

SEVENTY-CENT FARES FOR EXCURSIONS ARE ASKED BY THE GABEY REPORT

Messrs. Pocock and Graham Admit That Expert Figures On One and a Half Cents a Mile and Receipts Are Based Upon High Fares.

OTHERWISE, ESTIMATE OF EARNINGS BY EXPERTS ARE SHOT TO PIECES

Another Big Flaw in the Electrification Scheme Comes to the Surface—More Mystery as to What "May" Be Done.

As stated in yesterday's Advertiser, the report of Engineer Gabey on the electrification of the London and Port Stanley Railway, makes no provision for a 30-cent fare to the lakeside. He bases his figures of probable revenue on a return of 1½ cents per passenger a mile, estimating the passengers to be carried at 400,000, as compared with 170,000 now carried on the line.

This was admitted today by Mr. Philip Pocock, chairman of the water commission, and one of the advocates of the scheme.

"Does the report take into account a 30-cent fare?" Mr. Pocock was asked.

CENT AND A HALF A MILE.

"No," he answered. "Mr. Gabey figures on a fare of a cent and a half a mile. That is one-half the ordinary railway fare, and I think it is reasonable. I do not see anything to prevent the city arranging for the excursion fare later. The regular fare would be that estimated by Mr. Gabey, and the city could make arrangements for excursions, just as other railways do. The Traction Company charged 50 cents to Port Stanley, as compared with 30 cents Pere Marquette, and still they carried many more passengers."

MAYOR CONFIRMS IT.

Mayor Graham corroborated Mr. Pocock's statement regarding the omission of Mr. Gabey to mention anything about a 30-cent fare to Port Stanley in the summer time.

"He figures on a rate of 1½ cents," said his worship. "That is for ordinary traffic. I think the 30-cent fare would have to be allowed in the summer."

RESULT OF 30-CENT FARES.

In the event that the city saw fit to give a 30-cent rate, the earnings of the line would be greatly decreased, almost by half, it is estimated. Basing the ride to Port Stanley as 23½ miles, the rate of 1½ cents a mile return would be more than 70 cents. A great proportion of the 400,000 passengers estimated would be those who made the return trip to the lake.

So that either 30-cent fares will not be in existence by the admission of the scheme's supporters, or the mysterious report is shot with another large hole by one of its own experts who has not made known the promoter's intention in this matter.

SNOW CLEANING AREA WILL BE ENLARGED, IT IS EXPECTED

Mayor Graham and Ald. Robinson, Chairman of Board of Works, Says Suggestion of Ald. Blandford Will Be Acted Upon to an Extent.



Ald. Robinson.

As a result of the agitation commenced by Ald. Blandford to compel all property owners to shovel off their sidewalks in the winter, the by-law may be amended at the meeting of the board of works tonight to greatly enlarge the area in which snow shovelling must be done.

At the present time the by-law covers practically all the business area, and a portion of the residential district.

The committee may enlarge this area to include practically all the city, except the outlying districts.

"The board of works will deal with the matter," said Mayor Graham.

"It was thought that the motion proposed by Ald. Blandford was too drastic, covering too much area. It would work a hardship in many instances. The committee will enlarge the area. It is expected, making it compulsory to clear off all the business and most of the residential area. That would be satisfactory," said Ald. Robinson, chairman of the board of works.

BOYS RELEASED BRAKES ON A G. T. R. TRAIN

Result Was Cars Moved on Siding and Were a Danger to the Public.

