

CLAIM ELECTRIFICATION WOULD ADD MILLION TO LONDON'S BURDEN

Stationary Engineers Emphatically Declare Against
Project—Robert Lyons Leads Debate
Against Scheme.

OUTLAY ON LINE, \$335,000
WITH \$600,000 FOR EQUIPMENT

Passengers and Package Freight the Only Source of Revenue—
George Moll Favors Large Expenditure
on the Road.

By a large majority the Canadian Association of Stationary Engineers declared against the electrification of the London and Port Stanley Railway at a debate held in their rooms Friday night, Mr. R. S. Lyon led the debate against the electrification, while Mr. George Moll presented the negative.

Several members took part in the discussion, but there was no doubt as to the attitude of the speakers. Mr. Robert S. Lyon first presented his case. He thought that the question was one of sufficient importance to be more widely discussed.

"The electrification of the London and Port Stanley Railway will be a matter soon to be subjected to your close consideration," said Mr. Lyon. "I have gone into the matter rather closely, and the only object I can see for this course is that it will give another customer for hydro. Other than this I can see no logical reason for the course advocated by some people."

Benefit All Cities.

"This will not prove a greater advantage to London than it will to other municipalities in the power zone. Supposing 2,000-horsepower were used in the operation of the road, this would reduce the cost of power to London. This would be of advantage, provided that this city alone would benefit. This is not the case, however, Hamilton and all the other cities in the zone would benefit, the price of power being reduced to all, that great London would be in the same relative position that it is at the present time. This city pays \$28 per horsepower, while Hamilton pays but \$17. The same relative difference would be used in the electrification of the wire, but this is not what actually takes place.

Heavy Burden to City.
"The London and Port Stanley is already a heavy burden for the city to bear. More than a million dollars are tied up in the line at the present time, with but little return. It will take at least \$335,000 to electrify the road, and in addition the cost of \$600,000 for the freight business, will be hauling over the line if it is electrified. I doubt that the citizens will vote to pay that amount of money in such a proposition."

"The first reason I would urge against it is that there is not sufficient business to justify the expenditure of money already made, to say nothing of the amount it will be necessary to pay out to complete electrification. The business is not to be had to make so great an expenditure reasonable. I will venture to state that not a ton of coal, which now constitutes practically all the freight business, will be hauled over the line if it is electrified. The road will be used for passenger and parcel freight only—nothing more."

A Great Benefit to London.
"In my opinion it is not fair to electrify the line in order to compete with an electric line already established. The people who went into that enterprise have a right to be given a run for their money. The road has proved to be of great benefit to London, and should be protected, not driven out of business."

It has not yet been demonstrated that municipal ownership is a decided success. Numerous experiments have been tried, but none of them have demonstrated that any enterprise can be operated as economically as privately-owned lines. The road has proved to be generally not operated successfully, and I doubt that the electrification of the London and Port Stanley will provide a better example than we already have.

If the city has money to spend on electric railways, why not build a line to the north? Let us have a road to Grand Bend and on to Sarnia. This will open up a new territory and bring an additional line to London. We have two lines to Port Stanley already. Why not get a line somewhere else, if the city has the money to spend?

Passengers and Freight.
"When you get down to the last analysis the L. and P. S. R. will have nothing but passenger and package freight business if it is electrified. That will not mean much for the city. Mr. Moll favored electrification. He read a paper, dealing with the history of the line since its inception. The Great Western first leased the line. Later it was taken over by the Grand Trunk. This company allowed the road to become practically useless. Later the Lake Erie and Detroit Railway got control and finally the Pere Marquette.

"The L. and P. S. R. has been of decided advantage to coal users," said Mr. Moll. "Low rates have been secured on this commodity, with the result that London is in a much more advantageous position than other cities. It is my opinion that with electrification all our merchants and businessmen would be given the same advantages as coal users. That is what the road was built for and what it will ultimately produce."

Points to Hydro as Success.

