

ALL BIG SYSTEMS WOULD USE PORT STANLEY LINE IF IT WAS NOT ELECTRIFIED

Grand Trunk, C. P. R., Canadian Northern, Michigan Central and Pere Marquette Roads To Make Offer for Road.

WOULD BE BIG THING FOR THIS CITY

The Grand Trunk, The Canadian Pacific, The Canadian Northern, The Michigan Central, The Wabash Railway, The Pere Marquette.

It can be said with a practical assurance of truth that everyone of the above-mentioned companies is willing to run over the London and Port Stanley Railway if it remains a steam railway. It is said that each railway is ready to make an offer, and that the offer would have been received some time ago had it not been for some mysterious influence that has been held over their heads.

Grand Trunk Plans. If the Grand Trunk does not secure running rights over the road, as a steam road, or a lease of it, which it is prepared to take, it is believed that its road to Port Stanley will be undertaken immediately and that 60 per cent of the coal handled over the London and Port Stanley Railway will be diverted to the Port Stanley well line. The large part of the coal shipped over the road is billed to the Grand Trunk for distribution at the present time.

The Canadian Northern will not bring its main line to London unless it secures the London and Port Stanley road. It will come to the city probably, but its main line will not come here. Just as the Canada Southern was lost to the city so may the Canadian Northern be lost.

Ready for an Offer. There is some doubt as to whether the Canadian Pacific desires running rights over the line or not. In some quarters it is stated that this line is fearful lest the road be secured by the Grand Trunk, in other quarters it is said that the C. P. R. would eagerly grasp at the opportunity to secure a downtown entrance to the city. The Michigan Central has given no assurance that it will run over an electrified line. It is said that this road is never given the invitation. The road is a popular one with the shippers, and they are anxious that the line should be given every consideration if it cares to make an offer.

The London and Port Stanley Railway offers to London a splendid opportunity for railroad development. The coming of the C. N. R. to London alone would revolutionize railway conditions here.

An electrified road offers nothing that cannot be secured with steam. It involves a large expenditure, from which there cannot possibly be a fair return. London needs to protect its present railway interests. If a million dollars is voted for an unnecessary scheme it will be difficult to secure money for the advancement of a constructive radial program, which would do more, it has been demonstrated, to bring people to London than any other influence.

Man of 98 Grows Prize Potatoes

Ilderton, Sept. 26.—Potatoes weighing a pound and a half each, and remarkably fine specimens, are being shown by Squire Patrick. The squire is now 98 years old, but is still vigorous, and takes the keenest interest in his garden.

MAY NOT RECOVER.

[Canadian Press.] Victoria, B. C., Sept. 26.—Edward Currie, of Esquimalt, was accidentally shot by a companion who was examining a rifle and is not expected to live.

Detroit Detective Dodges Question

Would Not Talk of Hunt for Alleged White Slaver—After Witnesses to Testify Against a Dip, He Says.

No arrest has yet been made by the Toronto and Detroit detectives said to have been in London for several days with a warrant for the arrest of a conductor on a charge of a breach of the Mann act. It is alleged that the man was instrumental in sending two Owen Sound girls, who were employed in Guelph, to the United States in contravention of the Mann act. Detective J. F. Foley, of Detroit, arrived in the city early Thursday evening, and registered at the Griggs House. A short time after his arrival he held a conference with Superintendent W. R. Davidson, of the Grand Trunk. Mr. Davidson left the city early this morning on his way to Port Colborne, and could not be located.

WESTERN GROWERS WANT DUTY ON AMERICAN WHEAT REMOVED

Plan To Take Full Advantage of the New Wilson Tariff and Sell Huge Quantities of Grain to United States—Aggressive Campaign Will Be Started.

[Canadian Press.] Calgary, Alta., Sept. 26.—The Calgary industrial bureau has started a campaign for the removal of the duty on American wheat, so that Western Canada may take full advantage of the new Wilson tariff, the passage of which through Congress is now assured, and in which there is a provision for the free entry of Canadian wheat into the United States, provided the Canadian Government removes its present duty on American wheat.

