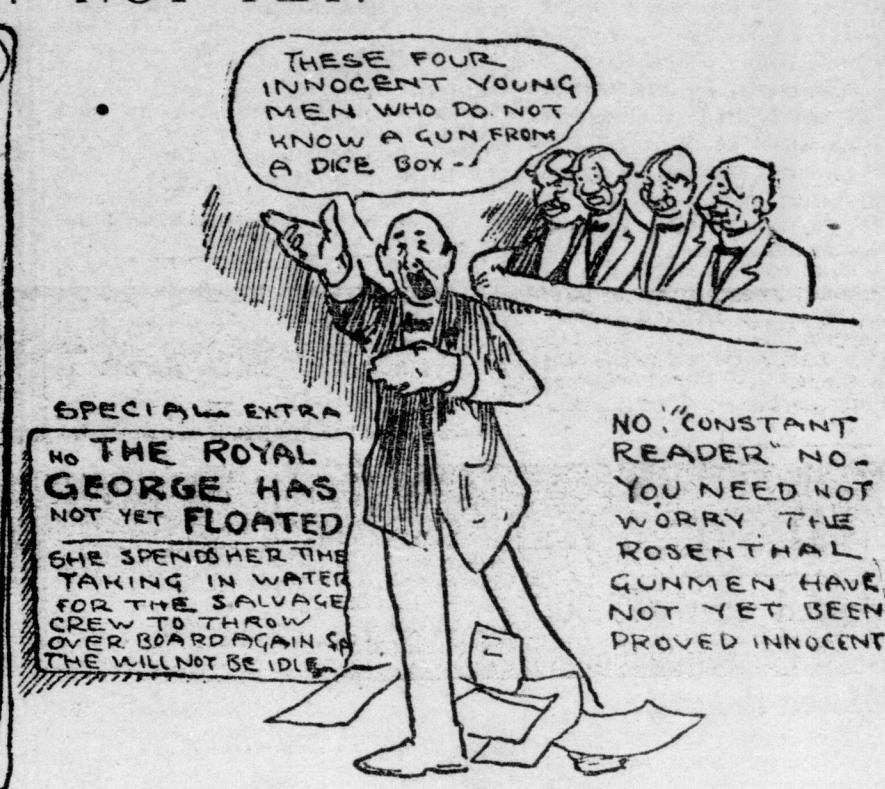


EVENTS OF THE DAY

NOT YET!



ELECTRIFICATION MEANS LOSS OF COAL COMPANY TRADE

English Syndicate, Which Sent Engineer to London, Turned Down Proposal for That Reason—Mr. Welch on Radials.

Mr. A. E. Welch, who promoted the traction line, now called the London and Lake Erie Transportation Company to Port Stanley, and who has been active in radial interests, in a statement to The Advertiser today declares that an English syndicate which sent an engineer to London, turned down the proposal of electrifying the London and Port Stanley Railroad. The reason was that the Lake Erie Coal Company would take away its coal trade, which meant the loss of the bulk of the carrying trade of the L. and P. S. R.

Mr. Welch said: "Hydro-electric power for this Province is one of the most important issues of the day. It is a big question—one worthy of big minds, but all enthusiasm should be tempered with judgment."

"Mr. Beck has no more loyal following on hydro—than I am, and I shall continue to most cordially support any proposal to cheapen hydro in this city."

"Cheapest to Haul by Steam. It would not be wise to spend the amount proposed on the electrification of the Port Stanley line for two reasons."

"In the first place, all authorities agree that such traffic as coal in quantities can be much better handled by steam power than by electricity."

"Secondly, from the result of investigations made last spring for parties in England, who had their eyes here looking into the electrifying of the line, we learned that such a change would mean the loss of the coal trade, which constitutes the bulk of the carrying trade of the L. and P. S. R."

"Such being the case, the line would commence business with its present passenger traffic only to start on, which it would have to supplement by what it would draw from the Traction line."