"Public ownership in London has been a success. The waterworks is undoubtedly a success. The electrical department has been demonstrated to be a success. The electrification of the London and Port Stanley will prove to be as great a success in my estimation. The progress of the world is towards public ownership, and it is my opinion that London can set an example in this matter by electrification. "It is to be expected that some of the railways will object to this proceeding. None of them has ever shown sympathy towards the city's line. In fact, they have done all they could to close it up. They have shown no sympathy in the past, and we can expect none in the future. It is to be hoped that the city will also take over the London street railway. The two systems would work wonderfully together. Freight could be distributed at night, decreasing the cost of power. The two systems would be electrified."

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JAMAICA LOOKING TO UNITED STATES

English Observer Says Younger
Generation Favors Com-
mercial Union.

A PREFERENCE WANTED
That Alone Would Restore Allegiance
to Great Britain. It Is
Believed.

[Canadian Press.]

New York, Sept. 14.—A cable to the Tribune from London says: Jamaica's probable future as a dependency of the United States has a prominent position in the Morning Post. A gentleman who is closely connected with Jamaica says that so far as the sentimental side is concerned it is unfortunately true that the younger generation of whites and educated negroes believe that the prosperity of the island lies in the direction of a commercial union with the United States. Even political union they regard with complacency unless Great Britain adopts a policy of colonial preference, and thereby assists the West Indies. The increasing production of sugar, coffee, cocoa, etc., offers no alternative to the ever-increasing cry for association with the United States either by reciprocity or by a political union, or at least closer connection with Canada.

An additional impetus to the movement toward the United States may arise upon the completion of the Panama Canal. Old West Indian planters say that the growth of feeling in Jamaica in favor of America is only natural, but that a preferential treatment would restore the allegiance of Jamaicans to Great Britain.

NEW WITNESS OFFICE

Montreal Paper to Put Up Fine Ten-
Story Building.

[Canadian Press.]

Montreal, Sept. 14.—The proprietors of the Montreal Witness today announced that "owing to the present phenomenal development and growth of the paper" since the recent campaign in its favor the paper had decided to build a ten-story building. They have already acquired land nearly half an acre in extent next to their present premises for this purpose. The Witness proprietors promise that their new offices will be the finest in Canada.

AUDACIOUS LAUNCHED.

Birkenhead Eng. Sept. 14.—The new British built ship Audacious, one of the King George V. class, was launched here today. The warship already has been eighteen months in building, the delay in her construction being caused by labor troubles, which have seriously affected all British naval construction. Many improvements have been introduced in the Audacious, the details of which, however, have been withheld by the admiralty.

THE WEATHER.

TOMORROW—SHOWERY.

Forecasts.

Toronto, Sept. 14.—8 a.m.—Moderate to fresh variable winds; partly cloudy and moderately warm, but some local showers, chiefly on Sunday.

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

Stations. High. Low. Weather.