LEGAL ACTION IS ORDERED AGAINST STREET RAILWAY

Works Board Maintains That Company Is Not Living Up to Franchise.

PAVEMENTS NOT READY

Under Agreement City Is Empowered to Finish Work and Charge to Company.

Legal action to compel the London Street Railway to live up to the terms of its franchise agreement with the city in maintaining the proper right of ways on all its tracks, and more especially as it affects the pavement of the track allowance on Horton street, was ordered by the board of works last night. Chairman B. W. Bennett, City Engineer W. N. Ashplant and City Solicitor T. G. Meredith were empowered to serve the company with the proper legal notice that the agreement terms must be lived up to.

Pavement Not Ready.

Chairman Bennett brought the question to the board in explaining the laxity of the company in preparing the pavement of Horton street. The asphalt gangs arrived in the city yesterday to lay the surface dressing on Horton street and were held up because the street car track allowance was not ready. The work of laying the concrete between the rails only started yesterday morning, and until this was completed the asphaltic contractors were, practically speaking, powerless to go on with the work.

Company Notified.

On motion of Ald. Sanders, a communication was sent to Vice-President J. Smallman of the company, calling on him to see that the work was expeditiously carried out. The entire question was then enlarged, and a discussion on the proper maintenance of track allowances all over the city in different sections where rails were eight inches above the street level and where filling was badly needed. It was estimated that over 600 cords of gravel would be required to make the necessary "fills" on the main roads of the city.

Fire Chief John Aitken, who was present at the meeting, declared that tracks in many cases were dangerous to the fire apparatus, while the statement was made that for eight weeks the residents on Horton street had been prevented from securing fuel deliveries because of the blockade of the street.

The decision to force the company to live up to its agreement, and if it failed to do so the work of paving the track allowances and charging it against the street railway, was the natural sequel of the discussion. Under the agreement, if the company fails to carry out the direction of the council after the specified notices, the council is empowered to go ahead with the work and levy the charge against the railway.

ARREST GIRL FOR KILLING

Delia Bertrand Held in Connection With Recent Ottawa Murder.

EMPLOYED IN A HOTEL

[Canadian Press.] Montreal, Sept. 26.—Delia Bertrand, who came here from Ottawa three days ago, and has been employed at a local hotel, was today arrested by the police on advice from Ottawa in connection with the murder of Abe Rubenstein, the Brooklyn bookmaker, whose body was found in the cellar of a vacant store at Ottawa.

Strike Spreading; 700 Are Now Out

[Canadian Press.] Montreal, Sept. 26.—With some seven hundred garment workers from three clothing factories in the city on strike, the United Garment Workers of America, Local No. 209, have issued a statement threatening a strike of all their members in Montreal as a demonstration of sympathy with the men now out.

The firms affected at present are H. Vineberg, which has four hundred men out; Messrs. J. Elkins & Co., with two hundred out; and Shulman & Co., whose hundred men struck today because some of the work of the Vineberg factory was given to them to do. An open-air meeting for the strikers and sympathizers has been arranged for Saturday afternoon next on the Champ de Mars, when the speakers will include Mr. Will Thorne, M. P., James Simpson, Toronto, and several of the labor leaders now attending the trades congress here.

THE WEATHER.

TOMORROW—FAIR AND COOLER.

Forecasts.

Toronto, Sept. 26.—8 a.m.

Today—Fresh to strong westerly winds; showers.

Saturday—Fresh westerly winds; fair and cooler.

Temperatures.

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

Stations. High. Low. Weather.

LONDON. 69. 46. Cloudy.

VICTORIA. 70. 46. Cloudy.

CALGARY. 70. 38. Clear.

WINNIPEG. 69. 40. Cloudy.

TORONTO. 78. 54. Cloudy.

OTTAWA. 74. 54. Cloudy.

MONTREAL. 72. 56. Cloudy.

QUEBEC. 68. 52. Cloudy.

PATHE. 68. 49. Cloudy.

LIKE A COBALT WILDCAT

Do you think, Mr. Ratepayer, that the businessmen occupying that fine block of wholesale houses on Richmond street would oppose electrification if they thought it was a good thing for their businesses and the city?

