

DOES LONDON WANT THE PRESENT EXTRAVAGANCE TO CONTINUE?

400 Miners Killed by
Terrific Explosion in
Colliery Near Cardiff

Thirteen Years Ago 120 Miners Lost Lives in the Same Pit—Work of Rescue Is Proceeding Slowly—Over 500 Miners Brought Out Safely—Little Hope Held Out for the Safety of Scores Who Were Caught in the Lower Galleries.

[Canadian Press.]
Cardiff, Wales, Oct. 14.—More than 400 Welsh coal miners perished, it is feared, from fire and after-damp in the Universal colliery near here today. A terrific explosion shattered the works shortly after 9:31 men had descended the pit. It was at first stated that the day shift was composed of 740 men, but later the larger figure was given out by the officials. About 500 were brought to the surface alive by rescuers up to noon, and the managers of the mine then expressed the opinion that there was no further hope for the remaining 400 below.

Fire Is Raging.
All the men in the east side of the mine had reached the surface by 4 o'clock, but 418 were still in the workings in the west side, which were on fire.

Col. Pearson, chief inspector of mines, in giving this information to the press late this afternoon, added: "The fire is in the intake airway, and everything is being done to cope with it. We are hoping to the last."

Deafening Explosion.
The day shift of 740 men descended the shafts in the cages at 5 o'clock. An hour afterwards a deafening report brought the inhabitants in the vicinity of the mine running to the pit head, where they found the ventilating and hoisting machinery at the top of the shafts had been blown to atoms by an explosion of great violence, and a man who had been working twenty yards away had been decapitated by the force of the blast.

Rescuers at Work.
Rescue parties of miners belonging to the night shift were soon on the scene making preparations to enter the mine in an endeavor to save their comrades.

The fiery reputation of the mine, however, gave little hope that any of those below could be rescued alive.

An entrance was found, however, by way of an adjacent shaft and on descending in this manner the rescuing party came across some scores of men huddled together in portions of the mine, where the ventilation was still good.

Found Many Alive.
Soon 327 living miners had been

gathered together and taken up the shaft with the bodies of six of their companions who had been killed by being dashed against the uprights supporting the galleries by the explosion. The rescuers in the meantime continued their search in remote galleries of the pit for others who might still be alive, and by noon had picked up and brought to the surface altogether 500.

Pathetic Scenes.
Pathetic scenes had been witnessed in the interval at the pit head, where the wives, children and other relatives of the entombed miners gathered in thousands and waited in an agony of suspense.

This was only intensified when the first dead bodies were brought up from below. Women and children wept and clamored for news of those still in the pit.

The same pit was stricken by an explosion thirteen years ago, when 120 miners lost their lives, and only one of those below at the time was rescued alive.

Fear the Worst.
The rescued miners, the members of the life-saving gangs, and the officials of the mine, declared this afternoon that they could not hold out much hope for those of the miners still below.

The men brought to the surface were found on the east side of the mine, where the ventilation remained fairly good, while on the west side, where the explosion occurred, fire soon added its terrors to the deadly after-damp, and the rescue parties were unable to make any progress toward the affected area.

Police Called Out.
The officials of the mine found it necessary to call a detachment of police to keep back the women and children who had crowded round in the vain hope of obtaining some news of their relatives, while the mine managers, with tears streaming from their eyes, replied to all inquiries: "There is little hope."

Most of the rescued men presented a pitiable appearance. Some of them were not expected to live and nearly all of them were suffering from burns and shock or the effects of after-damp.

HE'S TOO WISE TO TRY IT



"Electrification by Misrepresentation"

"ELECTRIFICATION BY MISREPRESENTATION."
Mayor Graham talks so fast that he occasionally interrupts himself. He happily described the case he is charged with the other night he coined the above phrase. That's the thing in a nutshell.

"ELECTRIFICATION BY MISREPRESENTATION."
The mayor knows more about their own business than the Grand Trunk Railway or the Michigan Central Railway.

