

COMPENSATION A CHARGE ON INDUSTRY FORWARD POLICY ON SOCIAL PROBLEMS

Mr. N. W. Rowell Has Frank and Informal Talk on Important Matter With Large Body of Workingmen at Woodstock.

Says More Attention Must Be Given to the Solution of a Group of Allied Social and Industrial Questions.

Declares He Will Introduce Workmen's Compensation Act Next Session if Government Refuses to Do It.

[By Our Own Man.]

Woodstock, Aug. 29.—Mr. N. W. Rowell, K. C., M. P., leader of the Opposition in the Legislature, had a heart-to-heart talk with the workingmen of this city tonight on social and industrial questions, particularly in the subject of a workman's compensation act. The meeting was the very essence of democracy, as Mr. E. W. Nesbitt, M. P., declared in a brief speech. The hall was filled with workingmen, and they entered into the discussion of the problem with vigor and intelligence. The Liberal leader introduced the subject and then allowed his hearers to give their ideas of the necessary clauses to be included in such a bill. The discussion was frank and open. Many declared it to be the most satisfactory meeting they ever attended. It afforded Mr. Rowell an opportunity of getting in close touch with the men who toil, and the results cannot be anything but educative for the leader, and beneficial to his hearers.

The Present Act.

Mr. Rowell made it very plain that the present compensation act was much behind the times. In fact, he declared that Ontario and New Brunswick were not only behind other portions of the Empire in this kind of legislation, but were behind many European countries, several of which were not considered modern in many respects. He took the ground that every man injured should be compensated, and that the industries of the province should bear that expense as a portion of the capital cost of running their business. He thought the manufacturers would agree to that. It was his intention to bring in a modern compensation act at the next session of the Legislature, if the Government did not do so. If Sir James Whitney brought in a measure based on the broad lines he favored, he would guarantee that himself and every one of his followers would support it.

Only One Phase.

Mr. Rowell explained that workmen's compensation was only one of a group of allied social and industrial questions. It was because of his interest in social questions that he was in public life. He made a strong plea for the greater consideration of social problems by the Government of the province, and recommended the creation of a department for this purpose, if the present departments could not be re-arranged so as to permit one of the present ministers to give these problems the time and attention.

Rev. Dr. McMullen.

Rev. Dr. McMullen presided at the meeting. He was glad to see so large a gathering to help discuss so important a subject. He came himself to hear the exposition of a theme that had been close to his heart. Mr. E. W. Nesbitt, M. P., spoke briefly. He congratulated Mr. Rowell on calling the meeting. Such a gathering was the very essence of democracy, and was certain to produce good results. It was the duty of the representative of any riding to consult the electors, no matter what their politics on matters of importance. Such a course of action would make for better legislation, and a better understanding between the representative and the constituents he represented.

The Legal Aspect.

One of the bad features of the present compensation act was the legal aspect. The injured men, the majority of whom could not afford to undertake any serious litigation, are compelled to go to law, with the result that in many cases the damages they obtain are consumed in law costs. He had known a man who obtained a judgment for \$1,500 for injuries, but when he paid his legal expenses there was no more than \$10 left for himself. In his opinion there should be no necessity for actions at law. The manufacturers were willing to have an equitable law passed. Mr. Nesbitt took the ground that railways should be included in any act passed by the Government. He knew they would protest against this, but they were the worst offenders of them all.

The Liberal Leader.

Mr. N. W. Rowell was given a most cordial greeting on rising to speak. He had called the meeting to get in touch with the sentiment of the workingmen of Woodstock. As much as he would like to do so, it was impossible for him to meet each personally and obtain their individual views on this most important subject. As a result he had called the meeting.

GROUP OF SOCIAL PROBLEMS WHICH ONTARIO MUST FACE

N. W. ROWELL AT WOODSTOCK.

"There is a whole group of social and industrial problems pressing for solution. It is the duty of the Government to address itself to the task, in investigating, and if possible, devising remedies. At the present time it is one of the most important functions that a minister of the crown could undertake. To this end it is necessary that the whole labor service shall be reorganized."

"The public health is one of this group of related questions. While marked advance was made in the legislation of the last session, we have only begun to deal with this subject in any really adequate way."

"All these social questions, this cluster of allied problems—labor, occupational disease, compensation, public health—demand a larger attention than they have been receiving. They are so important that they should occupy one of the ministers of the crown in investigating and bringing forward legislative and administrative measures. If this cannot be secured by a rearrangement of the present departments of the Government, a new department should be created to deal with these matters."

