

"Chief Magistrate" Refused to Give Expert Reports to The Advertiser

First Submitted for the "Garbling" Process to Electrification Organ Even Before Aldermen Saw Them.

TRICKSTER HANDED CITIZENS' REPORTS TO THE FREE PRESS

Mayor's Chair Occupant on Two Occasions Showed His Small Partisan Calibre.

KEPT FROM ADVERTISER BECAUSE OF WEAKNESS

Ald. Moore Handed Eastman Report to Both Papers at Same Time.

IT APPEARED IN FULL But Other Documents Were Given to His Defender by "Chief Magistrate."

In last night's issue of the Cataract Power-Blackburn journal its twisting, turning, evading editorial policy was once more evidenced. On its front page appeared allegations as to The Advertiser's treatment of the reports submitted by "experts" on the London and Port Stanley electrification. In its usual dishonest style it had this to say:

The Marshall report upon electrification is so strong and to the point that the London newspaper has refused to print it. Two days have elapsed since the report was placed in the hands of City Clerk Baker. The report was published in full in the Evening Free Press of Tuesday.

One line from the Marshall report itself has yet to appear in the columns of the Traction interests newspaper.

This is of a piece with the treatment that was accorded the Warfield and Eastman reports.

The Traction interests and their friends at the city council held up the work of electrification of the London and Port Stanley Railway last January upon the plea that they wanted "independent" reports.

Three reports have now been submitted by experts employed and paid by the citizens. Not one of these reports has been reproduced in the newspaper that represents the private interests.

The Allegations.

In regular order these allegations are:

1. The Advertiser refused to print the Marshall report.

2. The report was two days previously placed in the hands of the city clerk.

3. One line from the Marshall report had yet to appear in The Advertiser.

4. Similar treatment had been accorded the Eastman and the Warfield reports.

5. "Traction interests" held up the electrification work.

6. Not one of the three reports submitted by the experts had been reproduced in The Advertiser.

The Facts of It.

In the same regular order the facts of the allegations were:

1. The Advertiser did not refuse to print the Marshall report. The Free Press' official press agent—Mayor C. M. R. Graham—refused to give it to The Advertiser.

2. The report had been in the hands of the city clerk only 24 hours.

3. A resume of the Marshall report appeared in the day previous to the hysterical attack in the Free Press.

4. The Eastman report was printed in full on July 14. It was the only report given to The Advertiser. This was due to the fact that Mayor Graham WAS ABSENT and could not prevent it being handed out.

5. Traction interests did not "hold up" electrification. The demand of the people was for more information, necessitating a little different treatment than the blind acceptance of the Beck report, preached by the Free Press, and its followers.