Although he cannot show a word on paper to prove that the Michigan Central Railway would run over an electrified line, he glibly informed the signers of a recently-circulated petition that the M. C. R. had given assurance that it would use the line, a grave misrepresentation.

On the strength of this statement a number of the aldermen signed the petition.

In committee the mayor assured the aldermen that Chairman Ledyard had given him (the mayor) absolute assurance that the line would use an electrified road. He had no authority whatever for this statement, as is proved by the letters of Chairman Ledyard, absolutely refusing to consider operation over the road.

Let the mayor or anyone else produce proofs or stop this attempt to "bluff" the citizens, which is sure to be exposed within a short time.

"ELECTRIFICATION BY MISREPRESENTATION."

No Provision for
A Terminal, Cars,
Or Transfer Yard

Electrification Bylaw Will Cost at Least a Million
Through Lack of Rolling Stock and Proper
Facilities for Handling It.

The claim advanced by a great many businessmen that the electrification bylaw will cost at least a million dollars is well founded.

For instance, no provision has been made for terminals. The Michigan Central Railway holds an option on the city's station and other property, known as the London and Southeastern Railway, and although these terminals were figured upon by experts without investigating the situation, there is no possibility of the city securing these terminals unless the M. C. R. gives its permission.

Terminals will cost a large sum, some even stating that \$200,000 would not cover the cost.

No Transfer Yards.
No provision has been made for transfer yards at London or St. Thomas. These would amount to a considerable amount.

There are not more than a dozen cars provided by any expert. At times 40 cars are required to handle the crowds to Port Stanley at present. The city could not secure cars from the steam railways unless it had a number to exchange in return. This is a railway law.

Only Two Freight Cars.
Two freight cars are provided. At the same time the experts figure that the city will carry all the freight with these cars. At present about 50 cars are required each day on the line. The city could borrow freight cars only to the number it is in a position to loan.

The cost of the requisite number of passenger and freight cars would run the cost of electrification to almost double the amount at present asked.

None of these fair criticisms of the schemes have ever been answered by newspaper or platform supporters of the scheme.

Citizens no doubt realize the financial position London would be placed in by taking a chance on such a scheme.

ATTACK ON COL. LITTLE CHANGES MANY VOTES
Citizens Resent Bismirching of the Memory of Foremost Citizen.

"I must say that until I read the foul attacks upon the late Col. J. W. Little and his family in the Free Press that I was going to vote for electrification," said a prominent businessman, who specially requested that his name be kept out of the controversy, to The Advertiser this morning.

"When I saw that this newspaper was reviling the memory of one of the first citizens of London I decided that I would vote against the project, and nothing will hereafter change my attitude."

The campaign becomes ranker every day, and I know of four votes that were changed because of the attacks upon Col. Little. Surely the Free Press might have some respect for the man who gave of his life for the city of London, and whose name will remain in London's hall of fame for all time.

"Col. Little established in London and in Canada a chain of industries which place him among the merchant princes."

"The Helena Power Company is attacked as one of the 'interests.' How can this newspaper ever justify itself for signing a five-year contract with this firm and refusing to consider the offers of the hydro-electric commission?"

"Before it springs any more of this hypocrisy it should remember that old verse about 'casting the first stone.'"

MAYOR'S FRIEND BROKE
POLICE TRAFFIC BYLAW

But His Worship Fixed That All
Right and There Will Be
No Fine.

Between 12 and 1 o'clock today Charles Milton Richardson, Graham, mayor of London, sat in a Chinese restaurant on Dundas street calmly munching a lunch with several companions.

One of the mayor's friends drove to the cafe in an automobile, which he left standing on Dundas street longer than is permitted by the city traffic bylaws.

When the car had been standing unattended for 35 minutes a police constable put his head in the door, and, noticing the mayor and his friends still calmly munching, called out and asked who owned the car.

One of the men laid a claim to the machine, and the police officer told him that it had been left standing on Dundas street five minutes longer than the law allowed and that he better move it at once. Then he noticed the mayor and saluted.