Do you think that they would come out so strongly against the proposal if they thought there was the shadow of a doubt that it would pay, and that their shipping facilities would be thrown out?

Every man of them would be anxious to seize any reasonable proposition that would advance their progress and the progress of the city.

Such men as the late Col. Little, Col. T. S. Hobbs and Mr. R. C. Struthers, have had faith in London, and all have fine monuments to their faith in it.

If you sought their advice on a mining deal or an industrial investment, and they told you it was no good, would you invest your money in it?

Electrification is in a class with Cobalt wildcats, according to the unbiased, fair judgment of every one of these men.

MOTHER AND EIGHT CHILDREN BURNED TO DEATH IN HOUSE

The Flames Spread Through Frame Tenement in Quebec City So Quickly That Rescuers Had No Chance To Reach Sleepers in Midnight Blaze.

[Canadian Press.] Quebec, Sept. 26.—Lucienne, Yvonne, Alice, Therese, Charles, Alphonse, Jules and Jean Paul Trudell, whose range from 2 to 16 years, are the names of the eight children, who, with their mother, were cremated as they slept last night in the fire which occurred in a wooden building situated at 482 St. Francis street, while the father of the children and another son are inmates of the Hotel Dieu Hospital suffering from burns.

It was about midnight when flames were seen to issue from the three-story wooden house occupied by the family. Mrs. Trudell, the mother, after suffering terribly, died this afternoon.

other families. An alarm was sounded and the fire brigade was soon on the spot, but owing to the inflammable nature of the building the whole structure was soon ablaze, and the Trudell family, which lived on the third story, were cut off from all chance of escape.

Mr. and Mrs. Trudell, however, were awakened and managed to drop one of their sons to the ground, and with a younger daughter made their escape. Mrs. Trudell was horribly burned. She was rescued from the burning building by the firemen.

The charred remains of the victims were recovered this morning. Mrs. Trudell, the mother, after suffering terribly, died this afternoon.

LABOR CONGRESS DOES NOT WANT TO BE POLITICAL

Members Not at All in Favor of Forming a Dominion Organization.

AN UNFAIR WAGE SCALE

Hon. Frank Cochrane Scored for Hiring Cheap Carpenters on New Canal.

[Canadian Press.] Montreal, Sept. 26.—Reliable indications that the working class in Canada is not, on the whole, in favor of the formation of a Dominion political organization similar to that in existence in Great Britain, were disclosed at today's meeting of the Trades and Labor Congress.

The subject was brought before the meeting in the discussion on a proposal to appoint a joint committee to study the situation of the working class in Canada, and the resolution was carried by a large majority.

The officers of the congress will be elected this afternoon, and present will be Messrs. Watters, president; Bancroft, vice-president; and Draper, secretary, would be recalled.

Score Cochrane. After condemning Hon. Frank Cochrane, minister of railways and canals, for permitting contractors to hire carpenters on the Welland Canal at less than the fair wage scale, congress decided to press the Dominion Government for the introduction of this scale on all its work.

R. M. Young, Port Arthur, in calling for a law making it illegal for any but licensed engineers to have charge of stationary boilers over 50 horsepower capacity, said there were hundreds of small boilers in Ontario operated by inexperienced men, and a resolution giving expression to Mr. Young's complaint was passed.

Want Them Released. The question of attempting to secure the release of the brothers Deprenzo, now serving ten years imprisonment in connection with the Port Arthur coal handlers' strike, was brought up by Herbert Barker, who related the salient features of the trouble, and in a resolution which was accepted, urged that the executive officers of the Trades and Labor Congress should submit an appeal for a petition to the Minister of Justice.

The reasons given for the necessity for establishment of a legal minimum living wage law for all industries to which the Government gave a bounty or subsidy, or which were protected by a tariff, were as follows:

Wages Are Low. "In the iron, steel and coal industries, the basis rate of wages was such that it did not provide the workers with the bare necessities of life, that English-speaking workers could not compete with foreign-speaking people in these trades because of the low wages; and because these industries could not be organized."

The motion giving expression to the above was carried by a large majority. Continued on Page Eleven.

ASKS \$10,000 DAMAGES FOR DEATH OF SON

Claims It Was Due to Negligence of the City and Water Board.