"I have absolutely no financial interest in that railway, but as a citizen and the promoter of it, I naturally have a large sentimental reason for desiring its continued success."

City Would Suffer.

"It has taken years of hard, laborious toil and energy to bring it to its present condition, and a diminution of its earning power would seriously affect it, and I feel sure the business of the city would suffer as a result of the crippling of its premier interurban."

"From a hydro standpoint I say most emphatically—electrify, but electrify on a steam basis."

ANNEXATION PETITIONS BEFORE RAILWAY BOARD

Application of Chelsea Green to Join the City Will Not Be Dealt With Today—Some Opposition to Scheme Taken in the Suburbs.

The Ontario railway and municipal board are holding at the city hall this afternoon to consider the petitions for annexation presented by the ratepayers of Pottersburg, Ealing and Knollwood Park. The application of Chelsea Green will not be considered, owing to the fact that it was not received in time to be dealt with. It will come up later.

The commissioners arrived in the city this afternoon, stopping at the Tecumseh House. At 2:30 o'clock the session commenced.

City Solicitor Meredith, K. C., is representing the city, while Mr. W. R. Meredith is looking after the interests of London Township. Mayor Graham, Ald. Spittal (chairman of the annexation committee), City Clerk Baker, and other members of the council were present to give testimony. Mr. Baker will testify that the petitions contain

a majority of the ratepayers of the district to be annexed Mr. George Angus and others, who circulated the petitions for annexation, will also give evidence regarding the circulation of the documents, etc.

To Fight Annexation. The anti-annexationists living in the districts mentioned are also represented.

"We are going to fight annexation tooth and nail," said Mr. J. K. Little, one of the residents of Pottersburg. "I have not met many in London who favored annexation, and I do not know that there are many in Pottersburg who do not approve of it."

Mayor Graham and Ald. Spittal are confident that annexation will carry.

However, a deputation of citizens of Chelsea Green will present a numerous signed petition against the move.

PORCUPINE MINERS WALKED OUT; OVER 1,000 MEN AFFECTED

Strike Is General Throughout Northern Gold Camp.

[Canadian Press.] Cobalt, Nov. 15.—Porcupine miners, after voting all day yesterday, decided by a solid vote for a general strike throughout the Porcupine camp, and walked out this morning. The trouble arose over the wages paid the men, and

before Monday it is likely that the strike will reach every mine in the camp. The origin of the strike dates back several weeks, when the Pearl Lake Mines, including the McNay, McIntyre, Pearl Lake, Jupiter, Plenaum and Vipond, gave notice that a general cut would be made in all wages of 25 cents a day. This went to a conciliation board, but the board could not agree, and the vote was the result.

The strike will affect over a thousand men. The last strike of importance in the district was in Cobalt in July, 1907.

STANLEY STREET IS DANGEROUS WORST ROADWAY IN CITY

Ruts Run From Six to Fifteen Inches in Depth and Six Inches Wide.

Stanley street, from Perry street to the Wharncliffe road, is, beyond doubt, the worst street in London.

The street railway tracks are from six to eight inches above the level of the road.

over an hundred feet long and from six inches to fourteen or fifteen inches deep, and which form a trough about six inches wide.

Drivers of vehicles unlucky enough to get into the block, sit far up on one side of the wagon or buggy to prevent its tipping over into the sea of mud and slush.

Who is to blame for the awful condition of the street, which is not only an eyesore but a real danger? Stanley street forms one of the main arteries leading into the city from the townships of Westminster and Delaware. It would be a disgrace to a backwoods village a year

A LIVELY MOVEMENT IN REAL ESTATE IN E. LONDON

Carling's Farm, Higgins' Farm and Other Properties Change Hands at About \$1,000 Per Acre—Demand Is Phenomenal in Districts To Be Annexed by the City of London.

Large real estate deals have been taking place during the past few days on Dundas street, east of the city limits, in the district proposed to be annexed by the corporation. It has largely been confined to the factory land lying between London and Pottersburg. Further sales are mooted, and still larger deals will probably be reported in a short time.

