

WILL M. C. R. AND PERE MARQUETTE RUN
OVER G. T. R. LINE TO PORT BURWELL?

Well-Founded Report That All Steam Railways Now Using London and Port Stanley Would Withdraw From an Electrified Road—Car Ferry Will Leave Port With G. T. R. Business.

A well-founded rumor was in circulation this morning to the effect that the Pere Marquette and Michigan Central railways had agreed to use the Grand Trunk Railway's proposed line to Port Stanley in the event that the scheme to electrify was carried.

While the officials of neither of the railways concerned would make a statement in regard to the matter, wholesale men and others heard the report.

Would "Starve to Death?" If this attitude were taken by the steam railways, the London and Port Stanley Railway would be left to starve to death, dependent only upon the revenue that could be secured from passenger business to Port Stanley for three

months in the year. Electrification is wholly impossible from a financial and operative standpoint in any event; with the Grand Trunk business withdrawn it amounts to a foolhardy undertaking, the consideration of which will appal any sound businessman; with the three steam roads using a rival road to Port Burwell it would be the sheerest folly to think of carrying the project further.

Would Help Aylmer. The Grand Trunk line to Port Burwell would cross the M. C. R., over which the Pere Marquette also operates, somewhere near Aylmer, and would be a big advance for that town. The freight business would be maintained as it is at present, and the railways would not be forced to operate their trains beneath

electric wires, nor have their trains delayed by shuttle-cocking cars trying to make a 30-minute service between London and Port Stanley.

Car Ferry Cost \$350,000. Another point that has been drawn attention to by railwaymen is the fact that with the Grand Trunk business would go the Bessemer car ferry, which calls at Port Stanley at present. This would be moved to Port Burwell, and the city, if it attempted to continue in the coal business, would be forced to buy a car ferry, costing in the neighborhood of \$350,000, and to secure dock facilities for loading coal at Conneaut. This would mean that the city was in the coal business, in the ferry business and in the railway business at a cost of several million dollars.

WOULD OPEN UP
NEW TERRITORY
FOR NEW BUSINESS

One of the advantages of giving a lease of the London and Port Stanley Railway to the Grand Trunk, in the event an offer is made, would be the opening up of connections between London and the Air Line, the stations on which are now practically inaccessible to businessmen and the travelling public. Some of these stations are:

Madameville, Lawrence, Aylmer, Tilsonburg, Conneaut, Conneaut, Delhi, Nixon, Simcoe, Cayuga, Nelles Corners, Port Stanley, Jarvis, Marshville, Welland, Bridgeport.

Some of these stations may be reached by other lines, but for the majority there is nothing like direct connection. The lease would put this territory in close touch with London business and London businessmen.

For instance, there are hundreds of Aylmer people who would come to London if they had direct service such as the Grand Trunk would give over the Air Line and London and Port Stanley.

URGENT NEED OF
PRISON REFORM
SAYS DR. PLATT

Present System Is Bad, Says Expert at Kingston Penitentiary Probe.

MUCH THAT IS USELESS

Hair Cropping and Striped Suits Should Be Done Away With.

[Canadian Press.] Kingston, Ont., Oct. 1.—At the resumption of the inquiry by the Government commission into the Kingston penitentiary today, Dr. Platt, the former warden, was again a witness. His evidence had nothing whatever to do with the charges against Dr. Pheasant or Mr. O'Leary, but was devoted entirely to that part of the inquiry which aims at improving the whole penitentiary system.

Dr. Platt is firmly convinced that the present system is bad. Segregation and classification of prisoners is desirable and necessary, but impossible without radical changes. Segregation Dangerous. On the other hand the danger of segregation was the tendency of developing vicious habits in the inmates, but the same thing applied to boarding-school life, where a large number of boys of similar age are segregated whether criminal or not, mischievous habits are apt to be formed. These principles cannot be applied and carried out in any single prison. He would classify the "prisons" into four grades.

Class 1.—The insane, imbecile, tubercular, epileptic and blind.

Class 2.—"A"—life convicts; "B"—repeaters; "C"—10-year men or longer terms.

Class 3.—Incorrigibles, repeaters.

Class 4.—First offenders and females.