"Oh, that's all right," said the mayor to the officer, in a jocular, yet patronizing way. "You ought to know how to drive a car. Take that one and drive it up to the corner and back."

The officer did not heed this advice, but went out the door, and a moment later his worship and his companions followed.

Bumped by Car.—Mr. Cyrus L. Eddy, the well-known commercial man, was struck by a street car while leaning from the platform of another car on Richmond street north. Mr. Eddy's arm was struck and seriously bruised and he was knocked unconscious. After a medical examination it was discovered that his injuries were not serious and he was able to resume his work today. "I am gradually getting accustomed to the ways of a city," said the genial traveller.

NEW LICENSE INSPECTOR.
[Canadian Press.]
St. Thomas, Oct. 14.—William Smuck, of Bayham, has been appointed license inspector of East Elgin, succeeding W. R. Andrews.

THE WEATHER.
TOMORROW—FAIR AND WARMER.
Forecasts.

Toronto, Oct. 14—8 a.m.
Today—Moderate southerly winds; fine.
Wednesday—Southerly winds; fair and warmer.

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

Stations	High	Low	Weather
London (12 hours)	58	43	Clear
Victoria	54	44	Cloudy
Winnipeg	70	45	Snow
Calgary	60	40	Cloudy
Port Arthur	50	44	Clear
Toronto	55	34	Clear
Ottawa	52	34	Clear
Montreal	50	36	Clear
Quebec	58	32	Clear
Father Point	50	36	Cloudy

Weather Notes.
The weather continues fine and cool in Ontario and Quebec, and cold in the Western Provinces.

Time To Check
Wasteful Era
Of Civic Rule

Municipality's Method of Doing Business Has
Been Demoralized Within Last Two Years—
A Glaring Record of Maladministration
Shown By the Limelight.

Contracts Doubled and Tripled, Contracts Let
Without Tenders, City Architect's Discharge
Involves Large Loss—Citizens' Finances
Played With Fast and Loose.

During the past two years London's city administration has degenerated. There have been demoralizing influences at work, and the conduct of city affairs has indicated in no uncertain manner just how these influences have flourished and borne fruit. Increased taxation is by no means a criterion of inefficient, demoralized civic administration. There are many perfectly legitimate reasons why a city's tax rate should increase without having a demoralized administration at the head of affairs.

When, however, increased taxation is coupled with an ominous list of scandals, fiascos, examples of maladministration, inefficient government, usurped rights, created positions, appointments of relatives and friends, junkets and wasteful expenditures, it may well be taken to indicate an uncontrollable, inefficient, incompetent administration.

A SINISTER CHAPTER OF CITY HISTORY.

Never in the history of municipal London has there been such an ominous, sinister record as the one that has been made during the past two years. Incompetency, rule-of-one and waste have gone arm in arm down the months of the past two years. There have been times when they have been more prominent than usual, but their continual presence has been seen and felt. They have left their indelible mark in the city records.

A LIST OF BUNGLES.

The handling of the federal square purchase, the expensive alterations at the Spencer Block, the erection of the building on the \$50,000 market site, the downtown walks scandal, the double-priced incinerator, the triple-priced court house, the dismissal of the city architect, the enforced transfer of civic offices to the Spencer Block two months before the quarters there were completed, the appointment of relatives of the mayor to responsible civic positions at good salaries, the effort to create offices for favored aldermen, the failure of the \$10,000 heating apparatus at the incinerator and Victoria Hospital to do the expected work without another \$7,000 expenditure, and many other instances of a like nature, have stood out as periods in the general story of demoralized civic administration.

SOME OTHER FEATURES.

Other features of this same administration would be the resignation of the city engineer, George W. Wright, because of interference with his department on the part of the mayor, the awarding of contracts to relatives of Mayor Graham, the purchase of an undersized car for the fire chief, the refusal of the council to grant the fire chief's demand for more men, the fiasco that grew out of the appointment of W. N. Ashplant as city engineer when London had two city engineers—Messrs. Brazier and Dumford—the treatment of the electrification reports as the mayor's private property, and a multitude of other minor questions.

