, unless in the
meantime the provincial franchise
is extended to include them. For
this and other reasons they believe
that the opposition will not serious-
ly oppose the addition of a federal
act by parliament, although they are
expected to register themselves in
favor of the principle involved in the
adoption of provincial lists for Do-
minion elections.

MRS. LEGGAT DEAD

Former Resident of Hamilton Died in England

Many of the older residents of the
city will be sorry to hear of the
death of Mrs. Jane Leggat, who
passed away at Hoylake, Cheshire,
England, on Saturday. Mrs. Leggat
was the widow of Matthew Leggat
and the sister of the late William
Hendrie.

Born in Glasgow, Scotland, she
came to this country with her broth-
er, William Hendrie, when a young
girl and settled in Hamilton.

Mrs. Leggat was best known as
president of the Boys' Home. For
more than twenty-five years she held
that office and was dearly loved by
all for her kind and generous dis-
position. She was one of the first
members of the board of the home,
when it was founded. Her connec-
tion with the institution was severed
in 1913, when she went to England.

Five children are left to mourn
her death, three sons, John Leggat,
of California; W. H. Leggat, of Van-
couver; Major William Leggat, on
active service, and two daughters,
Mrs. Arthur Oakshott, and Miss
Catharine, who was residing with
her in England.

\$20,000,000

Govt. Will Spend That Amount On Technical Education

A dispatch from Ottawa this
morning announced that the govern-
ment has decided to spend the sum
of \$20,000,000 on the advancement
of technical education. What bear-
ing this decision will have upon the
plans of the board of education here
is not yet apparent, but it is con-
sidered certain that the city will
benefit by it. The first unit of the
new technical school is being set up, but
the soldiers' unit, the erection of
which is being undertaken by the
government, has not yet been started.

Feb 3, 1919

Spectator

Yesterday's
Net Circulation 31,886

Ally 4 1919

WEATHER FAIR AND COLD

Mr. BURLINGTON BEACH
JOY PASSENGER SERVICE

FEB 4, 1919

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(By W. E.
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CADET CYRIL G. FILGIANO
Gallant Hamilton boy, who returned home this morning, after three years' service overseas. He was awarded the military medal at the battle of Amiens, and the D.C.M. a few days later for bravery on the field. He also won his commission on the field.

**HAMMERSTEIN
HAS SUCCEEDED
WINTERFELD**

**New Chairman of German
Armistice Commission**

**Spartacans to Try Again to
Seize Government**

**Erzberger Objects to Col-
onies Being Taken**

Exclusive to Spectator

Paris, Feb. 4.—General Hammerstein has succeeded General Winterfeld as chairman of the German armistice commission, according to a dispatch received from Zurich today.

**ATTEMPT TO SEIZE GOVERN-
MENT**

Zurich, Feb. 4.—The Spartacans will make another attempt Thursday to seize the German government, according to the Vorwaerts.

Their leaders, the newspaper said, have gone to Wilhelmshaven, Brunswick and other communist centres to bring back partisans to reinforce the Spartacans in Berlin. The government, cognizant of the plan, has greatly increased the guard about the reichstag building and other public edifices.

The new revolt, it was alleged, will be headed by Deputy Hoffman, aided by Karl Radek, the Russian Bol- shevist agitator.

PASSENGER SERVICE TO BEACH DEMANDED

**Hamilton's Appeal Argued Before Cab-
inet Ministers at Ottawa**

**Railway Board Undoubtedly Has Right
to Order Trains Operated**

Ottawa, Ont., Feb. 4.—For an or- der compelling the Grand Trunk railway to operate a passenger service between Hamilton, Burlington Beach and Burlington, a civic delib- eration from Hamilton to-day ap- pealed to the government from the railway decision of the railway com- mission.

Over a year ago that body re- fused an order directing the estab- lishment of the service, though the only legal member of the board sitting on the case agreed as to the city's contractual rights.

Two others considered the radial sufficient. While the present applica- tion was launched last year, the need of it is intensified by the suspension of service on the radial.

The argument to-day was heard by Hon. Dr. Reid, Hon. F. R. Carvell, and General McBurn. E. R. Wad- dell, K.C., appeared for the city, with City Clerk Kent, and James Crooks, beach commissioner, and W. C. Chisholm, Montreal, with N. G. Guthrie, Ottawa, for the Grand Trunk.