A partial classification is, of course, possible at present.

A Useless System. He thought the system of cropping hair close useless, humiliating and not always sanitary. It is done for prevention of escape, and the striped suit was adopted for the same reason.

"I don't believe it ever prevented an escape.

"I would abolish both, but would have uniformity in dress and hair cut close enough to be neat without brushing. When a prisoner arrives at the penitentiary the warden gets merely the commitment papers. It would be a great advantage, having in view the reformation of the man if the warden had his whole history.

Surgeon's Report. "A much more complete report by the surgeon should be made, both physically and as to his mental condition."

Dr. Platt would not assent to the chairman's suggestion that every prisoner was there because he was abnormal. "Would you say 50 per cent of them were abnormal or sub-normal?"

"No, I would not care to go that far. Of course, the same thing applies to a lot of people not in prison. Probably 33 1/3 per cent of the prisoners."

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CENTRAL WAS
"RIGHT ON JOB"

Subscriber Called for "Five" and Operator Caught It "Fire"

AND TURNED IN ALARM

When a resident of Central avenue took down her telephone receiver this morning at 11:30 and told the operator at "Central" that she wanted "five" the operator thought she said fire, and immediately sent in an alarm to the central fire bell.

While the woman stood at her telephone waiting for a response from the party whom she had called, three pieces of apparatus from the central hall and one from the fire alarm were on the way to the supposed place. Before the lady hung up the receiver she heard the clucking of the auto siren and the gongs on the fire wagon, and was surprised to see the apparatus come to a stop in front of her door. She was at first at a loss to explain why the firemen should have been summoned to her place, but after learning that the call had been sent in by telephone she thought of the number she had called and how similar it was to the word "fire."

Hamilton Passes
the 100,000 Mark

[Canadian Press.] Hamilton, Oct. 1.—Hamilton has at last passed the 100,000-population mark—a goal set five years ago. Official returns announced this morning give the city's population as 100,868, an increase of approximately 9,000 over the last returns. The assessment figures have not yet been given out.

GRAND TRUNK'S ATTITUDE
THE HARDEST BLOW OF ALL

Electrification Camp Completely Prostrated by Announcement—Most Critical Period in History of City's Railway Has Been Reached—Mayor's Clique Cannot Bluff Any Further.

The attitude of the Grand Trunk Railway, in announcing that 80 per cent of the freight business of the road would be withdrawn, if the road were electrified, has completely changed the situation as to the disposition of the road.

The present stage of the matter is regarded by businessmen as the most critical in the history of the railway, involving as it does the very existence of the line to the lake.

Worse Than Bankruptcy. Without the freight business of the Grand Trunk the London and Port Stanley would be operated at an enormous deficit. The estimate of freight for the first year of operation is \$140,000. Of this amount the Grand Trunk is expected to contribute the sum of \$112,000, or four-fifths of the entire freight receipts. This would mean an enormous annual deficit—worse than bankruptcy—for the London and Port Stanley road.

A few of the "electrophobes," Messrs. Pocock and Graham, affect that the Grand Trunk does not mean what it says. These far-famed railway experts know that the Grand Trunk does not know what it is talking about when it superintendents announce at a public meeting that electrification would be a disaster.

A Feeble Effort. It was a poor answer, but it was the best that could be devised for the occasion. It indicated the complete consideration into which the electrification forces were thrown.

There is an attempt to draw cold comfort out of the announcement. It

MANY WITNESSES
BACK SAILOR IN
THE RISPIN CASE

Charles Roe Seems to Have Good Chance for the Balance of the Estate.

MUCH EVIDENCE TAKEN

Trenton, Ont., Claimant to the Money Fails to Put In an Appearance.

Positively identified by ten witnesses, as Charles Roe, son of George and Louisa Roe, and grandson of Richard Rispin, and nephew of Luke Rispin, Charles Roe, the sailor-man from Cleveland, who lays claim to the balance of the estate of Luke Rispin, seems to have a good chance to establish his claim. The case was heard before Judge Macbeth, sitting as local master, in the county buildings, this morning, and although a great deal of evidence was taken, the proceedings were not concluded, and it may take several sessions to dispose of the case. The Charles Roe, of Trenton, Ont., who sent letter to Messrs. Meredith & Fisher, saying that he was the missing heir of Luke Rispin, failed to put in an appearance or to forward any evidence in support of his claims.