WHERE IS THE GOVERNMENT GRANT?

Nothing has been done by the present administration to see that the federal square proposal has been carried through. The assurance was given by the administration that the grant would be taken up immediately by the Dominion Government, supplementary estimates would be brought in, and an appropriation large enough to cover the Government end of the scheme would be granted. This has failed to

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GRAND TRUNK CONTRACTS
SEVEN-EIGHTHS OF COAL
CARRIED ON L. & P. S. R.

The Gabey-Storer report estimates that 400,000 tons of coal are annually handled through Port Stanley. They assert that this amount would continue to be hauled by an electrified L. & P. S. R., which, at 16 cents a ton, would yield \$64,000. Bear in mind these are the figures of Messrs. Gabey and Storer, on the strength of whose report the city council was last year urged to submit the electrification bylaw to the people.

Of the 400,000 tons handled through the Port, 350,000 are consigned to the Grand Trunk Railway. The Grand Trunk says that if the road is electrified, it will withdraw all of this business.

Deprived of seven-eighths of its coal traffic, the London and Port Stanley Railway would earn at the Gabey-Storer rate of 16 cents a ton, only \$8,000 from this class of freight, instead of the \$64,000 credited to it by the team of electrical engineers.

Here is \$56,000 cut off the Gabey-Storer estimates of receipts at one stroke, leaving a deficit.

The fact is that the withdrawal of the Grand Trunk's business would destroy the paper surplus which each of the experts has tried to figure out.

THREE HURT IN RUNAWAY
ON STRATHROY STREETS

[Special to The Advertiser.]
Continuing up Albert street to Victoria, where a gang of coal-cut workers was busy, the horses speedily scattered the men, and a minute later smashed into Noble's delivery rig, driven by Johnny Black. Mrs. Alfred Woodward was having a ride home with the lad, and when the rig was upset both were hurled into the roadway.

Mrs. Woodward was picked up, conscious and remained in the hospital. Later it was found that she is badly hurt, but her injuries are not serious.

Having a ride home with the lad, and when the rig was upset both were hurled into the roadway.

After circling the armories' boulevard and colliding many times with the poles the horses smashed the wagon so badly that they got free and then dashing up Albert street crashed into the wagon of J. C. Best, overturning it and causing his horse to run away.

GETTING ITS QUARTER-CENTURY BATH



Photo by Engineer E. V. Buchanan.

"Water, water, everywhere, and not a drop to drink," with somewhat modern variations, could well be applied to the "bath" that has just been given to the Springbank reservoir. Filled with water since its construction, the big reservoir has never had a wash in the past 28 years. Ordinarily 28 years is some time to go without a bath, but the reservoir's example is not one that is commended for general adoption.

It is safe betting that nothing else but the Springbank reservoir could have gone that length of time without having ablutions performed either for

or by it, and remain in the same state of cleanliness. When the water had all been drained from the huge tank no hidden treasures were found. There was nothing but mud deposit and fishes.

The deposit accumulation of 28 years amounted to several feet, while the fishes numbered several hundred or more. The majority of these died when they were left flopping round in the mud, but several of the largest, including the big black bass patriarch of the reservoir, were captured and preserved, being put back in again after the sides had been scrubbed

down and the whole reservoir cleaned out. Whether these funny patrolmen of the city reservoir miss the old familiar mud and will not thrive as they once did, remains to be seen.

The panoramic view of the cleaning process and the empty reservoir, taken by Electrical Engineer E. V. Buchanan, who, with Chief Operator Colby and General Manager H. J. Glaubitz, was in charge of the "house-cleaning," gives some idea of the size of the big storehouse for city water. The figures of the cleaners make it appear as if they were pigmies, compared to the huge basin they are engaged in scrubbing down.