The Higgins farm, along the inter-switching line, approximately 32 acres, has been sold for \$32,000.

The Cobbledeek farm, close at hand, containing about 20 acres, has also disposed of at \$21,000.

The Carling farm, about 40 acres, north of Dundas street, has been sold to an eastern syndicate. The deal has

been closed, and at the present time the purchasers are merely investigating the deeds.

Smaller parcels have been disposed of for prices averaging \$1,200 an acre. Aggregate \$100,000.

A legal gentleman informed The Advertiser that the sales during the past week would aggregate more than \$100,000 in that section.

The most of the property has been bought on speculation. It is stated, by real estate firms. Eastern capital, Toronto brokers being largely interested, is behind the deals.

Some time ago a big Toronto brokerage firm took an option on 20 acres of the Cobbledeek farm for the purpose of placing a large industry there. The firm were underwriting the bonds of the company, and hoped to establish the manufacturing plant there. The buildings,

Continued on Page Eleven.

DOES MR. BECK REALIZE?

That Ald. Richter was the only member of the city council who failed to get a copy of the report on electrification?

That in order to reach the receipts he has estimated, an electrified road must make in the first year as much as the electric line and the steam line to Port Stanley both make at the present time?

That on some days forty cars are required to handle the excursion business on the London and Port Stanley Railway? He would provide six passenger cars and six trailers.

That the Lake Erie Coal Company has a \$100,000 coal screener at Rondeau?

That the company can bring mine-run coal to this screener in shiploads, doing away with car loading?

That it is cheaper for the coal company to bring its coal to Rondeau in shiploads than to bring it in carloads to Port Stanley?

That not one car of coal has come to London from Port Stanley in the last three months?

That only a small proportion of the Lake Erie Coal Company's output comes to London?

That the other railways decide how the amount of coal that goes to other places shall be shipped?

That the only benefit to the coal company to be secured through the Port Stanley road is by being allowed to use the road to handle all its business, and not having to pay profits to other lines?

That the Pere Marquette could destroy many connections with London if it chose to do so?

That the city has no assurance that the Michigan Central will continue to operate its trains over the road to St. Thomas?

That at present there is no charge for inter-switching to the shippers of London, excepting when the payment of the inter-switching charge does not have earnings of \$8.00 to the car?

That it is a rare occurrence when a car of freight does not yield enough to pay inter-switching charges and \$8.00?

That London shippers get a rate on freight that extends between and includes all points between Peterboro and Windsor?

That in order to construct his "loop" line it would cost at least \$25,000 to cross the Grand Trunk, if the railway commission would permit it to be crossed?

That he does not know what the Lake Erie Coal Company or any other company intends to do in case of electrification?

That he has not explained why this report (dated July, 1912) was withheld from the people over four months?

That he has not explained why his expert puts the moneys expended by the city of London on the road at \$765,311, while City Clerk Baker's year book puts it at \$2,010,186?

That including what the city lost while operating the road, the amount is nearer \$4,000,000?

GREEK ARMY ON WAY TO MONASTIR; CITY IS DOOMED

Servian Corps Already Reported To Be Encircling the Turk Fortress.

BULGARS CLOSER TO CONSTANTINOPLE

Detachment of Invaders Said To Be Within Few Miles of the Capital.

[Canadian Press.]

Athens, Greece, Nov. 15.—The Greek army, commanded by Crown Prince Constantine, left Saloniki today, and is proceeding to Monastir. The Servian troops have succeeded in practically surrounding that city, where it is believed a large Turkish army is concentrated.

The British steamer Annetta, which was reported to have been captured while conveying war stores from Philadelphia to Albania, was it is now learned, on the way here with a cargo of ammunition for the Greek war department. It was merely under the convoy of Greek warships in the vicinity of the coast.

Nothing Official.