No Word From Oklahoma. The Rowe family of Oklahoma, who also claim, failed to finally instruct their solicitor, Mr. C. W. Jarvis, in the matter, and he therefore held only a "watching brief" at the hearing. Mr. T. G. Meredith appeared for the Charles Roe from Cleveland. He first put in as an exhibit the copy of a marriage certificate of George Roe to Louisa Rispin, daughter of Richard and Elizabeth Rispin.

It was dated Jan. 23, 1860, and the ceremony was performed by a Rev. A. E. Griffith, a Methodist divine. He also put in a certificate of baptism given by the clerk of St. Paul's Cathedral, giving the date of birth of Charles Roe as Feb. 4, 1862. The father was George Roe, and his occupation was given as an innkeeper. Rev. John McLean was the officiating clergyman.

An Aged Witness. The first witness called was Mrs. Mary Stead of Thamesville, and a resident of this city for 70 years. In spite of her 81 years, her faculties were remarkably alert, and her memory splendid. She at one time lived on the Cove flats and knew all the Rispsins.

She remembered the marriage of Louisa Rispin to George Roe, who kept an hotel on Richmond street below the city hall known as the Waterloo House. Charles was their eldest child. A brother Frederick was drowned in the Victoria disaster, and a sister Lizzie died when a child. "I knew Charles from a boy to a man," said Mrs. Stead.

"And there is no doubt that this is the same man," asked Mr. Meredith. "No doubt, whatever," she replied. At this stage an exhibit was put in, in the shape of an exemplification of the will of George Roe, who died Jan. 17, 1890. The codicil was written the day before his death. Another exhibit which was introduced was the copy of an inscription on a tombstone in the Brick Street Cemetery, which read: "In memory of Elizabeth, wife of R. Rispin, gardener, of Westminster." Her age was given as 55 years.

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HON. SYDNEY FISHER, Liberal candidate in Chateauguay by-election.

PRESBYTERY MAY
HAVE TO DO WORK
GOVT. NEGLECTED

Terrible Conditions Among the Ruthenians From Lack of Education.

DR. MURRAY ASTONISHED

"Ralph Connor" Urges Missions and Scores Govt. For Not Providing Schools.

[Canadian Press.] Winnipeg, Oct. 1.—The Free Press today says in part:

The question as to whether or not the Presbyterian Church should take over part of the work properly devolving upon the Provincial Government—but which, according to members of the presbytery, has been neglected by the authorities—in the matter of providing adequate educational facilities for children of Ruthenian and other foreign-speaking parents, was discussed by the Winnipeg presbytery at a session yesterday afternoon.

The matter was raised through a recommendation by the home mission committee that mission stations should be established and educational facilities provided in different Ruthenian centres. Short of Schools. Speaking in support of the recommendation, Rev. Dr. Hunter stated that there was a great lack of schools in the district north of Telford. A certain number of schools were in existence in the outlying districts, but the villages along the railway line seemed to have been wholly neglected. Rev. Dr. C. W. Gordon was opposed to any denomination establishing schools, and relieving the Government of the duty which rightly devolved on it.

Amazed at Conditions. Rev. Dr. Murray, who had been delegated by the presbytery to look into the situation in the Ruthenian district, stated he had spent three weeks in the north of Ontario, and had been amazed by the conditions he found there. The people, according to Dr. Murray, were eager to have additional facilities provided, and begged him to send teachers to them.

Dealing with the Ruthenian question, Dr. Murray stated that during the time he spent in districts, he had seen only one school, and that it was a very poor one. He had never thought of sitting down to add with the men folk.

It was suggested by Dr. Gordon that the phrase "educational facilities" should be struck out, as being likely to give a false impression to the general public of the intentions of the presbytery.

G. T. R. OFFERED
TO LEASE LINE
20 YEARS AGO

Sir John Carling One of the Road's staunchest supporters, At That Time.

OFFERED TO GIVE CITY 30 PER CENT

Bargain Would Have Netted City Larger Amount Than It Has Since Received.