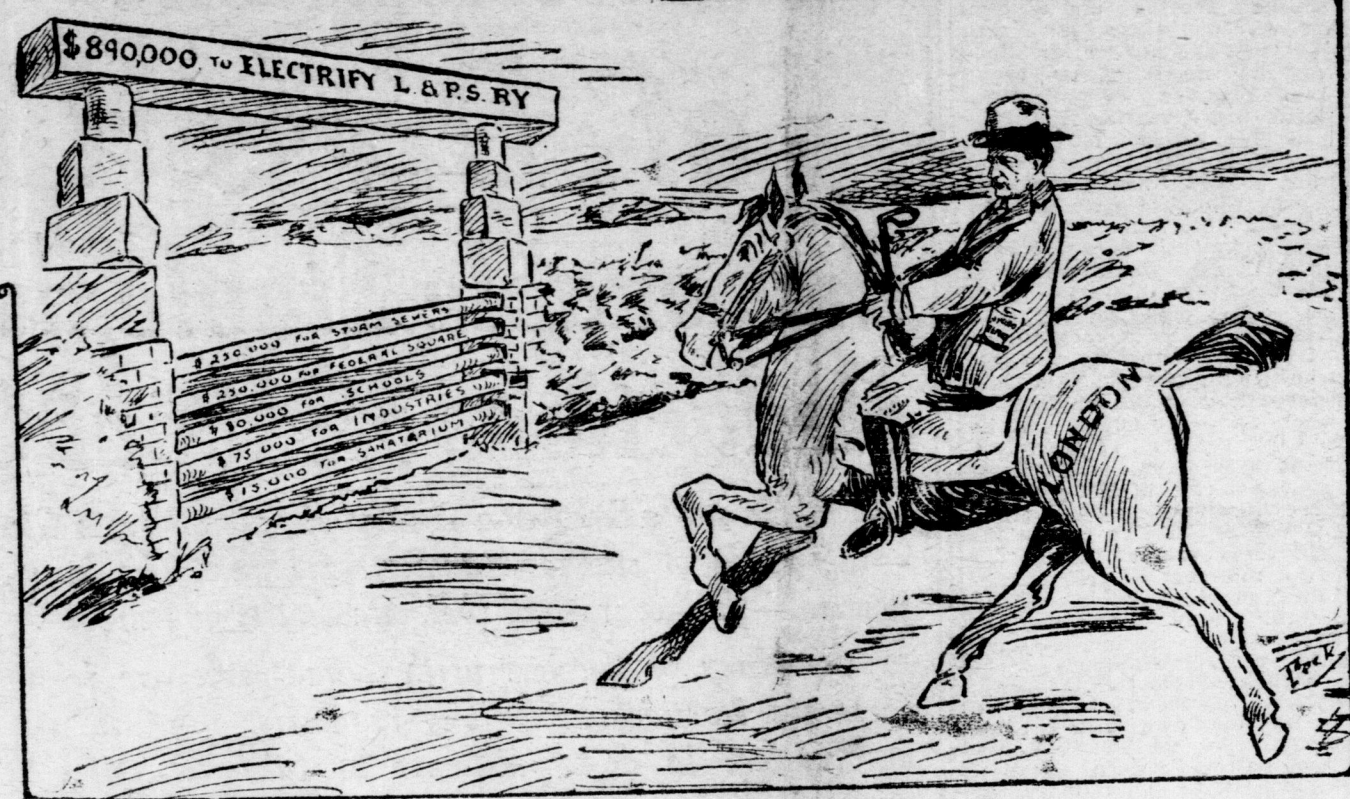
Two East London boys were brought before Police Magistrate J. C. Judd in the juvenile court at the Carling street station this morning, charged with having deliberately released the brakes on a line of freight cars, causing them to move on a siding, thus menacing the lives of many people.

It is claimed by a C. P. R. special officer that the lads climbed to the tops of a string of cars and released the brakes. Fortunately the cars were stopped before any serious damage was done.

However, fearing that this practice might some time cause cars to be moved out onto the main line, with possibility of wreck, the prosecution of the offenders was undertaken. One of the cases was adjourned for a week this morning, but the other defendant was given over to the custody of Inspector Joseph Sanders, of the Children's Aid.

MAN WHO AIDED MOIR RELEASED FROM PRISON

[Canadian Press.] Hamilton, Ont., Nov. 21.—Word was received here today that Monty Trappell, the asylum attendant, convicted of aiding the escape of "Gunner" Moir, of London, and W. Taggart, of Toronto, insane murderers, has been released from Kingston. Trappell served two years of a three-year term. Moir, it will be remembered, was recaptured. Taggart was never caught.



The Horse—For the love of London, be reasonable!

\$625,000 FOR STORM SEWERS; BOARD RECEIVES THE REPORT

Plan and Estimate of Cost Presented at a Special Meeting Held This Morning—Questions in Regard to Raising the Money To Be Referred to the City Solicitor.