"Workmen's compensation is only one phase of the social problem. In Germany they have insurance provisions against old age, sickness, unemployment and accident. Great Britain has copied this legislation. It does not follow that we in Ontario should adopt exactly similar measures, but we should thoroughly investigate the conditions here, and ascertain whether some solution can be applied that will avert from this province the evils characteristic of other countries. We are only beginning to try to solve a group of social problems that must be faced."

WALKS GUARANTEED FOR AN ADDITIONAL FIVE YEARS

Mr. Anthistle Ready to Keep Downtown Cement Work in Shape Until 1922.

Mr. W. J. Anthistle, the contractor, who constructed the Dundas and Richmond street sidewalks, and whose work caused some criticism, especially after the hearing of the Ryndall charges, communicated with the board of works last night, volunteering to extend his guarantee on the work to

cover a period of ten years instead of the five years required in his agreement.

Mr. Anthistle declared that he communicated with the board because of the discussion and insinuation concerning the quality of his work, and asserted that the entire contract had been carried out strictly in accordance with the specifications prepared by City Engineer Wright. As an evidence of good faith he added that he now undertakes to keep the walks in repair for twice as long as is required of him in his agreement with the city.

RUN ONE CAR A DAY OVER THE OLD LINE

By This Means Street Railway Company May Laugh at Litigants.

COUNCIL A PARTY TO IT

Scheme to Make Injunction Practically Ineffective in Wellington Street Matter.

It is understood that the London street railway has prepared a scheme whereby litigation will be prevented when the Wellington street car line is removed.

There is no question as to the intentions of the company. It will run a line north on Richmond street, from St. James connecting with the Wellington line at Revere. The Wellington street car line will then be raised, or at least an effort will be made to raise it.

If an injunction is issued, the company will leave the line there, it is stated, and run a car a day over it. That schedule of course will not be satisfactory to the residents of the thoroughfare, but the company need give no more unless the city council demands it. As the aldermen are party to the agreement, it is confidently expected that they will insist on better service.

This action of the company will prevent any litigation, it is thought, and compel the propertyowners to give up the struggle when they find that the London street railway intends removing their tracks, in spite of the protests of the propertyowners along the street.

Some time will elapse, it is stated, before any definite action is taken. The company will double-track Horton street and the Hamilton road before touching Richmond street. However, it appears that the London street railway will have some trouble on their hands before all the lines are completed.

USED OIL ON FIRE AND SEVERELY BURNED
Mrs. Robert O'Gorman Suffers Much Pain, But Will Recover.

A can of kerosene oil, used to light a kitchen fire, nearly caused the death of Mrs. Robert O'Gorman, 755 York street, Thursday afternoon.

COLONEL "KNOCKS" RECIPROCITY PACT

Afraid That the Canadian Parliament May Adopt the Measure.

"BULLY DAY" ON STUMP

At Open of Campaign Explains Why He Adopted Progressive Principles.

[Canadian Press.] Burlington, Vt., Aug. 30.—For 150 miles, former President Roosevelt raced over the road in an automobile yesterday, proclaiming the doctrines of the Progressive party. He made eight speeches, and his day's work lasted from 9 o'clock in the morning until nearly midnight. When he arrived in Burlington, where he spent the night, he was covered with a thick layer of dust, but said he was in fine trim, and had a "bully day."

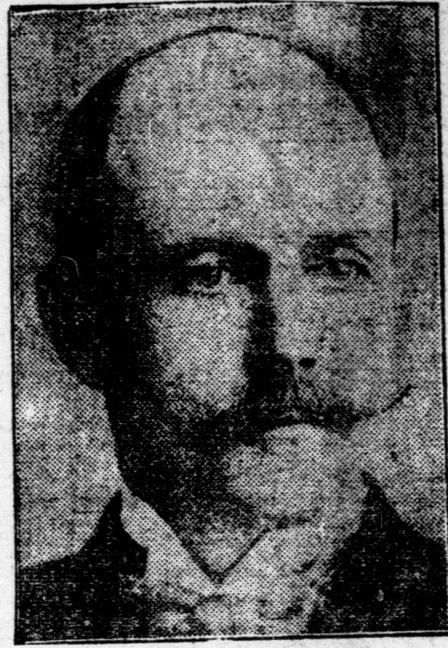
In his speech here last night, Col. Roosevelt demanded immediate repeal of the Canadian reciprocity law enacted by Congress, saying that while it was on the statute books the Canadian Parliament would adopt the measure and put it into effect.