Burlington was not represented because of the election being held only yesterday.

At the opening of the argument Mr. Carvell asked since when there had been a passenger service on this branch.

Mr. Chisholm said the last was in 1903. Mr. Waddell stated that the line was now utilized only for pur- poses of freight. He explained the location of the Grand Trunk railway lines in the district.

CITY SOLICITOR'S ARGUMENT

The radial, having refused to give adequate service, he added, "We ap- plied to the railway commission in 1917 to compel the G.T.R. to op- erate its line for passenger purposes to relieve the congestion."

"Why has the radial discontinued entirely?" asked Mr. Carvell. Mr. Waddell replied that the situation resulted from the failure of the com- pany to secure an increase of rates because the municipalities, relying on their agreements with the company, objected.

The operation was then suspended. The railway board couldn't compel its restoration. The Railway act, Mr. Waddell thought, should be amended as to compel the opera- tion of a road during the process of insolvency.

"Your idea is go on and operate the line even if it eats up the capital and interferes with the bondhold- ers?" said Mr. Carvell.

"There should be something done," said Mr. Waddell, who, com- ing back to the Grand Trunk, said when the Hamilton and North- western built, Hamilton contributed \$750,000, for which so far as this line is concerned we got nothing.

"We submit," he proceeded, "that we have contractual rights which should be observed. The facts are that the radial company has been

paying the Grand Trunk for not operating a competitive passenger service. This may be good railway business, but we in Hamilton do not consider that it is honest." When the Grand Trunk acquired the H. and N.W. railway it acquired the obligations of that line.

SITUATION SERIOUS

"The situation," proceeded Mr. Waddell, "is very serious. Here we have put \$750,000 into this particu- lar line. We have given them the right of way over the beach. The Grand Trunk accepts money from a rival not to operate the service. The rival company goes out of operation and we have no service at all."

"Apart from this situation, we maintain our rights under the con- tract are such that we are entitled to have the service restored."

Mr. Carvell asked whether the by- law of 1873, quoted by Mr. Waddell, actually provided for a passenger service. The city solicitor held that "traffic had to be maintained to the satisfaction of the city council," un- doubtedly referred to passenger traffic.

"Why did the radial railway board refuse this order?" asked Mr. Car- vell.

"Assistant Chief Commissioner Scott held that we had contractual rights," said Mr. Waddell, "while Commissioners McLean and Goddave, the lay members of the board, gave several reasons to the contrary, the chief of which was that the radial was operating, and that if the service was inadequate that company could be compelled to improve it. As things have worked out we have no service at all."

Mr. Crooks emphasized the fact that the situation was very bad. "The people down there," he said, "have no way of getting to the city, depend- ing on the beach line. Now in win- ter there are 110 families of about five each; in the summer there is a permanent population of three to four thousand, and some times as many as twenty thousand transients."

Mr. Chisholm, K.C., for the Grand Trunk, stated that this appeal was being argued by the city, not on the merits as before the railway com- mission, but because of what has happened since.

"The government," he said, "is in this instance an appellate court, which must follow the original re- cord. The proper course is to move to have the case reopened by the board rather than coming here and introducing an entirely new situa- tion that has arisen since the judg- ment was given."

COMPANY'S CONTENTION

"If the radial is not giving a service and cannot be compelled to give a service the city can go to the board and ask for a re-opening of the case. The board can investigate anew and its considered judg- ment be unsatisfactory to the city."

(Continued on Page 13)

OVERSEAS TRADE

GALLANT DEED

EDNESDAY FEBRUARY 5 1919

WEATHER FAIR AND COLD

UNITE

DS TO BURLINGTON BEACH
DS H PASSENGER SERVICE

Europe

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er Plan Would Constitute
Rivalry in Democracy(By J. W. T. Mason. Written for
the United Press.)

New York, Feb. 5.—Europe is bringing on a new increasing pressure to bear upon America's peace delegates to persuade them to consent to the United States becoming an agent of the league for the administration of part of the former territory of the central powers.