London, Nov. 15.—For the moment the action of Turkey in applying for an armistice, has superseded the proffer of the powers to mediate. No official news has yet leaked out as to the course things are taking. If the armistice is made in Berlin, it is that Osman Nizam Pasha, the Ottoman ambassador there, has been appointed first Turkish delegate to a Bulgarian-Turkish peace conference it would appear that the negotiations are making good progress.

Montenegro Roused.

The differences between Austria-Hungary and Servia are evidently in a fair way toward settlement, but Montenegro, which jumped into the war ahead of its allies, seems loath to relinquish any of the spoils gained in the fighting.

The peremptory rejection by King Nicholas of Montenegro, of Austrian and Italian intervention, is causing some concern to the European powers who are anxious for an immediate cessation of hostilities, and today comes a further report that King Nicholas has informed the Bulgarian Government that he will not agree to an armistice until the Turkish troops evacuate the fortress of Scutari.

The ministers of the European powers communicated to the Greek Government at Athens today the port's request for mediation. The Greek foreign minister expressed his thanks and gave the same reply as his Bulgarian colleague had done, namely, that a final response would be forthcoming after an agreement had been reached by the Balkan allies.

Closer to Capital.

Sofia, Nov. 15.—A detachment of Bulgarian troops, by making a wide detour along the coast of the Black Sea, has got within three miles of Constantinople.

UNIONISTS CONDEMN

PAYMENT OF M. P.'S

[Canadian Press.]

London, Nov. 15.—The payment of members of parliament was heartily condemned at this morning's session of the conference of Unionist associations now meeting in London. A resolution was carried inviting the "next House of Commons" to restore the principle of gratuitous parliamentary service.

THE WEATHER.

TOMORROW—COLDER.

Forecast: Toronto, Nov. 15.—S. A. M. Moderate to fresh northerly winds; fair, and a little colder today and on Saturday.

Temperatures.

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

Stations	High	Low	Weather
LONDON	43.5	32	Clear
Victoria	46	42	Cloudy
Calgary	56	14	Clear
Winnipeg	32	28	Fair
Port Arthur	34	14	Clear
Barry Sound	16	22	Cloudy
Toronto	46	32	Cloudy
Ottawa	32	22	Snow
Montreal	34	28	Snow
Quebec	26	22	Snow

Weather Notes.

A disturbance is situated over the Bay of Fundy, while pressure is high over the greater portion of the continent. Snow is falling heavily in Quebec, and snow and rain in the Maritime Provinces, attended by strong winds and gales.

TWO BADLY INJURED BY EXPLOSION OF G.T. ENGINE

Bursting of Boiler on Locomotive of No. 11 at Junction Cut, Near Hamilton, Causes Serious Injuries to Engineer Cook, of the Falls, and Fireman Salt, Who May Die.

[Canadian Press.]

Hamilton, Ont., Nov. 15.—Two men were badly injured, one probably fatally, this morning, when the boiler of the engine on Grand Trunk train No. 11, an accommodation train from Niagara Falls to Windsor, exploded at the Junction Cut. That several were not killed is a wonder.

The Injured.

George E. Cook, engineer, Niagara Falls, 45 years old, badly scalded, lacerated, and suffering from shock.

Samuel Salt, Niagara Falls, 38 years old, right leg blown off, skull fractured, terribly scalded, and suffering from shock.

The victims were rushed to the city hospital, where doctors said Salt could not possibly recover.

Hurled Through Window.

The train left here on time at 8:10 o'clock and was just into the cut at the "Y" when the boiler suddenly exploded. This jammed the emergency brakes on at once, and the concussion after the boiler went up caused the train to rebound, throwing people out of their seats and tossing members of the train crew from one end of the coaches to the other.

Salt was hurled through the cab window over the back of the tender, and was found by Conductor George Stoddard, of Windsor, hanging over the crossbar. Stoddard himself was pitched half the car-length.

H. Whittaker, brakeman, and M. E. Liddy, express messenger, of Whingham, were both catapulted down the car aisle when the shock came. Several of the clerks in the mail car were also shaken up.

Engine Demolished.