A MASS MEETING HELD

Sentiment of City Was for Giving of Lease to the City's Chief Railway.

An attempt is being made to attack the Grand Trunk by the Pocock-Graham element, the basis being that the Grand Trunk did not make an offer for the road upon the expiration of its lease twenty years ago.

Not only did the Grand Trunk make an offer, but offered to operate the road on a 70 and 30 per cent basis, which would have given the city a much larger return than it has received since the lease was denied the Grand Trunk.

Sir John Carling was one of those who strongly favored giving the lease to the Grand Trunk, as is seen in a report of a public meeting to consider the matter printed in The Advertiser of Nov. 9, 1893, the meeting having been held on the previous evening.

On the Platform. The report states:

On the platform were: E. Meredith, Q. C., Mayor Essery, J. W. Little, T. H. Purdon, Q. C., Ald. Coe, P. E. Leonard, John Campbell, Murray Anderson, John McClary, Sir John Carling, Dr. Roome, M. P., and F. A. Fitzgerald.

Mayor Essery stated why the meeting had been called, and read the requisition. He asked that a chairman be appointed.

Mr. E. Meredith. The name of Mr. Edmund Meredith was suggested as chairman. Mr. Meredith complied.

Alderman Coe then read, as secretary of the Port Stanley Railway Board, the remainder of the correspondence with the Grand Trunk, which had been left untouched by Mayor Essery. The letter from Mr. Fitzgerald to F. A. Fitzgerald is as follows:

"Montreal, Oct. 17, 1893. "Dear Mr. Fitzgerald—I am this morning in receipt of your letter of the 16th inst. I think that I have taken a very fair line of action in connection with the London and Port Stanley Railway. The representatives of that company have had submitted to them an exact statement for two years of the receipts and expenses, and I have offered to recommend a renewal of the lease upon any commercial basis, paying for the line what it was worth, work it at cost price, proposing that the city should work it themselves with our assistance, or working it on a fixed percentage basis. In handling over the 30 per cent proposed as I have already mentioned, the city amounts to an absolute guarantee—the city takes the profits and the company comes in for the working expenses. I do not think that anything could be fairer or more liberal. The line has been advertised twice; sundry offers have been made and have ended in disappointment.

Now, as regards the repair of bridges, I am advised, as you know, that over \$130,000 will have to be expended, provided they are put in proper shape. This outlay the company would certainly never consent to time done by the London and Port Stanley, as Government may direct, to insure safe working during the lease.

"6. Ordinary repairs to be assumed by Grand Trunk."

"7. Minor details to be agreed."

"8. General terms of lease as far as applicable to be same as before."

"I will submit that proposition to the home authorities if it be desired that I should do so. I must thank you personally for the interest you have taken in this matter. Yours faithfully,

"J. L. SEARGEANT, General Manager, "London, Ont."

Sir John Carling Strongly Favors Grand Trunk.

Sir John Carling was glad the meeting had been held on the previous evening.

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A Death Blow For Electrification

If the London and Port Stanley Railway is electrified, the Grand Trunk will withdraw its freight business, amounting to 80 per cent of the total freight business of the line.—The Grand Trunk Railway.

It costs the Grand Trunk from 25 to 40 per cent more to operate its electric trains at Sarnia Tunnel than to operate with steam.—The Grand Trunk Railway.

No safe or satisfactory service can be secured for the Grand Trunk by electric operation of the London and Port Stanley Railway.—The Grand Trunk Railway.

I. C. R. HAS NOT CHANGED
ITS ATTITUDE AT ALL

Chairman Ledyard's Letter the Only Communication, in Which He Says His Road Will Not Consent to Run Over Electrified Road.

The only communication received from the city of London as to the attitude of the Michigan Central Railway toward electrification was the letter written to the late Lieut.-Colonel by Mr. H. B. Ledyard, chairman of the board of directors of the railway.

Mr. Ledyard at that time stated that his road could not operate over

an electrified line, and has not altered his attitude in the slightest degree since.

The claim that he has permitted the Pere Marquette, a defunct corporation, to transact business on behalf of the M. C. R., is known to be absurd.