Not only are the American peace delegates themselves being subjected to this influence, but persuasion abroad is being exerted directly upon the American people. Europeans are saying that since President Wilson demands a new form of colonial administration, which would make the league of nations the guardian of many undeveloped parts of the earth, the United States cannot, in fairness, refuse to shoulder part of the expense and responsibility.

Each nation accepting from the league any part of the world to govern, will have to finance the government itself and provide the governing officials by its own devices. A new ethical responsibility to mankind will thus belong to this form of administration, and Europe is saying that America cannot maintain its own moral leadership if it does not accept a mandate from the league of nations to spread abroad American ideals.

European statesmen want the United States to assume responsibility for the government of part of Asia Minor, and especially because there are various rivalries among certain old world powers concerning their claims upon Turkey. France, Italy and Greece all have expansionist ambitions in the near east. If the United States were to step in, the other nations would accept America's hegemony as a compromise which would put all of them on an equal plane.

Great Britain wants America to take over the administration of part of Turkey in Asia because the United States would be a more congenial neighbor for the British than would any other power. Great Britain, in all probability, will be the league of nations' agent in Mesopotamia and perhaps beyond. If American administrators were to be in control of nearby areas, no racial differences of ideals would exist to hamper mutual support.

The league of nations must be prepared to encounter many difficulties in its early years of being. Not the least of these will be the methods to be developed for governing the league's colonies in the interest of the inhabitants themselves. Those nations that are most successful in spreading liberty and freedom as the agents of the league will become the world's most influential inhabitants. A friendly rivalry in democracy among the league's colonial mandates might in fact become the corner-stone of the league's success.

DISPERSAL SYSTEM

New Demobilization Scheme
Is Practically Completed.

The new dispersal system under which returned soldiers are to be housed in the future has been practically completed. It was announced this morning. Under the new plan, while the soldier is waiting for a transport on the other side, all his papers will be filled out, and his pay book balanced. This is a tedious procedure, involving a great deal of work and appearing before various boards. On the boat all this work will be checked, any complaints heard, and any readjustments made.

As soon as the men reach Toronto they will march to the dispersal

I.W.W. Agitators Active
in Paterson, N.J.

Lawrence, Mass., Feb. 5.—The third day of the textile strike here began without any serious disorders, although one woman was arrested early to-day for assault on a girl mill worker. The latter's lunch basket was taken from her by a woman picket, who was arrested immediately. Several girls had red pepper thrown in their faces and their lunch baskets smashed, but no other arrests were made.

All mills which operated yesterday opened their gates to-day and it was reported that a few more operatives returned to work, although the general body of English-speaking operatives has not returned, because of fear of violence.

Isaac Kaplan, secretary, and Samuel Bramhall, chairman of the general committee of workers, called at police headquarters early to-day and made formal application for permission to hold an "international" parade and mass meeting to-morrow.

MAJORITY CONTINUE WORK

Philadelphia, Feb. 5.—With the exception of about 2,000 textile workers, who were locked out here yesterday, the many thousands of others to-day continued their work on an eight-hour-day basis.

It was stated that a large number of the employers had accepted the 48-hour week, pending a decision of the war labor board. No violence was reported and an early adjustment was predicted.

CONFERENCE TO BE HELD

Albany, N.Y., Feb. 5.—A conference between mill owners and operatives in the textile industry of Cohoes is scheduled for this afternoon, and the opinion is generally expressed that an agreement will be reached.

I.W.W. AGITATORS ACTIVE

Paterson, N.J., Feb. 5.—In their efforts to get control of the striking silk operatives here, I.W.W. agitators were in hand for the workers' mass meetings to-day. So far, however, the strikers had refused to follow the advice of the I.W.W. An attempt to hold an I.W.W. meeting last night failed. The strikers conducted their picketing in an orderly manner. Intervention by the national war labor board is expected by the mill owners. There are about 27,000 on strike here.

ENDURANCE TEST

Columbia, S.C., Feb. 5.—The wage controversy between textile workers and mill owners in South Carolina to-day had apparently settled down to an endurance contest. Mill owners at Graniteville and Warrenville announced they would remain closed indefinitely.

No disorders have been reported.

7,000 LOCKED OUT

Columbus, Ga., Feb. 5.—Following refusal of mill owners to agree to an eight-hour day, without an increase in wage ratings, approximately 7,000 textile workers to-day claimed they were locked out.