Ten thousand dollars damages is the compensation which Mr. Edmund A. Pocock asks of the Corporation of the City of London and the Water Commissioners for the death of his 12-year-old son, Herman, who was electrocuted on Sunday afternoon, March 30, when he grasped a dangling guy-wire in St. Peter's school yard.

The case was entered for trial this morning, and was placed on the jury list for the coming assizes. The Corporation of the City of London and the Water Commissioners are sued jointly in behalf of Mr. E. A. Pocock and also his wife, Mrs. Mary E. Pocock.

Negligence Charged. Negligence on the part of the defendants, in five counts, is charged in the plaintiff's statement of claim. First, that they created and maintained within the yard a pole carrying high voltage wires arranged in a dangerous manner with relation to the guy-wire second, that the guy wire was unsafely fastened when it was made fast to a tree; third, the wires were improperly insulated, and no inspection was made to find out their defects; fourth, no inspection was made to discover if any wires had fallen and if they failed to remove the wire for ten days after it had fallen, and for four days after receiving notice that it was down.

Claim of Defence. The defence states that no notice was received that the guy wire was down, and denies the right of the plaintiff to enlarge his case to include his wife. The acts complained of they claim to be lawful acts, authorized by the London waterworks act, 1872, London waterworks amendment, 1878, City of London bill, 1909, and City of London bill, 1910. No notice in writing of the intended action was given them, they claim, as required by the provisions of the London waterworks act of 1872 and the City of London act of 1909.

Negligence on the part of Herman Pocock is also charged. The defence claims that the exercise of due care and diligence on his part, Mr. C. H. Ivey is representing the plaintiffs and Mr. T. G. Meredith, city solicitor, is appearing for the defence.

Liberals Open Committee Rooms

R. G. Fisher, Liberal candidate for the east riding of Middlesex, has opened up committee rooms in Hyman Hall. The rooms will be open from 10 a.m. to 4 p.m.

ANOTHER WAR THREATENS; GREEKS ARE MOBILIZING

King Constantine Hurrying Home From London—All Officers Have Been Recalled For Active Service—Fear Big Fight With Turks.

[Canadian Press.] London, Sept. 26.—King Constantine is hurrying for a special conference with Sir Edward Grey, the British foreign secretary.

All Greek officers have been recalled for active service with their commands, and many of the regiments disbanded after the conclusion of the campaign against Turkey are now being remobilized.

Canada increased by \$775,007. Current loans in Canada declined by \$406,456. There was a falling off of \$1,683,879 in Dominion notes held by the banks, and a decrease of \$523,723 in gold and other currency held by the banks.

The circulation of bank notes increased during the month by \$6,663,503.

Making a Joke Out of the Law

[Canadian Press.] New York, Sept. 26.—Max Black, one of the proprietors of the Triangle Waist Company, which was swept by fire in March, 1911, with the loss of more than one hundred and fifty lives, was today found guilty of having the doors of the factory fastened on Aug. 5, of this year. He was fined \$20.

Elects For Jury Trial. George Jensen, charged with indecent assault upon a young woman residing in London Township, appeared before Judge Macbeth this morning. He pleaded "not guilty" to the charge, and elected trial by jury. He was sent for trial at the criminal assizes next December. Bail in the sum of \$1,800 was granted, the prisoner's own cognizance for \$1,000 being accepted, along with that of two sureties for \$500 and \$300 respectively.

BRITISH EMPLOYERS PLAN UNION TO FIGHT STRIKES

Many Regard the Proposed Defence League as a New Challenge to Organized Labor, But Leaders Claim That No Attack Is Intended by Move.

[Canadian Press.] New York, Sept. 26.—A London cable says: The announcement that all the strikes in Great Britain had been settled yesterday was followed by much discussion both among employers and workers regarding the formation of a United Kingdom Employers' Defence Union to consolidate the resources of the employers and maintain the right to bargain either with the trade unionists or with free workers. Opinion on the subject is not unanimous on either side.

Many employers believe the proposed union is a challenge to organized labor, and are anticipating that they will be able to defeat it.