6. The Eastman report—the only one given to this journal—was reproduced in full.

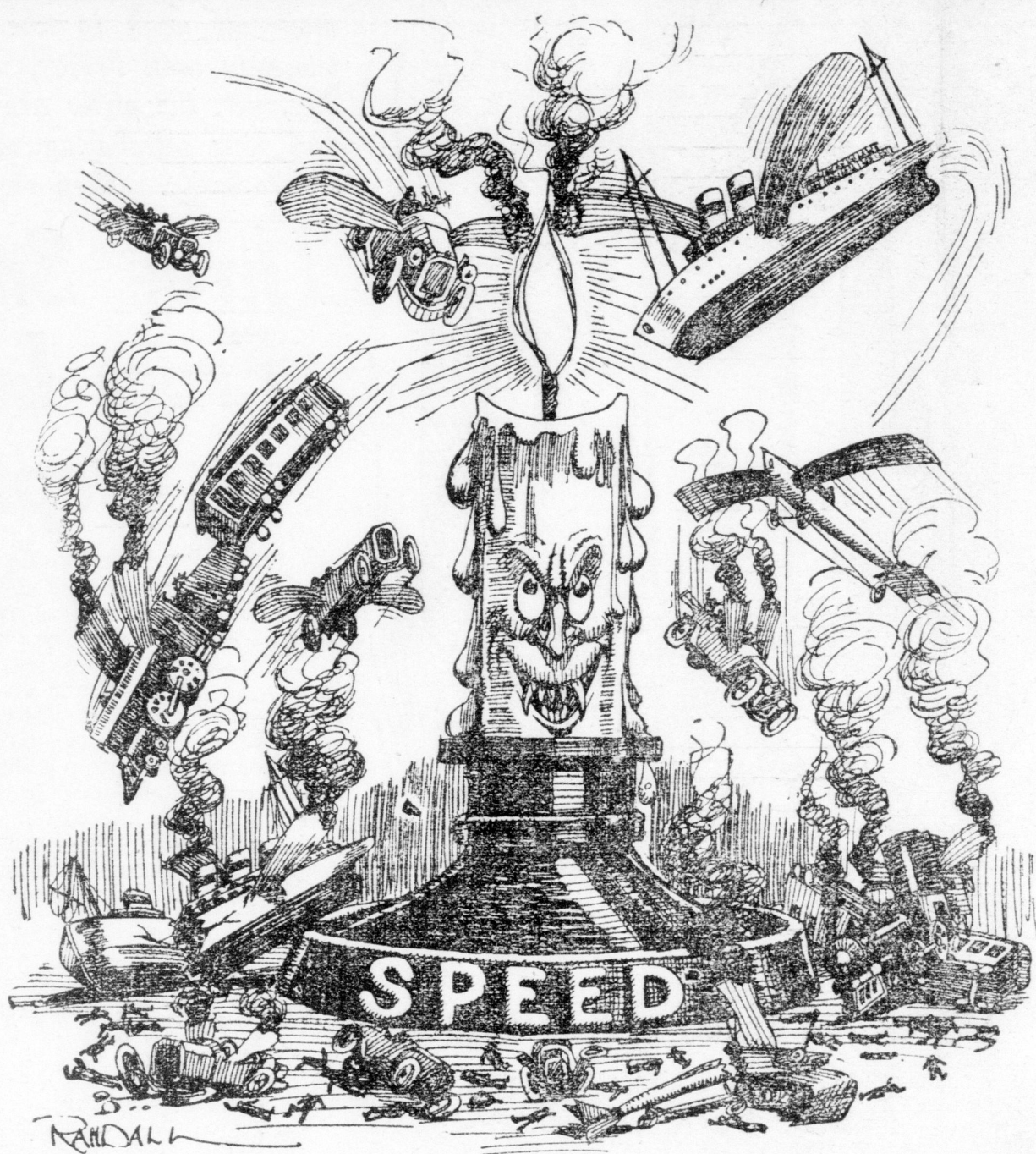
The Free Press professes ignorance of the reason the Marshall report was not printed in The Advertiser. Further in its same article it declares that the reports had been submitted by experts employed and paid by the citizens. In its vindictive spite, the F. P. overplayed its hand.

Given Out By Graham.

As the Free Press was well aware, Mayor C. M. R. Graham deliberately and by his own admission, handed out a report "paid for by the citizens," according to the paper's own statement, to the Free Press while at the same time he refused to give it to The Advertiser. The same was true of the Warfield report. The report did not belong to Mayor Graham. It was "paid for by the citizens." Yet the mayor treated it as his own. He handed it to the Free Press after publicly stating

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THE MOTHS AND THE FLAME



Steam Line to Operate Port Talbot to London Surveyors Are at Work

Is Expected to Handle the Coal Business of the Coal Trust By Way of Conneaut—May Be a Mackenzie & Mann Move.

Definite announcement of a steam line to run from Port Talbot to London was made Thursday to a prominent London financial man.

According to the statement given out, the railway is being built for interests that will conduct the entire coal business from Conneaut for the coal trust. It will run direct to London from Port Talbot, and at the present time surveyors are at work in the vicinity of Fingal, where they have been for two or three weeks.

Contract Let.

A New York contracting firm which has built many lines, is said to have received the contract for the line, and the head of the firm is expected to be in London within a few days.