Only two mills out of fourteen were operating. The two mills in operation were said to be running on a limited scale with unorganized workers.

CRUELTY CHARGED

L. Izenburg Must Explain to
Magistrate Jelfs

At the police court to-morrow morning L. Izenburg, 123 Charlton avenue east, will be tried on a charge of cruelty to animals, preferred to-day by Inspector Berlinghoff, for the Humane society.

The case is the outcome of leading a young horse, which hadn't been shod from Massachusetts

BURLINGTON SERVICE
WAS RESUMED TO-DAYTown Agrees to Withhold for One Year
Its By-law Fixing Rate of FaresCompany Says It Wants To Be Square
With Reasonable Municipalities

"All aboard for the Beach, Burlington and Oakville" was heard at the Terminal station at 1.10 to-day for the first time in nearly two months. At that hour the Hamilton Radial railway company resumed its old service, an hourly one, at the old rate of fares, practically carrying out the request for a temporary service from Mayor-Elect Smith of Burlington, as outlined in yesterday's Spectator.

The new mayor and some of the councillors conferred with General Manager Coleman, who stated he would lay the matter before the directors of the Dominion Power and Transmission company at once. A special meeting of the board was held this morning, at the close of which the following official statement was handed to the press by Mr. Coleman:

OFFICIAL ANNOUNCEMENT

"At the sacrifice of their immediate interests the Hamilton Cataract Power, Light and Traction company, limited, has determined to advance sufficient money to the Hamilton radial to permit its re-operation.

"This decision has been come to not because the service is remunerative. It is not. It is unremunerative and can only be carried on at a loss, and as will be readily understood no service so carried on can be indefinitely continued.

"The decision of the directors has been reached only because municipalities willing to deal with the question in a reasonable and fair spirit, and recognizing that a carrying return should at least be earned for services rendered, are suffering from the unreasonable attitude adopted by Burlington. The line not only serves Burlington, but also serves Hamilton Beach and the municipalities of Nelson, Bronte, Trafalgar and Oakville. Residents of these places have suffered doubtless by the cessation of the service and the dilatory and obstructive tactics of Burlington. Further than this the workmen of Burlington have suffered and are suffering and are suffering, although the Hamilton radial did not propose to raise their fares or the fares of the school children. The company merely desired to make good its deficits as much as possible by increase in the rates for casual passengers, who could have well afforded an increased rate, such as has been enjoyed by the London and Port Stanley railway, whose rates cannot be charged as excessive.

"The directors hope that the question may yet be approached in a reasonable manner by Burlington."

NEW FARES PROPOSED

It is understood that the service was resumed this afternoon on the undertaking of the mayor and councillors that the operation of the franchise by-law, fixing the fares, will be held up for one year—it will not be

repeated—and that the company, so far as the municipality is concerned, will permit of this scale of fares being charged for twelve months.

Workmen's ticket for twelve trips, good for one week—Burlington to Hamilton terminal and return, \$1.50, and to Sherman avenue, \$1.20. Hamilton commutation tickets to and from Hamilton, good for 26 trips within six weeks, \$4.50 each, or a rate of 35 cents for return trip.

Transient tickets, one way 25 cents, and return 45 cents.

School tickets to be sold at the same price as formerly.

This agreement, when passed by the town council, is to be ratified by the Dominion railway board, and the lieutenant-governor by order-in-council, which ratification is to be asked for by both the town council and the railway company. It is not thought there will be any difficulty in securing the latter order. The Dominion railway board has already issued a provisional order, giving the company permission to charge the same rate of fares as that in effect on the London and Port Stanley electric, and was fixed by the board soon after it became a municipally-owned road.

WON'T CHANGE BY-LAWS

From W. W. Pope, secretary of the Hydro-Electric Power commission of Ontario, F. R. Waddell, K.C., city solicitor, has received word that it is the intention to resubmit the old by-law, without change. This, Secretary Pope points out, will avoid any chance of legal difficulties. Mr. Waddell is advised to advertise the by-law immediately, with a view to having it presented to the taxpayers early in March.

In the old by-law, it is provided that such other radial lines as might later be desired shall be taken over, which, it is said, would protect the city in the event of it being decided to hydroelize the line of the Hamilton Radial Electric Railway company.