LONDON.....73.5.....48.....Fair

Calgary.....64.....34.....Cloudy

Winnipeg.....60.....24.....Rain

Port Arthur.....62.....50.....Fair

Perry Sound.....72.....58.....Fair

Toronto.....74.....62.....Cloudy

Montreal.....76.....58.....Cloudy

Ottawa.....70.....56.....Cloudy

Quebec.....68.....54.....Cloudy

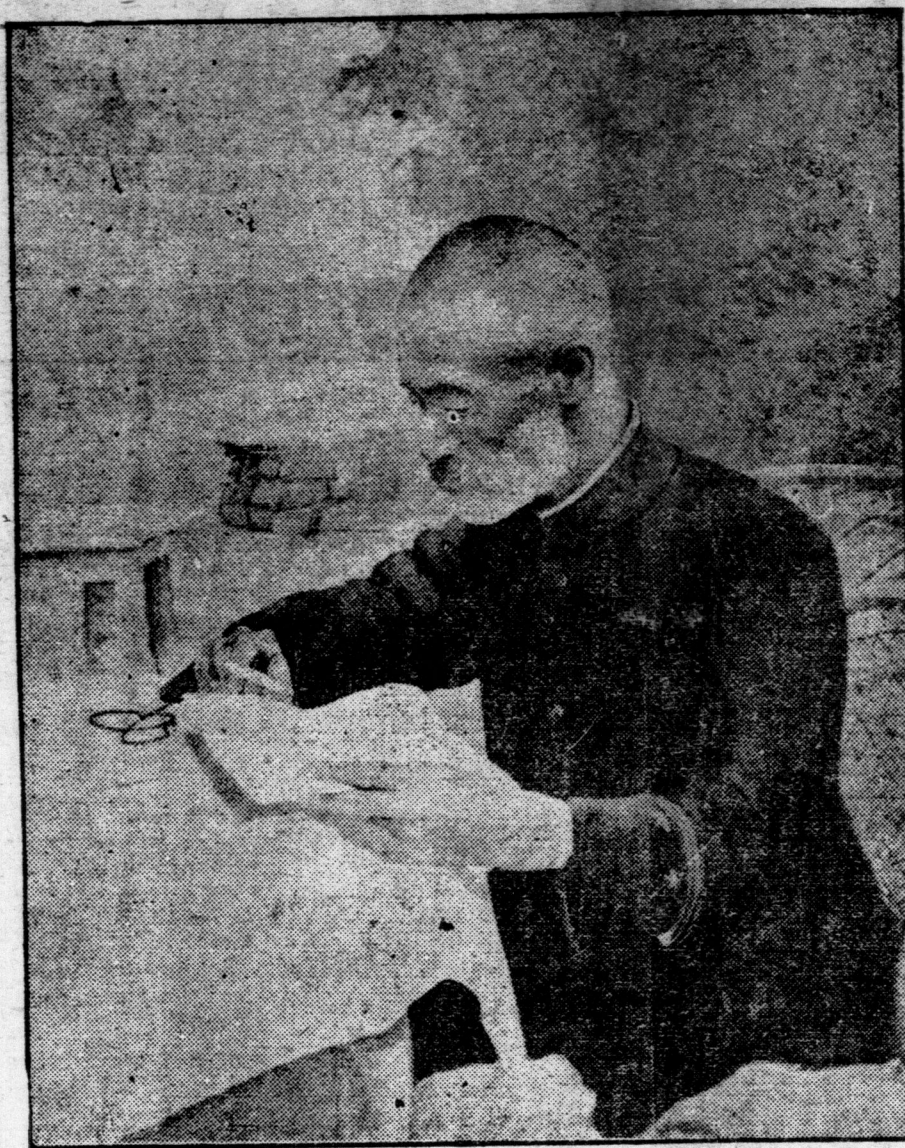
Halifax.....52.....44.....Rain

Weather Notes.

Rain has fallen heavily from Eastern Saskatchewan to Manitoba, and a few scattered showers are reported in Ontario and Quebec.

The cool wave is centred in Northern Alberta, where sharp frosts are reported.

The depression has reached Lake Su-



GENERAL NOGAI,
Famous Japanese Commander, Who Captured Port Arthur and Who Suicided
Yesterday as Tribute to Dead Mikado.

KILLED BY CARS WHEN WIND BLEW OUT LAMP

Len Eastman, Aged 22, of Sarnia, Stepped Between
Cars at Strathroy, and Lived Long Enough
To Tell How Accident Occurred.

[Special to The Advertiser.]

Strathroy, Sept. 14.—Grand Trunk

Brakeman Len Eastman, of Sarnia, was killed here about 3 o'clock this morning, when his lamp went out, and he stepped between the cars in the darkness.

The accident occurred just as the train was pulling into Strathroy station, and it had only a few feet to go before stopping. Eastman, who was rear-end brakeman, had only been on the road two weeks, and was out on

top of the cars when his lamp went out. As soon as the train stopped he was missed, and the crew on searching for him found him lying beside the tracks, terribly mangled. He lived barely long enough to tell the railwaymen how the accident occurred.