The information was given to the Londoner over long distance telephone from Toronto, and he was assured that the line was far beyond the paper stage, and that it was being constructed for the specific purpose of carrying all the coal that at present comes into Ontario via Lake Erie.

Mackenzie & Mann?

In some quarters it is believed that this is one of the methods being adopted by Mackenzie & Mann to answer those who would have denied them an entrance to London.

The bulk of the coal that now comes from the Pennsylvania fields, via Conneaut, is handled over the London and Port Stanley Railway. It forms the large part of the line's business.

One theory is that Mackenzie & Mann have great influence with the steel trust, which controls the coal trade. The C. N. R. gives the steel trust its orders for steel rails, and has an influence in the routing of coal.

It has been stated on the best of authority recently that as a matter of fact Mackenzie & Mann have acquired, or are about to acquire, a controlling interest in the Lake Erie Coal Company, which some time ago, through the personal influence Mr. Beck was able to bring to bear, offered to take running rights over the London and Port Stanley Railway.

CLOSE TO 141,000 SAW THE WESTERN FAIR THIS YEAR

While the official figures of the Western Fair attendance have not yet been completed, Secretary A. M. Hunt estimates that approximately 141,000 people represent the paid admission figures. His figures for the various days are:

Saturday 3,000 Total 141,000

HUNDREDS DROWNED WHEN TONGA ISLANDS SINK IN SEA

Several White Men Among Those Lost When an Earthquake Probably Swallowed Up Islands—Steamers Fail to Find Any Trace of Falcon and Hope.

[Canadian Press.]—San Francisco, Sept. 12.—Falcon and Hope Islands, of the Friendly or Tonga group, in the South Pacific, have disappeared from view.

With them several hundred natives and a few white men also have disappeared.

News to this effect was brought to San Francisco yesterday by Captain J. H. Trask, of the steamer Sonoma, which arrived from Sydney, via Pago

Pago and Honolulu, Capt. Trask said: "One of the regular trading steamers between Sydney and the Tonga group, reported the sinking of the islands. The vessel steamed to where Falcon Island should have been, but it was nowhere in sight."

"Just prior to this the instruments at the Sydney naval station showed that violent earthquake shocks had taken place about 2,000 miles northeast of Sydney."

"Mr. Foster referred to the charges that certain materials owned by the hydro have mysteriously disappeared. 'Such is not the case,' said the mayor."

Mr. Beck was asked to report on the condition of the hydro before appointments were made. Insisted. Continued on Page Eleven.

CHURCH ATTACKS HIS FORMER IDOL; HON. ADAM BECK

Toronto Controller Says That Hydro Commission Is Being Sold to Corporations.

THE BLACK APPOINTMENT

Public Ownership Men After Power Minister, Accusing Him of Breaking Faith.

[Special to The Advertiser.] Toronto, Sept. 12.—The astounding spectacle of Controller Church, of this city, attacking his idol, the Hon. Adam Beck, was given at the meeting of the controllers in Toronto, the following account of which is given in the Toronto News (Conservative):

"Reappointment of Mr. P. W. Ellis as chairman of the Toronto Hydro-Electric Commission was recommended to the city council today by the board of control. The decision was reached only after strenuous opposition by Controllers Church and Foster and sharp, bitter, wordy passages between the controllers."

"Controller Church opened the debate by objecting to the Government's appointment of Mr. R. G. Black to the local commission. 'They have appointed a former representative of Mackenzie & Mann,' he said. 'The appointment is a poor one. Moreover, the commissioners should serve without any salary, the same as the mayor.'"

"Are you not a little late?" suggested Mr. Hocken.

Corporation Designs.

"The controller replied to the effect that the corporations have designs on the local hydro-electric board. 'Mr. Beck has receded from his position,' said Mr. Church. 'The appointment of Mr. Black is virtually notice that Mr. Beck is satisfied with conditions in the local hydro. The corporation element has control of the Ontario Railway and Municipal Board. Now they are asking for it in hydro.'"

Mayor Hocken interrupted to move the reappointment of Mr. P. W. Ellis as the city's representative. Immediately Controller Church was in arms.