Judgment being reserved by the privy council yesterday on the application of the city for an order compelling a resumption of the Grand Trunk passenger service to the beach, it was taken for granted this morning at the city hall that resumption of the radial service would spike any chance the city had of getting a service on the steam road.

"We dealt particularly, when the case was before the railway board, upon the insufficiency of the radial service to the beach," said Mr. Waddell. "Yesterday, with no service at all, our argument was better than ever."

The city solicitor did not know, at this time, that the radial railway company intended resuming its service this afternoon.

RAILWAY-OFFICIALS

Appointments on Canadian
National Lines Announced

Canadian Press Service

Montreal, Feb. 5.—The following appointments in the freight traffic department of the Canadian National railways are announced:

P. Moon, assistant general freight agent;
J. E. LePage, division freight agent, jurisdiction over Quebec city, Levis, east of O'Brien and Garneau to Chicoutimi and Quebec, and the Saguenay railway, with office at Quebec.

S. G. Tiffin, assistant general freight agent, jurisdiction Kingston and east of North Bay to Garneau, Matapedia and Edmundston;

M. A. Thomson, division freight agent, jurisdiction Kingston and east of North Bay to Hawkesbury, office at Quebec.

James Orr, assistant general freight agent,

AIRPLANES FOR CANADA

Assurance Given of Develop-
ment of Service

Canadian Press Service

London, Feb. 5.—(Canadian Associated Press)—At the Hendon air-drome yesterday Sir Edward Kemp received from Lord Londonderry, representing the air ministry, fifteen airplanes subscribed by Canadian and British residents, through the overseas club. Seven of these were presented by friends of the club living in Canada. The club during the war have given the government a total of 172 machines.

Sir Edward Kemp, in accepting the machines, assured the donors that Canada could be depended upon to develop the air service both commercially and in a military sense, to as great an extent as any other part of the empire.

DEVELOPMENT OF HAMILTON BEACH HAS BEEN RAPID

(Continued from Page 15)

strip, and for several months Mr. Fletcher was employed at this work. During the summer months trains were run every hour between Hamilton and Burlington, stopping at the canal, about station 12, Dunes and the Beach road. In the winter months the train ran only in the morning and evening. In exceptionally hot weather so many sand-fles would get on the rails that for days at a time it was impossible to run the trains over this line. At times the flies would be over a foot in depth.

About fifteen years after the railway line was built, or about 25 years ago, the present radial company commenced operations, and things from then on continued to improve.

HOTELS FLOURISHED

Thirty years ago there were no less than nine hotels in operation along the Beach strip, although the population was considerably less than 200. About 100 yards south of the Beach road, there was the King Head Inn, owned by the Fitzhughs. Below station 4 was Dunes. At station 8 was a hotel owned by Ben Fold, who, while out fishing, was drowned in the lake, and whose body was never recovered. On the bay side at this station there was another hotel, owned by George Snook. Fred Corey was proprietor of a "wet inn" at station 9, and Captain Campbell kept another one at station 12, where the post-office now stands. The Bungalow, owned by John McNeil, was doing business between stations 16 and 18. Later it was called the Arlington. At the canal there was the Ocean house, now owned by John Perry, and another hotel which was owned by a Mr. Beldrie. At this time there was also what was called, Martin's Pleasure gardens, at station 8, which were owned by John Martin. At this point there was a pier built on the bay side, and boats with picnicers and sightseers came daily to see the gardens. There were also a number of games and amusements of various sorts staged each week at this point. A few years before there was a hotel at station 8, owned by George Snook, afterwards run by Mr. Martin and later by Fred Freed, who at the present time lives in Dundas. Whisky at that time sold for 30 cents a gallon, but the Beach hotel proprietor usually received so many barrels of whisky for so many fish. Both were plentiful on the Beach 30 years ago. The growth of the Beach in those days was not very fast, but each year saw some improvement.

COMMISSION NAMED

Not many years ago, the government, noticing the development of the Beach, appointed a commission to look after the affairs along the strip. The first two commissioners were Bill VanAllen and W. J. Morden. As a result of the death of Mr. VanAllen and the resignation of Mr. Morden, Commissioners Col. J. J. Grafton and James Crooks were appointed, and at present fill the offices. From a summer population a few years ago of less than 200 people, the sand-strip now has rearing on it each summer considerably over 3,000 people. Property, which ten years ago sold for two and three dollars a foot, now is worth thirty and forty dollars a foot.