Eastman was on the through run on a fast freight from Mimico to Sarnia. He is the only son of George Eastman, of Sarnia, one of the employees in the Imperial Oil Works.

MURDER CHARGE IN

HAMILTON MYSTERY

James Bruce To Be Charged

With Causing Death of

Rose Zeipe.

[Canadian Press.]

Hamilton, Sept. 14.—Crown Attorney

Washington announced this morning that James Bruce would be charged with murder in the death of Miss Rose Zeipe, into whose case an inquest was held last evening, following her death some weeks previously at the City Hospital after she had eaten some chocolates taken to the institution by Bruce for his wife.

The analysts' report submitted at the inquest last evening showed that there was strychnine in the girl's stomach, but that there was no poison in the chocolates.

PINNED BENEATH CAR

Montreal Laid Fatally Injured From

Bike Colliding With Car.

[Canadian Press.]

Montreal, Sept. 14.—Hurrying on his

bicycle to get to work, Ernest Chevalier, a young lad residing on Bangor street, collided with a street car at the corner of Ontario and St. Denis street this morning. The lad was pinned down under the car. When it was lifted it slipped from the jack and fell back again on the boy.

Chevalier stood the agony he suffered with Spartan pluck, and repeatedly asked that his mother be not told of the accident.

What he was finally removed from under the car, an examination showed that his injuries included a fractured skull from which he is not likely to recover.

HE'S NOT DEAD

Reported Demise of C. P. R. Official

Proves to Be Mistake.

[Canadian Press.]

Montreal, Sept. 14.—The reported

death of Allan Cameron, of the C. P. R., in a London cable on Thursday, was an error. Mr. Cameron, according to telegraphic advices received at C. P. R. headquarters yesterday, is alive and well at Alberta. Mr. Cameron left England three years ago, and was the C. P. R. traffic agent in New York until six months ago, when he was appointed superintendent of the land division of the department of natural resources, with headquarters at Calgary.

LOST PROPELLER BLADE

Liner Olympic Meets With Slight Ac-
cident On the Atlantic.

[Canadian Press.]

London, Sept. 14.—The White Star line

steamer Olympic, which arrived at Plymouth today, lost a propeller blade during the voyage from New York, which port she left on Sept. 7. The vessel, which is scheduled to sail from Southampton on Sept. 18, will, however, leave that port on the date planned.

The Olympic only left the drydock at Belfast on Aug. 27, where she had been well at anchor being fitted with a new propeller, which was broken through striking a submerged obstruction while the vessel was on a recent voyage to New York.

Marriage Contract.

In a resolution presented by Delegate

Joiner, of Calgary, the Dominion and

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ROMANCE OF BOER WAR

Ladyship Defender Has Bullet Re-
moved From Near Heart.

[Canadian Press.]

Montreal, Sept. 14.—There is an al-

most unbelievable touch of romance about Frederick Irvine, of Malleson-

neuve, who came out of Royal Victoria Hospital yesterday afternoon. Ever

since he, as a British soldier, fought the engagements of the English in the South African war, he has carried

around with him a bullet, but, it was removed by local doctors, and Mr. Irvine was declared perfectly cured.

Because the English army doctors could not find the bullet, they held that he was not wounded, and he was compelled, when he left the army, to do so without a pension.

Mr. Irvine got his wound at Lady-

ship.

OTTAWA AND LONDON ARE NECK AND NECK

For Six Full Days Eastern Exhibition's Estimated
Attendance Is 170,000—Receipts Will
Reach \$40,000.

[Special to The Advertiser.]

Ottawa, Sept. 14.—The Ottawa exhibition, held simultaneously with the Western Fair, is closing the most successful week in its history with a big Saturday attendance. It is estimated the total attendance will be 170,000. On Monday the attendance was 18,000; Tuesday, 18,000; Wednesday, 50,000; Thursday, 45,000; Friday, 26,000; Saturday, 13,000. The paid attendance will amount to over \$40,000. It is estimated that the fair brought over a million dollars to Ottawa from outside points.