"Hon. Adam Beck has white-washed Mr. Ellis by appointment of Mr. Black. Mr. Black is not competent. His appointment is the weakest the Government has ever made, and they have made some very weak ones to the railway board."

"Mr. Foster referred to the charges that certain materials owned by the hydro have mysteriously disappeared. 'Such is not the case,' said the mayor."

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ARRANT KNAVERY PRACTICED BY THOSE WHO SEEK TO PLUNGE LONDON INTO DEBT BY HIDING THE FACTS AS TO ROAD'S DEBT

City Clerk's Year Book Shows That City Must Pay Interest Annually on \$2,010,186.00. While All Experts Are Made to Believe That Charges To Be Met Are on Only \$765,511—Dishonest and Dishonorable Tactics.

The year book of the city of London contains the official information of charges on the London and Port Stanley Railway, which has so far been disregarded by every "expert" who has been called upon to make a report.

The statement shows that prior to 1903 the indebtedness on the road amounted to \$765,511, upon which interest has to be paid.

The report continues:

1903 Statement.

The statutes of 1903 adds \$567,643 for arrears of interest to the above indebtedness.

First mortgage bonds \$1,332,854.00

Such bonds to be paid in ten years with 5 per cent. interest.

In the general statement the road's total liability is given as:

Liability.

Bond issue of 1903.....\$1,332,854.00

City interest account.....234,992.61

Capital stock.....442,340.00

\$2,010,186.61

Upon every cent of this money interest must be paid by the city of London, and, according to the statutes, no more money may be expended on the road until the bond issue of 1903 is paid up. At 5 per cent. the interest on the city's liability would amount

SPEAKING OF FAIRNESS!

The Blackburns claim to be fair.

Would it be fair of them to deny the Cataract Power people, who own almost a third of the stock of the Free Press, a voice in the conduct of the paper?

Surely not! They would not be guilty of such selfishness!

How many "private interests" are there behind the Cataract Power interest in the Free Press?

to \$100,509 annually in round numbers.

This is an amount that has to be paid, and is paid each year. New debentures will have to be issued soon to take care of it.

Yet the Warfield "expert" has the effrontery to allow only \$45,686.28 for this amount! His omission is a glaring one. He was in the city and knew the facts. In the brazen knavery of the campaign conducted by Men Friday and Ross Rifles, the other experts may not have had access to these figures.

Not a single expert has shown an

honest surplus for the electrification scheme. That statement goes unchallenged. The facts are apparently withheld from some, and with the others they are hidden.

With the interest charges, as set forth in the year book of the city clerk, taken care of, every scheme would show a deficit for electrification of from \$16,761 to \$70,313.

The Eastman and Marshall reports, the two latest to be received, show beyond any doubt that there would be enormous deficits to be faced each year by citizens if the rosiest dreams of the promoters have been accomplished.

LOUIS FOR, little Chinese boy, who is to make his home in London soon, and his mother.



"Suggestive" Dances Are Not So Bad

Police Chief Says Barkers Deliberately Give Wrong Impression.

Chief of Police Williams smiled this morning when told that complaints of suggestive dances being performed in one of the tents along the Midway had been made to The Advertiser.

"The dances are all right as far as I can learn," said he. "My men have investigated them, and found that beyond wearing a few flashy clothes when they appear on the platform before the tent, the women are doing nothing that is outside the law. In fact the performance on the front is far worse than what is seen inside, and as to the 'barkers' inviting men only to come in, why, it is that kind of a suggestion that gets the easy-marks to pay their dimes. The men who pay good money to go into such foolish shows are the ones who should be prosecuted instead of the people who put on the shows."

THE WEATHER.

TOMORROW—GENERALLY FAIR.

Forecasts.

Toronto, Sept. 12—8 a.m.

Moderate to fresh north to northwest with a few scattered showers, but generally fair.

Temperatures.