This summer over 80 new houses were built on the strip, and even this did not satisfy the ever-increasing demand. Next summer promises to be one of the best yet, and houses are now being rented for the coming season. Landlords are also erecting as many new cottages as they can, and in a few years it is predicted that there will be no available property on the strip for building purposes, except south of the Beach road.

DEVELOPMENT OF HAMILTON BEACH

SEP 13, 1919

HS

The Ontario Temperance act has furnished the police with plenty of work since it came into effect. Instead of prosecutions for breaches of the License act, the constables have been forced to constantly keep a weather-eye open for offenses against the O.T.A., and the result has been that many more persons have been in court for breaches of the liquor regulations than before the passing of the present act. In 1916 there were 62 prosecutions for smashing the License act, but this was far exceeded in 1918, when no less than 406 persons faced the magistrate on charges of fracturing the O.T.A.

The number of O.T.A. cases this year has taken a slump in comparison with 1918, as only 232 have been brought into court, although the year is already more than two-thirds past.

DRUNKENNESS DECREASED

The greatest change worked by the Temperance act upon the police court rosters has been in the number of drunks. In the old days, three or four drunks at least graced the dock every day, but now the average is scarcely more than one. In 1916 no less than 1,208 persons were prosecuted for being "up" on the streets. In 1918 only 379 were arraigned for that offense, and in the present year the total has reached 250. The number of persons charged with disorderly conduct has decreased from 160 in 1916 to 75 in 1918, and only 45 this year. Police officials, however, agree in saying that the number of dope addicts has increased in the meantime.

IN 1917 THERE WERE 80 CASES OF NON-SUPPORT

All records have been broken during the present year, and wives have shown an increasing inclination to summon their better halves before the throne of justice. Up to the present date, there have been 61 cases of "domestic infidelity" aired before the magistrate, and many more would have reached the precincts of the court had it not been for the good advice of the justice of the peace, whose duty it was to hear the nature of the trouble before issuing any summonses. On banner days, as many as eight or nine discontented wives have poured their tales of woe into the ear of that all-endeavouring official.

Other crimes, such as theft, have shown an increase since 1916. There were only 878 prosecutions for robbery in that year, but in 1918 there were 486, and the present year promises to exceed both, with the total already at 484. The high cost of food and clothing has been blamed for this tendency to abduct other persons' property.

THE HOTELS

The effect of the O.T.A. upon the hostilities of the city has been very marked. When the act went into effect, there were 80 hotels in Hamilton. At the beginning of the present year, only 40 were counted.

roof which surmounts this portion of the building have been placed thirty-two large electric lights, and from these the light is sent below through the prismatic glass of the ceiling.

LOWER FLOOR

On the lower floor are twelve class rooms in all, four each opening onto the gallery from the sides. Two large kindergarten rooms open off the north corridor, back of the assembly hall. Five huge windows lighten each of these rooms, which are separated only by folding doors the full width of the rooms. These doors can be folded back and the two thrown into one immense class room. Convenient cloak rooms and separate lavatories for the little folk open off these spacious kindergarten quarters.

Along the front of the school, on the lower floor, are to be found a tasty office for Principal C. E. Kelly, a large supply room, a teachers' rest room, and a reception room for general purposes. Four chair rooms, one on each side of the gallery, both upper and lower, are conveniently placed for clearing the hall readily of chairs.

Upstairs there are fourteen class rooms, and in addition there are in the building a room for the dental clinic and one for the school nurse in her work among the children.

The interior woodwork of the school is very handsome. It includes British Columbia fir, Georgia pine, and beautifully grained chestnut. All crossroom floors are hardwood finished, the floor of galleries, stairways, cloak rooms, etc., being of terrazzo. The high wainscoting is of santos in a pretty buff shade. All electric light fixtures are oxidized finish. A small pane of glass, about 18 x 6 inches, has been inserted in the upper panel of classroom doors, so that principal or teacher may glance at the class in session without disturbing it by entrance, unless necessary.