Mr. Ledyard's letter to Col. Little was as follows:

Secretary London and Southeastern Railway, London.

Dear Sir,—In reply to your inquiry as to whether in case the London and Port Stanley Railway should decide to equip its line with a trolley system, the Michigan Central would continue to operate its trains with steam locomotives, I have to advise you that, in my opinion, such continuance would be impracticable.

In reply to your further inquiry as to whether the Michigan Central would consent to have its traffic between St. Thomas and London, in both directions, handled by the parties controlling the electrified line, in my judgment it would not be to the interests of this company to agree to any such arrangement.

Yours truly,

H. B. LEDYARD,

Chairman Board of Directors Michigan Central Railway.

STRENUOUS EFFORTS TO
GET PETITION SIGNERS

How Electromaniacs Are Bringing Pressure To Bear Upon Businessmen.

There is a five-page preamble indorsing electrification, largely a rehash of the pseudo-arguments, being industriously circulated among manufacturers and businessmen with a view to securing signatures. No less prominent electromaniacs than His Worship Mayor Graham, Ald. William Spittal and Mr. Philip Pocock are personally bearing this indorsement from office to office, and their persistence in asking for signatures is in fact commendable, but the manager of the large manufacturing concern is not a little displeased with the underhand methods resorted to in securing signatures, which are not given at once.

Some time ago this particular manufacturing establishment, a large milling industry, and one of the largest of its kind in the city, was using London Electric power with entire satisfaction. The manager of the local factory saw no reason to change to hydro, but the hydro people thought they knew better, and General-Manager Glaubitz had a set of particularly attractive figures, estimates, tabulated information, etc., prepared and sent to the head office of the company, which is in Toronto. The result was that the head office, under pressure brought to bear by the well-regulated machinery of the hydro commission and departments, and not conversant with the local condition of affairs, issued an order that the local branch mill should sign up for hydro.

A Personal Visit. A couple of weeks ago Messrs. Pocock, Spittal and Graham called around and pointed out that the electrification of the Port Stanley Railway would so increase

the market for hydro power that the rates would be reduced, saving this particular industry about \$3 a horsepower. But the manager didn't bite at the attractive bait, and to be quite truthful, he had not been exactly tickled to death by any greatly apparent superiority of hydro to the electric power he had been using. To begin with, he hadn't forgotten breakdowns in the hydro service, and he was so presumptuous as to believe that he was just as capable of advising his head office as to what power was best adapted for the local plant over which he had been placed as manager as Messrs. Glaubitz, Pocock, Spittal, or Graham were.

Pressure Applied. But the electrification delegates were not to be put off. They asked for permission to dictate a letter to the best stenographer on the office stationery to the head office in Toronto, which permission was naturally granted them. Likewise they brought pressure to bear on the head office from other outside sources, and carefully pointed out that a great saving would be effected in power rates to manufacturers if the Port Stanley road was electrified.

An order was secured from Toronto, and accordingly this firm's signature will appear in the list of electrification supporters to be shortly published, although the manager is personally opposed to it, firmly believing it is not to the best advantage of his firm or to the advantage of other manufacturers and shippers, and much less to the advantage of the citizens of London.

GIVE QUEENSTOWN THE GO-BY. [Canadian Press.]

London, Oct. 1.—The White Star Line issued an official circular today stating that henceforward the steamer Olympic would neither embark nor land passengers at Queenstown. The other steamers of the line, however, will continue to call at that port.

THE WEATHER.

TOMORROW—FAIR AND COOL.

Forecasts. Toronto, Oct. 1—8 a.m. Today—Light winds; fair. Thursday—Fresh northwest winds; fair and cool.

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

Stations. High. Low. Weather. LONDON..... 52 44 Clear. VICTORIA..... 62 44 Clear. CALGARY..... 68 52 Clear. WINNIPEG..... 74 48 Cloudy. PORT ARTHUR..... 62 40 Cloudy. PARRY SOUND..... 64 42 Clear. TORONTO..... 60 48 Clear. OTTAWA..... 58 48 Clear. MONTREAL..... 50 38 Clear. QUEBEC..... 50 40 Cloudy. FATHER POINT..... 44 24 Cloudy.