In one of his speeches yesterday, Col. Roosevelt explained how it was that he came to espouse the political principles which are advocated by the Progressive party. When he went into public life, he said, he had no idea of the way in which "big business" was conducted.

"I was puzzled years ago," he said, "by the opposition which I encountered to church and played being respected. I was shocked and horrified when I learned what they were doing."

One incident after another, he said, convinced him while he was governor of New York, and later in his public life that certain large corporations were "crooked." When he became governor, he said, he doubted if he knew what the initiative and referendum and other measures of the kind really were. It was through his experience, he said, that he came to the belief that such measures were necessary to place the people in more direct control of their agencies of government.

ITALY TO DROP OUT
[Canadian Press.] Brussels, Belgium, Aug. 30.—The Italian Government also will withdraw from the Brussels sugar convention on Sept. 1, 1913. Notification of this intention was handed into the Belgian Government by the Italian minister today.



RT. HON. WALTER HUME LONG, M.P.
Former Secretary of Ireland, Who is Touring the Dominion.

POTTERSBURG READY TO JOIN LONDON

More Than Sufficient Number of Signatures for Annexation Are Secured.

MR. ANGUS ORGANIZER

Largely Instrumental in Agitating the Question—Ealing to Clear Up Several Points.

The necessary names have been signed to the petitions now being circulated in Pottersburg to annex that suburb to the city of London.

According to figures obtained there are 204 persons in that section eligible to sign the petitions. The act provides that over 50 per cent, or 102 persons, must place their signatures on the petitions before annexation will follow. Mr. Robert Angus, who has been largely instrumental in bringing the annexation movement to the present stage, states that more than the requisite number of signatures have been obtained.

"We have more than enough now," said Mr. Angus. "Annexation is assured. However, there are several who desire to sign the petitions, so we will not present them until all who desire to do so have affixed their names to them."

The Situation at Ealing.—The petitions being circulated in Ealing have not been so generally signed, and a meeting is being called to clear up some disputed points. One of them is in reference to farm lands, and the owners are anxious to be assured that the assessment will not be unnecessarily raised provided they join the city.

Mayor Graham and Ald. Spittal are expected to attend the meeting, and will explain the city's position. The council of London Township are beginning to interest themselves in the matter.

A deputation was present at the Knowlwood Park meeting last night, and raised objections to annexation. The council of London Township are beginning to interest themselves in the matter. The council of London Township are beginning to interest themselves in the matter.

Loss of Quarter of Assessment.—It has been discovered that the addition of Pottersburg, Ealing and Knowlwood Park to London would reduce the total assessment of the township of London about 25 per cent.

The residents of Chelsea Green have not got together to discuss the situation, and the sentiment is growing, it is stated, and definite action is expected shortly.

PORT STANLEY FISH TO GO TO BUFFALO MARKET
Agreement With New York Dealers Cancelled and Better Terms Secured.

[Special to The Advertiser.] Port Stanley, Aug. 30.—An important agreement has just been entered into by local fishermen whereby the whole catch will go to Buffalo instead of New York.

The fishermen claim that the arrangements with the New York buyers are not nearly as satisfactory as those they have secured from Buffalo. The new agreement goes into effect at once, and by it the Buffalo Cold Storage Company agrees to act as the agents for the fishermen and sell their whole catch on a commission of one-half cent per pound. The fishermen agree to pack and ship as directed.

The catch here is increasing every year and a very large business is now done.

THE WEATHER.

TOMORROW—SHOWERY.
Forecasts.
Toronto, Aug. 30.—3 a.m. Today: Easterly winds; fair and cool; showers in the western portions during the night.

Temperatures.
The following were the highest and lowest temperatures during the 24 hours previous to 8 a.m. today:
Stations. High. Low. Weather.
Victoria. 64. 52. Rain.
Calgary. 56. 40. Fair.
Winnipeg. 52. 36. Clear.
Port Arthur. 58. 48. Cloudy.
Toronto. 58. 42. Clear.
Ottawa. 58. 42. Fair.
Montreal. 60. 46. Cloudy.
Quebec. 58. 44. Fair.
Father Point. 52. 46. Cloudy.

Weather Notes.
Pressure is highest over the lower lake region, and low in Eastern Canada and the Western Provinces. The weather has been fine from the Great Lakes to our Atlantic coast, and showery in the West. Frosts were general during the night in Alberta.