A special meeting of the board of works was held this morning in City Engineer Brazier's office to discuss the report on storm sewers.

The figures were not made known to the press. However, it was learned that with West London included in the proposition, the total cost will be about \$625,000. The city is divided into various sections, and one or more of them can be done each year until the whole system is completed.

The question of securing an expert to check up the figures and plans of Mr. Brazier and Mr. Macgregor was discussed.

Employ an Expert.

"There seems to be a general impression abroad that we should employ another engineer to revise the plans," said Mayor Graham. "It would perhaps be a good thing to do this, but it seems to me that the proper time would be when the tenders are opened, and the details are to be worked out."

"I think it would be just as well to employ him at the beginning," said Ald. Moore. "He could look over the system, and could advise us regarding it."

"In such an undertaking, we should

have some advice," declared Ald. Robinson.

However, the committee thought that it would be better to leave the question over until this evening's session, when the figures would be made known.

The advisability of submitting the bylaw as a whole, or in part was discussed.

A Big Expenditure.

"The whole system calls for the expenditure of a large sum of money," explained his worship. "It is not necessary to spend it all at once, but must be spread over a term of years. If we vote on the whole scheme, what arrangements will we have to make regarding our debentures? Ordinarily, the money raised by debentures must be expended within two years. It will take us longer than that to complete this system, and we should know our position."

"It will not be required to put it all down at once. Two sections, South London, and the southeastern portion of the city, are in need of the sewers at once. If we submitted a bylaw for these sections, would the other portions be required to put it all down at once?"

Continued on Page Eleven.

LIST OF EXPENDITURES RUNS UP TO \$2,261,000

Staggering Sums To Be Asked From the People of London Providing All the Schemes Now Being Put Forth Are Carried—A Blue Outlook For Next Five Years.

The list of money bylaws to be voted on by the ratepayers is growing and is expected to be completed early next week. The storm water sewer system, the electrification, the grant to the sanatorium, and the West London breakwater have not been dealt with as yet. They will receive a hearing in a short time.

So far the money bylaws are as follows:

Electrification of the London and Port Stanley Railway	\$890,000
Federal Square	250,000
Storm sewer, total	625,000
Loans to industries	81,000
Sanatorium grant	15,000
Schools for 1913	80,000
Schools for next five years, additional	320,000
This will amount to \$2,261,000. Of course it is probable that all the money needed will not be asked for this year, but the expenditure will have to be made within a few years.	

For instance, the storm sewer system will be voted on in sections, it is thought. The sum of \$200,000 or thereabouts may be asked this year, with the balance each year until it is completed.

The same is true of the schools. Aberdeen will be rebuilt at a cost of \$80,000, and this is all that will be expended in 1912.

The rest will be voted on, totalling about a million and a half dollars. "It looks as if the ratepayers will vote on bylaws amounting to \$1,500,000," said Mayor Graham. "The amount is not definitely settled as yet, but it will probably be to that amount."

C.N.R. BONDS TERRACE ON EAST RIDOUT ST.

Buildings and Land Owned by Mr. S. F. Glass, It Is Understood, Have Been Clinched, as Well as a Yard on King St., North Side, Owned by Geo. White & Sons.

The C. N. R., according to well-detailed reports, are continuing their activity in the city. The terrace opposite the court house on the east side of Ridout street, and owned by Mr. S. Frank Glass, has been bonded, together with a part of George White & Sons' plant on King street, on the north side, near Ridout street.

The terrace will give the new line, recently acquired by the C. N. R., the London and Northwestern, a right-of-way to the White property, where a station will be built.

This property is within easy access of the wholesale district, and in close touch with a number of factories.

It is the intention to bring the road into London from the northwest across the Thames through the O'Callaghan

Terrace property, across to the Glass Terrace, and thence to the White property.

This route has not been definitely decided upon, but the land has been bonded in order to give the company two or three strings to their bow.

Construction in the Spring.

The C. N. R., the report says, will commence the construction of this line in the early spring.

The time limit on the charter will soon expire, and the Mackenzie-Mann interests are determined, it is possible to get the line well under way in order to save their charter.

It will open up a vast territory now little served by such lines, and it will be practically self-sustaining until the main trunk line is rushed through.