EXCELLENT VENTILATION

Back under the roof on the attic floor has been installed part of the ventilating system. There is a 10-foot fan, operated by a 10 h.p. motor, for drawing the foul air from every classroom, and in the basement is a still larger one, a 12-foot fan, operated by a 15 h.p. Westinghouse motor, for propelling fresh air into every room in the building. The air from this fan is sent over steam radiators to be heated, this being supplementary to the heat supplied by the radiators in the individual rooms. Heat is supplied by four double (eight single) Spencer heaters, which are self-feeding. In front of these are coal rooms large enough to take several hundred tons of coal. The heating system is regulated by rheostats.

In the basement, too, are two large playrooms, 85x25 feet in size, that on the west for girls, on the east for boys. The finishing in the basement and on the lower stairs is of glazed buff brick with white walls. Lavatories are of marble with terrazzo floors, and white porcelain drinking fountains are placed conveniently throughout the building.

STYLE OF CONSTRUCTION

The entire school has been constructed of reinforced concrete and steel. There is not a joint or stud of wood in the edifice. Doors and door jams are all that are of wood, save the floors, and these have been laid over concrete. All room

Peebles

ROYAL GUEST ARRIVED HERE THIS AFTERNOON

Prince of Wales Will Spend Afternoon on
the Hamilton Golf Links

Attends Brilliant Ball This Evening—Re-
ceives Official Welcome To-morrow

THE PRINCE IS HERE

The royal train stole into the Stuart Street depot at 1.30 this afternoon, and Hamilton's distinguished visitor, accompanied by his staff, stepped on the platform, to be received informally by a deputation consisting of his worship, Mayor Booker, S. H. Kent, city clerk, Ald. J. A. McIntosh, chairman of the legislation and reception committee, George C. Coppley and Col. R. A. Robertson.

The arrival was of a purely private character, although witnessed by a crowd of interested onlookers, who raised a cheer for his royal highness. Quietly the Prince was conveyed by motor to his suite at the Royal Connaught hotel, whence he was due to proceed to the Hamilton Golf and Country club for a turn on the Ancaster course this afternoon. The Prince is an enthusiastic golfer. After returning from the links his royal highness will stay at his suite at the Royal Connaught hotel until the grand ball this evening.

TO-MORROW'S PROGRAM

All details in connection with the official program which opens with the official "arrival" of the Prince at 10.15 to-morrow morning has been worked out to as near a state of perfection as is possible to attain, and members of the reception committee are confident that the great day will go off without a single hitch.

At present there is one cloud on the horizon—the difficulty of getting the royal coach switched from the G.T.R. to the T.H. & B., in preparation for the reception at the Hunter street depot to-morrow morning. The reception committee has been arranging the program on the supposition that the Prince would arrive via C.E.R. When it was learned that the royal train was coming on the G.T.R. to Hamilton, efforts were made to have the royal coach switched over to the C. P. R. tracks this afternoon. Capt. Williams, secretary of the general committee, stated this morning that so far the G.T.R. officials had declined to allow this arrangement to be carried out, and that a deputation, consisting of the mayor, Mr. Coppley, and Col. Robertson, would wait upon Admiral Halsey upon his arrival this afternoon to enlist his influence with the G. T. R. officials to switch the train to the T. H. & B. yards.

When the danger of a disruption of the program was pointed out to Mayor Booker this morning his worship stated positively that the program would be carried out as previously announced, the official reception taking place at the Hunter street station at 10.15 to-morrow morning. He expected no difficulty whatever in getting the royal coach transferred from the Grand Trunk to the C. P. R. lines.

THE SCHOOL CHILDREN

The school children will play a big part in the festivities to-morrow. The different schools will be grouped at different points all along

the route to the Memorial school in the morning. One group will be stationed at the corner of John street, another at Wellington street, a third at West avenue, and others at Emerald street, Sherman avenue, Springer avenue, and at the Delta. The separate school children will be lined up outside St. Patrick's school and in the rear of the church. The children will carry flags and bunting, and will give the royal procession a continuous ovation.