STORM SEWER SYSTEM ONLY WAY TO GOOD ROADS IN CITY

Extensive Program of Paving Impossible While London Has No Adequate System of Street Drainage.

RATEPAYERS MAY TAKE ANOTHER VOTE

The paving of the leading thoroughfares into the city of London cannot be accomplished until a storm sewer system is installed, in the opinion of City Engineer Wright.

As a result it is expected that at the election on Jan. 1, the ratepayers will be asked again to vote on a by-law to build a storm sewer system.

At the beginning of the year it was decided to pave the main arteries leading into the city. Among the streets mentioned were Ridout street and Wharncliffe road, South London; the Wellington road, Oxford street, in West London; Richmond street north, Wellington street, Dundas street, Adelaide street, Rectory street, and others.

The aldermen were of the opinion that it would not be fair to charge the ratepayers the full cost of these pavements, as the heavy traffic required a better road than under ordinary conditions, and they considered it unfair to charge them for the whole cost.

Drainage the Problem.—When they got into the problem it was found that it would be impossible to drain the streets if they were paved. The hygienic sewer system was taxed beyond its capacity, and no surface water could be turned into it. At the time the present excellent sewer system was installed, it was recommended by the special engineer, Mr. Chipman, that it be supplemented at once by a storm water system, but the ratepayers have refused to vote for it.

As a result the council decided to secure a topographical map of the city in order to find out if there were not some way of taking care of the drainage. The map is now being prepared by experts, and will be ready in a short time. It will be a very valuable piece of information, and will be in a position to explain exactly how the storm water is to be taken care of. It will be impossible to lay any pavements whatever, with the exception probably of a section of Ridout street

until the system is constructed. Before any of these pavements can be laid it will be necessary to have drainage to take away the water. The fundamental principle of road-making is in good drainage. With a storm water sewer it will be much easier to construct macadam roads, and it will be a general improvement in roads will follow. Up to the Council.

"As I said before, it is impossible to put down any permanent pavements until the storm water drains are constructed. A by-law will probably be submitted to the people in January. Of course that is not my business, but it is a matter for the council altogether."

The improvement to the streets this year have not been extensive, although quite a number have been oiled and rolled. Nineteen miles of roads have been oiled, but not half that amount has been rolled and gravelled. The process has been most successful. It is claimed, at the city hall, and will be extended next year.

As a result of the year's operations it is probable that many of the streets will be rolled, and temporarily repaired next year, but it is doubted that many pavements will be laid. If the storm water sewer carries the most of the energy of the engineer's department will be taken up with putting down this system. This will consume much time, in fact it is doubted that it can be accomplished in one year.

The course most likely to be pursued will be to lay a portion of the system next year, and put down some pavements. However, there will be difficulty in selecting the section to be done, and many are afraid that undue friction will result.

"I think the city should pay a portion of the cost of pavements of streets and thoroughfares," said Ald. Spittal. "It does not seem to be fair to charge the whole cost of an expensive pavement which will be largely used by others, to the ratepayers. A proportion of the cost should be borne by the general ratepayers. I am heartily in favor of paving these arteries of the city. The other streets will be attended to in good time, but first, I am hopeful that next year some definite work will be accomplished along the line of my storm sewer system is badly needed, and I feel confident that when the ratepayers understand the necessity for it, the money needed will be voted."

Something New in the Line of Combats Put on by Dr. Bice, of Delaware.

The story of an enraged bull charging a locomotive has been doing the rounds for many a year, but when one of these animals charges an automobile—then, that's a different story.

It actually happened. The other day Dr. Bice, of Delaware, was driving through the country in the vicinity of a village, when he drove through a herd of cattle. A bull took up a position on the road some distance in front, and simply dared the medical man to come on. Dr. Bice saw that there was nothing else to be done, so, turning on full power, he went heading at the bull. The latter, head down, did a little charging on his own account.

The machine and the animal met, but the physician was a trifle better at charging than the bull, with the result that the latter was turned topsyturvy into the ditch. After he got his bearings he started down the road belching a stream of fire, and the animals of his kind that once inhabited Bashan.

The automobile was slightly damaged.

Many that rails cannot be procured in time to proceed with the work is contended by the contractor, who claims that the rails can be obtained in three weeks after the presentation of the order.

The condition of Stanley street, between Worley road and Wharncliffe, has also continued to cause the greatest criticism.