Others, however, doubt the wisdom and usefulness of the proposal. There is a general agreement that the leaders of the movement should make it perfectly clear that they are not undertaking any attack on what is understood by the phrase "legitimate trade unionism."

Some of the workers' representatives clearly regard the formation of the union as a new challenge to organized labor, while others are in favor of the most thorough organization of both employers and employees.

TERMINALS FIRST AMONG THE EXPERTS OF OMISSION

No Provision Made for Handling the People and Cost of the Scheme Would Go Up.

M. C. R. LIKELY TO TAKE UP OPTION IT HOLDS

London and Port Stanley Railway Will Be Left in Difficult Position at Burwell Street.

CANNOT RUN OVER G. T. R.

The Big System Will Not Permit Electric Wires To Be Strung Through Its Yards.

I would suggest a terminal be provided at or near the corner of Bathurst and Richmond streets, and that this terminal be so constructed that passenger cars arriving in London would unload passengers to the north and outgoing passengers would board the car from the south side.

The London terminal should be so arranged as to provide general offices for the company on the second floor. The location of the London terminal at this point will not only land passengers at a convenient point in London, etc.

From the Eastman report.

Although requested to report upon the prospective revenue of the line, I would strongly endorse the adoption of some such plan of increased terminal facilities as is suggested in Mr. Eastman's report.

Adequate and convenient terminals is one of the most important features of transportation. Suitable and ample terminal facilities mean good service, economy in operation and increased traffic without them it is difficult and costly to provide an efficient service, and service is the prime transportation factor today.

From the Marshall report.

These two clauses from two of the expert reports on electrification are the only provision made for terminal facilities for an electrified London and Port Stanley Railway. It is this, and a number of other things, which lead the south section of ratepayers to make the claim that the scheme will cost not \$700,000, or \$890,000, but more than a million dollars.

A List of Omissions. When ten cars are parked where forty are needed for excursions; when the matter of freight cars is ignored while roads like the Niagara, St. Catharines and Toronto, doing a small freight business have to own cars and pay \$40,000 a year for borrowed cars; when car rentals are left out of the question, save by one expert, and when incidentals are thought of, the ratepayer who is true to his city cannot but conclude that the whole scheme is a disaster.

The Mayor's Excuse. It is easy for an expert in Toronto and another in Windsor to say that terminals should be built at Bathurst and Richmond streets. It is also easy for the people to see that this suggestion was merely given them by a certain gentleman of Ross rifle fame. When it was discovered by The Advertiser that the terminals, which the experts proposed to use, the mayor blandly said that the corner of Bathurst and Richmond streets could be used.

An Estimate of \$250,000. If the mayor could confer with certain Canadian Northern officials he would discover that their engineers had reported that to come from Burwell street (the end of the London and Port Stanley line), to Richmond street by any route, and to build ample terminals would cost in the neighborhood of \$250,000.

The Michigan Central is practically certain to exercise its option on the London and Southern Railway, and the M. C. R. station, and the city of London would be left at Burwell street, its passengers to be conveyed across a dangerous crossing, and no car service for most parts of the city within three blocks.

Electric Wires. The Grand Trunk The Advertiser is assured on the best of authority, will use permit electric trains to operate over its line, through its yard or in its station. The Grand Trunk owns all the land to the south of the track as far as Bathurst street, and no other tracks will be laid there under any consideration. As to stringing electric wires through the yards the idea is considered absurd by every employee of the road in London.

No Freight Terminals. Terminals for freight is another big problem which has not been considered by the experts. If the city expects to handle most of the freight, where is it to be stored, and how will the city give shippers sidings for cars? If there are to be heavy interswitching, changes who will absorb them, as they are absorbed now by the railway companies, who are working in competitive business?

Almost from any standpoint from which it is considered the electrification scheme is a "half-baked" scheme, to use the vernacular. It will not stand the test of fair argument from any standpoint.

IN PRECARIOUS POSITION.

[Canadian Press.] Victoria, Sept. 26.—While Lim Eak Lun, a Chinaman, was sleeping in his room today, someone shoved a shotgun through a crack in the boarding close to the sleeping man and discharged it at him. Lun is in a precarious condition.