TERMS OF ALLIES REPORTED REJECTED

But London Hears That the Negotiations For Armistice Are Progressing.

TURK SHIP DESTROYED

Cruiser Said to Have Been Blown Up by Torpedo Boats Near Port of Varna.

[Canadian Press.]

Sofia, Nov. 21.—The Turkish cruiser Hamidieh is reported to have been blown up by Bulgarian torpedo boats near the port of Varna, on the Black Sea. No confirmation of the report has been received by the war office.

Sofia, Nov. 21.—The terms of the armistice proposed by the Bulgarians were in no way in the nature of an ultimatum, according to official circles here. It is open to the Turkish Government to make counter-proposals.

Terms Rejected.

Constantinople, Nov. 21.—The Ottoman Government has rejected the terms proposed by the Balkan nations. Nazim Pasha, the Turkish commander-in-chief, has been ordered to resume operations.

London, Nov. 21.—The negotiations for an armistice between the Bulgarian and Turkish armies are now proceeding. The generals of the opposing forces are discussing the terms while their armies stand at ease. They occupy practically the same positions as they did at the time the great battle along the Thracian line for the defence of Constantinople opened on Saturday night. Nothing has yet leaked out as to the course of the negotiations, but it is expected in official circles here that something definite will be made known later today.

Sofia Reports.

From available information as to the prevailing feeling in Constantinople, it is anticipated that the terms offered by the allied Balkan nations will have to be harsher than they are believed to be in well-informed circles, in order to cause the Turkish plenipotentiaries to accept them.

From Sofia comes a report through the semi-official agency at Vienna that the terms offered to Turkey are not uncompromising either in form or in substance, and that they even leave the door open to modification. It is thought here that this is likely to turn out to be correct, as in view of the pestilence prevailing on the main Balkan field, the allied nations must be keenly anxious to remove their troops from contact with the devastating scourge.

Question of Conference.

There has been much talk of a European conference as soon as hostilities cease, for the discussion of international questions arising out of the war. Sir Edward Grey, the British foreign minister, however, announced today in the House of Commons that the question of whether a conference should or should not be held had not been definitely considered by the European powers.

Russ Officers Warned.

St. Petersburg, Nov. 21.—Russian officers were warned today by the Minister of War that gossip in regard to military preparations in Russia would render them liable to exclusion from the army.

An order issued at the direct command of Emperor Nicholas aims at stopping the dissemination of news in regard to Russian army mobilization or other military matters. It points out that the military men have been concerned in the dissemination of rumors capable of being brought into connection with events in the Balkans.

THE WEATHER.

TOMORROW—FINE AND MILD.

Forecasts.
Toronto, Nov. 21.—8 a.m.
Fresh southwesterly to westerly winds; fine and mild today and on Friday.

Temperatures.

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

Stations.	High.	Low.	Weather.
LONDON	45	35	Fair
Calgary	40	25	Cloudy
Winnipeg	44	30	Cloudy
Park Arthur	42	32	Fair
Park Arthur	50	40	Fair
Montreal	40	30	Fair
Ottawa	40	30	Fair
Quebec	40	30	Fair
Quebec	40	30	Fair
Quebec	40	30	Fair

Pressure remains low over the northern portion of the continent and high elsewhere.

The weather is everywhere fine and mild, with no present indication of a change in existing conditions.

CONNAUGHT IN SPEECH REFERS TO NAVAL ISSUE

Governor-General Says Government Has Decided That Immediate Aid Is Necessary to Imperial Defence—Opening of House a Brilliant Spectacle.

[Special to The Advertiser.] Ottawa, Nov. 21.—A gun boomed on Nepean Point at 3 o'clock this afternoon, a crowd in front of the Parliament Buildings cheered a cavalry-escorted carriage, a band crashed out the National Anthem, and His Royal Highness the Governor-General entered the Senate Chamber and opened the session. It was a fine picturesque affair. The day was fine, bright and warm. The scarlet tunics of the Foot Guards and the brass and blue uniforms of the mounted escorts were not hidden beneath great coats, but shone out gorgeously in the sun. The crowds stood and watched the show without discomfort.

In the Senate.