MERCHANTS REAP

HARVEST OF COIN

THIS FAIR WEEK

Business Better Than For Many

Years Before Is Report

Received.

MANY FORCED TO

SLEEP ON COTS

Estimated That Between \$750,-

000 and One Million Dollars

Was Left in the City

in Five Days.

London merchants have had no cause

to complain of trade during the past

week. For the Western Fair has served

the double purpose of attracting people

to the city and causing them to leave a

large sum of money in local hands.

The estimated number of visitors in

the city during the past week is placed

at 150,000.

It is natural to suppose that each one

of these people made some purchases

while in the city, besides spending money

at the local theatres and other places of

amusement. Supposing that each of

these people spent an average of \$5

apiece, which is a low average, during

the stay in the city, it would mean that

the large sum of \$750,000 was left in

London. However, it is believed that

close onto a million dollars was left in

the city during the past week by fair

visitors.

Best Week in Years.

Local merchants claim it is the biggest

fair week in years, and that they did

more business than in any fair week

during the past 25 years. Every line of

business was patronized, and many

of the clerks were kept as busy as

at Christmas time.

The hotelmen report a record-breaking

week also. In many hotels every room

was taken up, and people were sleeping

in cots in the hallways, parlors and

kitchens.

Better Than Toronto.

The Midway proprietors had a great

week, and one of them stated that he

had not done as well at the Toronto ex-

hibition. It was his first time in Lon-

don, but he intended to come back every

year in future. Many other Midway

owners remarked the same thing. Al-

though it was the most profitable week

that the city of London has enjoyed for

some years.

Secretary A. M. Hunt and represen-

tatives of The Advertiser and Free

Press drew tickets to decide the own-

ership of a \$200 acetylene outfit award-

ed to the holder of the lucky ticket of

the \$50 distributed to farmers during

the week. The holder of the successful

ticket, No. 489, was Mr. J. D. Drum-

mond, who resides near Ailsa Craig.

RAILWAYS WERE BUSY

HANDLING THE CROWDS

Dozen Specials Carried Visitors

to Fair From All Points

of Compass.

Nearly all the trains running out of

London today are carrying special

coaches to accommodate fair visitors

who are going home. Monday is the

last day for the special rates, but the

great majority of those who came in

to spend a few days are going home

today.

A Grand Trunk official stated to

The Advertiser this afternoon that

while the returns are not complete yet,

the company expects that all previous

traffic records will be broken. The C.

P. R. officials state that they never

handled more fair visitors than came

in during the week.

The other steam lines and the Traction

Company also did a record business.

CANADA AND PANAMA

Shipping Men Notified By U. S. That

Tolls Must Be Paid.

[Canadian Press.]

Montreal, Sept. 14.—Several ship-

ping men are today in possession of a

circular, which has been sent out by

the navigation bureau of the United

States department of commerce and

navy, and containing an official decla-

ration of the fact that neither Cana-

dian vessels nor those of other for-

foreign countries will be permitted to use

the Panama Canal free of tolls.

It is anticipated by shipping men

who have been spoken to on the sub-

ject from time to time, that the Pan-

ama Canal will be virtually closed to

Canadian trading vessels as long as

the present operation of the canal act

remains in force.

It is pointed out that since a Cana-

dian vessel cannot sail from a Cana-

dian or an American port through the

canal to an American or a Canadian

port on the Pacific coast without pay-

ing tolls, that rail transit will still

continue to be the means of sending

freight from east to west or vice-

versa.

REVOLT'S BACKBONE BROKEN.

New Orleans, Sept. 14.—The back-

bone of the Mexican revolution, ac-

cording to Ernesto Fernandez Y. Arriago,

recently minister plenipotentiary from

Mexico to Honduras, has been broken.

Minister Arriago is en route to his

new post. Besides declaring that the

federalists had the situation well in hand

in Mexico, he would not discuss the

situation.