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The London Advertiser Printing Co., Limited.

LONDON, SATURDAY, OCT. 18.

MR. FISHER AND EAST MIDDLESEX.

Mr. Fisher has been conducting a

thorough if not spectacular campaign

in East Middlesex. He has been very

active, has met a very large number

of the electors, and has argued with

them personally the political issues.

He has met in this way many

Conservative friends, and it is not

giving away any secret to say that

his reception throughout the riding

has been encouraging to a degree.

The fact that Mr. Glass has brought

so many cabinet ministers and speak-

ers into the riding shows that he and

his friends take a serious view of the

situation. It is felt that the Conser-

vative candidate needs all the help of

this kind that he can get, and it is

not certain that even such assistance

has helped him.

So far as can be judged from their

platform utterances, the cabinet min-

isters have tried to put the navy issue

in the forefront, while the electors

have shown slight interest, turning a

dull, cold ear to the oft-told tale of

the Empire's awful peril. This is nat-

ural enough, as the simplest intelli-

gence may consider that the Govern-

ment shows a strange indisposition to

consult the country on the question,

and draw the inference that the Gov-

ernment itself hears no emergency

calling, or else is derelict in its duty.

Mr. Fisher has in his canvass and in

his speeches put himself on the right

side, the Canadian side, of this ques-

tion. He has also spoken courageously

on the abuses of the combines and

trusts, quite in contrast to his

opponent, who in any of his utterances

touching this economic problem, has

pleaded for larger privileges for the

Big Interests.

Mr. Fisher's courteous methods

have won him much favor. His mod-

erate and modest bearing, the entire

absence of personalities from his

campaign, his persuasive reasonableness,

have pleased the constituency. It is

to be regretted that without the

connivance or even knowledge of local

Conservatives, outsiders, who have

shady election records, have invaded

the riding, and have made it necessary

for Mr. Fisher to denounce them in a

sharp and spirited manner. The pres-

ence of these persons is no doubt as

repugnant to the Conservatives as to

the Liberals of the riding, and Con-

servatives will approve the Liberal

candidate's action in appointing a

committee to watch these experts from

the west.

ALD. RICHTER'S ANALYSIS.

Ald. Richter's masterly analysis of

the experts' reports should be studied

by every taxpayer. It will be noticed

that the platform supporters of the

railway bylaw carefully avoid these

documents. At the East End Hall they

denounced Ald. Richter's speech in

general terms, but made no attempt to

answer his arguments.

Ald. Richter's dissection of the ex-

perts' reports was perfectly fair and

lucid. He proved that these findings,

instead of building up a case for elec-

trification, demolished it. He began by

clinging the experts' estimates of the

revenue of the L. and P. S. R., if elec-

trified, as follows:

Marshall \$202,000

Eastman 210,000

Warfield 232,212

Average \$215,071

Their estimates of operating ex-

penses show an average of \$132,071, as

follows:

Marshall Not given

Eastman \$134,945

Warfield 131,198

Average \$132,071

Deduct the average of the operating

expenses from the average of the re-

ceipts, and there is \$81,999 left for

interest, sinking fund, depreciation or

profit. As Ald. Richter points out, Mr.

Warfield is the only one of the three

experts to indicate what should be

provided out of earnings to take care

of Mr. Marshall's estimate of revenue

it would be nearly \$50,000.

These are ugly facts. The electrifi-

cationists refuse to face them. But

they stare the taxpayer in the face.

WHY THE GOVERNMENT KILLED

THE GOOD ROADS BILL.

Our local contemporary repeats day

after day the fiction that the Senate

killed the good roads bill.

The Senate accepted the substance

of the good roads bill, merely asking

that it be amended as follows:

"The sum of money voted in any

year to be expended under this act

shall be apportioned among and paid

to the several provinces of the

Dominion in proportion to the res-

pective populations of such provinces

as shown by the next preceding

census."

Will Mr. Glass or his supporters con-

tend that this clause is not eminently

just? Will they contend that it would

have the effect of destroying the bill?

Not at all. The Government killed

the bill rather than accept an amend-

ment which would have put the expendi-

ture of the money into the hands of the

provincial governments, where it con-

stitutionally belonged.

WHAT DO YOU KNOW?

The friends of electrification prop-

hose brilliant results, if their scheme

is carried into operation. They tell

us of a great revenue that will accrue

to the city if it electrifies and operates

the road to Port Stanley. The people

may well ask them, what do you really

know? Do not tell us what you know,

but tell us what you know, and

the same question the ratepayers may

put to each other before they cast their

ballots: What do you know?

There is to be a great revenue from

freight. Where will it come from? The

Grand Trunk, probably our largest

customer, says it will not use the road,

if electrified. But suppose it did; sup-

pose all the freight that is now car-

ried over it continues to be carried.

There will be no more freight than the

ordinary business of the city provides,

and that goes over the road now. If

the city is to get any further advan-

tage from freight it must be through

the terms it will make with the roads

that will use the line when the pres-

ent lease expires. And it can make

just as good terms by keeping it a

steam road; better terms, in fact, be-

cause the railways do not want to run

trains operated by steam over an

electrified road.

Do you know where any increased

revenue from passenger traffic will

come? That traffic will remain just as

it is. The excursion business may in-

crease, if the rates are kept low

enough. But it will have to be divid-

ed with the present electric line. And

that is only for two or three months in

the year. The ordinary passenger traf-

fic is mainly for stations on the three

trunk lines, leaving St. Thomas for the

east and west. The receipts will go to

the roads using our line, and if we are

to get any benefit therefrom it will

simply depend on the terms we make

with them.

What terms are going to be made

with the trunk lines for using our

electrified line? Do you know? Of

course not; nobody knows, for they

have not even been discussed. We may

be sure they cannot be very exorbitant;

because if we are going to charge too

much for the use of the line it will not

be used. The city cannot afford to

say, "stand and deliver" to big corpora-

tions. We will have to be reason-

able in our terms if we want to do

business with them. And whatever

terms we can make with them as an

electrified line will not be as good as

we could make with a steam road.

The experts make no estimate of

revenue on the basis of giving running

rights to other roads; their estimates

are based on municipal operation. What

do they know? Nothing; they only

estimate. If the city is going to

operate the electric line, what ar-

rangements will be made with the rail-

roads that now carry freight be-

tween London and the stations east

and west? Will they trans-ship freight

at St. Thomas, or will they pay the L.

and P. S. R. a sufficient amount to han-

dle their cars, and what amount will

that be? Do you know? Of course

not; nobody knows.

The fact is, that whatever benefit

or increased revenue the city may ob-

tain from the L. and P. S. R. after the

present lease expires, whether we op-

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with the trunk lines for using our

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