Inside the chamber of the Senate ladies had usurped the places usually occupied by the senators. All were in evening dress. The judges of the supreme court were in the centre on the woolsack in scarlet and ermine. Representatives of foreign countries and dignitaries of the church, with their ceremonial garb, occupied prominent places. The staff of the Gov-

ernor-General, Premier Borden and Hon. Senator Loughheed, in Windsor uniforms, glittered like golden butterflies. The gallery of the Senate chamber was crowded with handsomely-gowned ladies.

A Pretty Picture.

Altogether it was a pretty picture which met the eyes of the Duke and Duchess of Connaught, when they entered at 3 o'clock. The gentleman usher of the Black Rod was sent to the Commons. With three knocks he gained admission to the green chamber, and with three bows, gained the ear of the speaker, and the applause of the House, informed the commoners that His Royal Highness the Governor-General required their "immediate attendance in the chamber of the honorable the Senate."

The Commons followed the speaker, who followed the mace-bearing sergeant-at-arms to the Senate, and listened respectfully to the speech from the throne.

Ladies Cheered.

After it had been clearly delivered in Continued on Page Ten.

London Street Ry. and C.P.R. Must Defend Damage Suits

Writ Issued Against the Former By Annie Stewart Who Was Injured, and Robert Weir Sues the C. P. R. for \$5,000, Claiming This Amount For Injuries Received.

Three writs, of which two were for damages for personal injuries, and the other for the recovery of money due on a note, were entered in the office of Mr. R. K. Cowan, registrar of the high court, on Wednesday.

Mr. W. M. Flock, acting upon instructions from Annie Stewart, has commenced a suit against the London street railway for unpaid damages for injuries sustained by the plaintiff owing to the alleged carelessness and negligence of a motorman in the employment of the defendants, by means of which the plaintiff sustained serious bodily injuries and incurred large expense.

Robert Weir, of this city, has issued

through Messrs. Meredith & Fisher a writ against the Canadian Pacific Railway, to recover damages to the amount of \$5,000 for injuries received on account of the alleged negligence of the company, its servants or agents.

Messrs. Ivey & Dromgole have commenced an action on behalf of the Molsons Bank to recover \$5,043.55 principal and \$33.15 interest from Leslie & McNeill, and from Leslie & McNeill, Limited, of St. Marys. The defendants made a note for one month on Oct. 12 last for the amount of the principal. Interest on the original loan until the date of judgment is also requested by the plaintiffs.

HOW CAN ELECTRIFIED ROAD HANDLE CROWDS?

At Present 36 Large Passenger Cars Are Required to Carry Londoners to the Lakeside in the Morning Alone—Traction Co.'s Experience With Steam Lines.

A railway official stated today that the electrification of the London and Port Stanley Railway would have a great influence on the attitude of the steam railways toward London.

"In the first place," he stated, "look at the schedule of the Pere Marquette for its summer trains to Port Stanley. They have trains starting at 9:45, 10:15 and 11 o'clock. Each of these trains uses twelve coaches practically every day in the summer, which means that it requires 36 large passenger coaches to handle the morning crowd. None of these trains returns in time to give its coaches to another train, so that it is absolutely necessary to have at least that many coaches. How are the electrification people going to handle the crowds? They haven't told us anything about that. And if they are going to charge 50 or 60 cents instead of 30 cents, it will make a big difference to the man who has only a dollar or two to spend on an outing."

"Now it is a rule of all traffic associations that railways do not build cars and loan them to a road that does

not have at least 50 to 100 cars of its own. Where is the city to get its cars? It is absolute foolishness to say they can handle the crowds with the cars that are provided for in the report, and if they could get them, where is the money for the rental of cars and locomotives to be charged? They would never get the people to the lake in a week with the cars provided, and the business of the traction company would be greatly increased rather than injured. And they have provided no freight cars, no flat cars, no cattle cars. Perhaps they will haul their freight on the two snowplows in the summer time."

One thing that indicates the usual treatment of steam lines for radial lines is that during all the years it has been in operation the London and Lake Erie Transportation Company has never been able to establish a connection with a steam railway of any description. The officers have offered all manner of inducements to secure a connection with the steam lines, but they have never been able to make the arrangement.

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