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

Stations.	High.	Low.	Weather.
Victoria.....	70	48	Clear.
Calgary.....	72	34	Clear.
Winnipeg.....	64	42	Cloudy.
Port Arthur.....	70	42	Cloudy.
Parry Sound.....	68	52	Cloudy.
Toronto.....	69	58	Cloudy.
Ottawa.....	64	46	Cloudy.
Montreal.....	69	42	Cloudy.
Quebec.....	56	44	Cloudy.

Several shallow depressions exist on the continent this morning, while the pressure is quite high over the Western and North-western States.

FIFTH PERFECT DAY MAKES A RECORD-BREAKER FOR THE WESTERN FAIR ATTENDANCE

Fine Weather of the Week Has Made This Year's Exhibition a Bigger Success Than Formerly in Some Respects—Looks Like the Best Year Since 1895.

TWO ARRESTED IN CONNECTION WITH OTTAWA MURDER

Bookmaker and Sheet Writer Taken by Police at Montreal.

NO REASONS GIVEN YET

Two Women Will Go Back to Ottawa With the Men.

[Canadian Press.]

Montreal, Sept. 12.—Nathan Shapiro, bookmaker, and Henry Dreyfus, sheet-writer, well known on all Canadian and American race tracks, were arrested in Montreal today on request of Chief of Police Ross, of Ottawa, who wants them in connection with the murder of Abe Rubenstein, Brooklyn, formerly employed by Shapiro, whose body was found in a trunk beneath a vacant store on Tuesday last.

The arrests were made by Chief McKaskill, of the provincial police, and Detectives O'Donnell and Lahine, of the local force, and Detectives Buning and Joliat, of Ottawa.

Shapiro was arrested in the Windsor Hotel, and Dreyfus was taken into custody in his room at 214 Mountain street.

Neither made any statement, but went quietly with the officers.

They will be taken to Ottawa, on the afternoon train, together with the two colored women, Lottie Bragman and Bessie Simms, who were taken into custody last night.

Detectives went to the race track yesterday to try and locate Shapiro and Dreyfus, but were unable to find them. The police did not divulge at the time of the arrest the reasons in detail for the detention of the race track men. They simply stated that Chief Ross had asked that they be taken into custody.

The weather man has made it five straight for the Western Fair. Five perfect days have helped to make this year's exhibition a bigger success in many ways than it has ever been, and have set a record for weather that will never be beaten, because the score was perfect. Today marks the windup of the big show for this year and already comparisons are being made by the directors with preceding years.

"Eighteen ninety-five was the year of the big rate war on the railroads, and we made a record for attendance then that has been hard to beat," said Mr. William Moore, one of the directors, this morning, "but I think this year's figures will come pretty close to it."

Thursday's attendance is admitted to be slightly less than that of Farmers' Day, but both were record breakers, and will help to swell the figures for the week's attendance to enormous proportions.

Seeing It Second Time.

The crowd was late in getting to the grounds this morning. Perhaps the festivities of the preceding days had something to do with it, but at any rate the number inside the gates during the morning looked small in comparison with the two preceding days. There was one advantage in this, however, in that those who did visit the grounds during the morning had an excellent opportunity to see all the exhibits, as there was not the accustomed crush in the various buildings. The rising generation was much in evidence again this morning, and no more enthusiastic fair-goers could be found anywhere. Many of those attending today are there for the second or third time, and know just where to find the exhibits in which they are interested. All exhibits are to be left in place until tonight, and the full program will be carried out this afternoon and evening.

The last parade of live stock takes place before the grandstand at 1 o'clock and the last of the speed events will be decided during the afternoon. The grandest display of fireworks ever witnessed in this city is scheduled to bring to a grand finale the Western Fair of 1913.

A Visitor From Cochrane.—Mr. Roy Nickle, son of Sergeant of Detectives Thomas Nickle, is spending a vacation in the city. Mr. Nickle is employed with the Transcontinental Railway, at Cochrane and has recently been one of a syndicate formed to drill for oil in New Ontario. The syndicate has 3,000 acres of land under lease, and will endeavor to ascertain whether the indications are genuine or not.