It is supposed that the water ran low in the boiler and caused the explosion, although this will never be definitely known, as the engine was demolished.

Another engine went out and hauled the train back to Hamilton. An auxiliary is clearing the line.

Train No. 11, due in London at 10:58, the engine of which exploded at Junction Cut this morning, arrived in London at 2 o'clock this afternoon. All of the passengers who came to London boarded the train after leaving the scene of the accident and consequently none of them know anything of the affair. There was but one passenger on the train at the time the explosion occurred, this being a lady who got off at Cobles station.

The members of the crew expressed their keenest regret, and spoke very highly of both the engineer and fireman, who were perhaps fatally injured. The fireman, who was an Englishman, had been in the service of the company for two years, and had purchased a home at Niagara Falls, Ia. 2, dine to marry. His fiancée lived at the Falls.

The train was brought on to London by engine 1912. The baggage car was not damaged, and all of the coaches escaped in the same manner. It is said that the only effect of the explosion apparent in the train was the sudden halt, and a pronounced jolt. The train had just started from a halt and was travelling not more than five miles an hour when the explosion took place.

Boiler Hurled 20 Yards.

The boiler was hurled twenty yards ahead of the train, landing on the tracks and tender on the roadbed, just before the cars, which were halted by the application of the emergency brakes when the crash came.

The fireman was hurled over the coupling between the engine and the baggage car.

SHIPPER COMPLAIN OF THEFTS WHILE GOODS ARE IN TRANSIT

Railway Men Say Conditions Are No Worse This Year Than Usual.

A number of the wholesale merchants of the city are complaining about the number of petty thefts that are being made while goods are being shipped by the different railway companies to and from this city. One dealer stated this morning that the losses incurred each year amounted to thousands of dollars, and are steadily increasing each year. This dealer was particularly emphatic in stating that something should be done immediately to remedy this source of loss.

On the other hand, the freight agents of the different railways entering London when asked if the thefts this year were more numerous than in other years, stated that they were not, and, in fact, judging from the complaints received, they seemed to be decreasing. The agents admitted that every year there is a considerable amount of loss incurred during shipment that the officials of the different companies were unable to locate, but that the railways were always prompt in paying any claims presented by the merchants. Of late there have been some complaints, but generally it was found that the loss occurred in some parts of the road. "Of late years," said one of the freight agents, "the companies have been more particular in regard to these thefts, and the thieves will be prosecuted to the extent of the law when arrested."

Free Press Garbles Report of Mr. Pocock's Speech at Radial Meeting.

DID NOT SAY THAT HYDRO HANDED SURPLUS TO CITY

In its report of the radial meeting at Toronto yesterday, the Free Press reports Mr. Philip Pocock, chairman of the London water commission, as saying:

"We are possibly one of the cities farthest from Niagara Falls. We have received no favors at the hand of the hydro-electric commission, and hydro has been of very great advantage to the city of London. We have not only saved our citizens thousands directly to the cost of power, BUT HAVE HANDED TO THE CITY QUITE A SNUG LITTLE SUM AS NET RESULT OF THE OPERATION OF THE SCHEME."

As the city hydro-electric department has never as yet handed over any money to the city, but on the contrary is accused by Ald. Richter and others of over-charging the city council for street lighting, so that the hydro scheme may be made to show a surplus if London, the statement credited

to Mr. Pocock created some amusement.

Mr. Pocock, who arrived home from Toronto, was seen by The Advertiser, and he said that he had been misrepresented.

"What I said was that we had saved the citizens thousands of dollars in light and power bills in London," Mr. Pocock declared, "and that in addition we had a snug sum to the good. It is a well-known fact that any surplus from Niagara power cannot be handed over to the city."

MAJOR BEATTIE WILL NOT BE INTERVIEWED

Refuses to Express Opinion on Proposed Electrification of the Port Stanley Line.

Major Thomas Beattie, M. P., was asked by The Advertiser for his opinion on the proposed electrification of the London and Port Stanley Railway.

"I will not make any statement for publication," said Major Beattie,