The magnificent Memorial school, one of the finest and most up-to-date educational institutions in the Dominion, will be officially opened by his royal highness at 11.45. A short program has been arranged. Bruce Carey's Victory choir of 1,000 voices will chant a welcome to the royal visitor, and guards of honor will be supplied by the public school cadet corps. The Prince will be received by E. F. Lazier, chairman, and other members of the board of education; R. H. Foster, secretary, and Principal C. E. Kelly.

A cloud is thrown over the preparations in connection with the opening of the school by the sudden illness of the man who was largely responsible for having the splendid building erected—Trustee George H. Milne. Mr. Milne suffered a stroke yesterday, and will be unable to attend the ceremony.

Over the side doors of the school are the names of four distinguished Canadian soldiers: General Sir Arthur W. Currie, K.C.B., K.C.M.G.; Maj.-Gen. Sir Edward W. B. Morrison, C.B., K.C.M.G., D.S.O.; Lieut.-Col. John McCrae, and Lieut.-Col. William A. Bishop, V.C., D.S.O., M.C.

In the afternoon the waiting school children of the west end will congregate at Victoria park, King street side; at the Central school grounds, Bay street side, and at the Ryerson school grounds, Duke street side.

IN DR. EDGAR'S CAR

Dr. H. A. Robertson, chairman of the automobile committee, stated to-day that Dr. J. W. Edgar's car had been chosen to carry the Prince both this afternoon and to-morrow. Ten automobile owners have volunteered the services of their cars for the royal party and attendants to-morrow.

APPEAL TO MOTORISTS

The following appeal was issued to-day by W. H. Ginder, chairman of the parking committee on the Prince's reception:

To all motorists:—Anticipating a great influx of motors from the surrounding country during the official visit of H. R. H. the Prince of Wales, to-morrow, may, I ask the co-operation of all motorists in avoiding the restricted streets and the official routes during the prohibited hours?

The by-law restricting closed streets will be rigidly enforced during the hours as printed on the street signs, therefore, your co-operation is earnestly solicited to avoid any congestion of traffic.

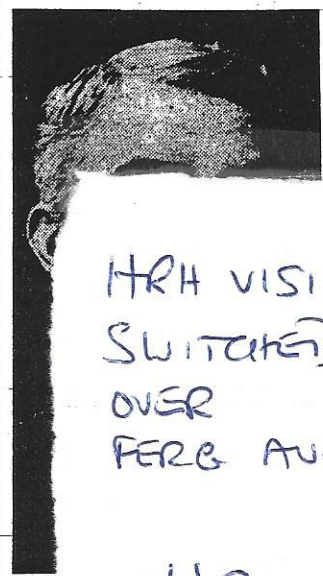
W. H. GINDER.

**ALDERMEN NOW
SUPPORT PLAN**

Assessment Commissioner Grand Army Candidate

**FITZGERALD IS
BACK FOR FRAY**

Arrived To-day



HRH VISIT
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**Fall of Petrograd and
Kronstadt Reported**

**London Has No Confirmation
of Latter Rumor**

Exclusive to The Spectator

(By Webb Miller, United Press Staff Correspondent.)

London, Oct. 17.—The collapse and downfall of Bolshevism—unless saved by the intervention of winter—was considered imminent here to-day with the receipt of reports that on every Russian battlefield the foes of the Bolsheviks are meeting with victory.

Along vast fronts, approximating more than 1,200 miles, armies, estimated at a half million men, are battling in a desperate effort to overthrow the Bolshevik forces. From the White sea to the Caspian there are almost uninterrupted lines where half a dozen nationalities are closing in upon the strongholds of the soviet regime.

Bolshevik armies, estimated at between 500,000 and 600,000 in strength, are fighting in the last ditch. Apparently they are crumbling swiftly.

The fighting is proceeding on a scale of distances unprecedented in history. At two points the anti-soviet forces are deeply penetrating the Bolshevik country, while a stupendous circle of armies is enclosing all of western Russia and gradually drawing in toward Moscow.

With remarkable speed, General Denikin is pushing a huge wedge in the plains of southwestern Russia, towards Moscow, while 500 miles to the north General Yudenitch has reached Gatchina, the gate to Petrograd.

Along hundreds of miles of other fronts various armies are advancing on the other side of the circle. Seven hundred to a thousand miles away, Admiral Kolchak's Siberian armies have recovered from recent

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