FOUR MEN GIVEN TERMS AT KINGSTON

John Lampman Most Severely Punished as Leader of Brass-stealing Gang.

John Lampman, George Phillips, Clifford Phoenix and Nelson Harris, who pleaded guilty two weeks ago to a charge of stealing a number of brass patterns from the Wilcox Manufacturing Company, Chelsea Green, were sentenced by Judge Macbeth Thursday afternoon. All the members of the quartette have police reputations, and three of them have served terms in the Central Prison, and Lampman has already served two terms in Kingston.

Lampman, who was the leader of the gang, was given a term of five years in Kingston Penitentiary; Phillips will serve three years, and Phoenix and Harris were sentenced to two and a half and two years, respectively. The mothers of Lampman and Phillips were both present when the sentences were given, and they were very much affected.

The four will appear in the police court tomorrow on a charge of stealing iron from the G. T. R.

DOCTORS' PLAN CHARGE MORE

High Cost of Living and "Dead Beats" Given as the Reasons.

READY TO SERVE CHARITABLE CAUSE

Believe That Profession Must Be Placed on a Business Basis for Those Who Can and Won't Pay.

The physicians of the city are arranging among themselves to place the practice of medicine on a business basis, and as a result of a recent informal session a meeting is to be held within a short time to consider the advisability of increasing the rates at present charged in London.

The tariff which has existed in London "from the time of Adam," according to one medical man, has become impossible because of the high cost of living. Hay that at one time could be purchased for \$8 a ton, is now worth \$22, while gasoline for the physicians' motor cars has also doubled in price. Drugs, too, are increasing abnormally, one instance being given in hydrostatics. This drug was formerly worth \$2 to \$2.50 per pound, while \$3 is now the figure charged.

Is Practice Dishonest?
The city is also filled with lodges and fraternal organizations, all of which provide free medical attention to their members, while a number of the larger factories have also special medical men for the families of their employees. The railway companies provide doctors also. From this it may be seen that while the population of the city has increased, the field for general practice is diminishing.

Another of the doctors asserts that one of the reasons for the organization of the physicians is to "beat the dead-beats." Medical men, he declares, are always willing and anxious to look after those who cannot afford to pay, but those who can afford to pay and who will not, must be forced to.

Doctors are the first assailed by people vending tickets for church bazaars, raffles, and the like, and in all cases are expected to pay promptly, while their "customers" sit back comfortably and wait a couple of years before squaring accounts.

Charge \$2 a Visit.
At present there is no recognized tariff in London, although the usual charge is \$1 a visit, and the same for office consultation. Many doctors charge the two-dollar scale, however. It is now proposed to make the two-dollar charge general in the city, and to "get the money" without fail, excepting where there is reason to believe that the patient is not able financially, in which case attendance will be provided gratis.

INTERIM REPORT ON COMPENSATION

Sir William Meredith Says the Laws of Ontario Are Inadequate.

EMPLOYERS' CONTENTION

Consider That the Employees Should Furnish Ten Per Cent. of the Amount Required.

[Canadian Press.] Toronto, Aug. 30.—Sir William Meredith's interim report as commissioner to report on legislation providing compensation for workmen for injuries, an outline of which he submitted to the Legislature last session, has been issued as a blue book of nearly 500 pages. While the volume is an interim report, Sir William says: "Sufficient progress has been made, however, to warrant the opinion that the law of Ontario is entirely inadequate to meet the conditions under which industries are now carried on or to provide just compensation for those employed in them who meet with injuries or suffer from occupational diseases contracted in course of their employment."

Employers Contented.
"It is satisfactory to be able to say," continued Sir William, "that there is practical unanimity on this point, and that those who speak for the employers concede the justice of the claim made on behalf of the employees that the industries should bear the burden of making compensation. The employers, however, contend that the whole of this burden should not be borne by them, but that the employees should share it, and suggest as a fair contribution by the employees ten per cent. of the amount required to provide for the compensation. This contention is strenuously opposed by the employees, who maintain that the whole burden should be Continued on Page Eleven.

MONEY FOR SAULT DOCK

United States Government Has \$300,000 Appropriation Now Available.

Detroit, Aug. 29.—An appropriation of \$300,000 has been made available by the United States Government for the preliminary work on the construction of the fourth lock at the Sault. It is planned to rush the work of excavation through with all dispatch possible, so that the work will have reached a stage by the time that winter has set in, that further appropriations may be submitted to Congress.

OCEAN STEAMSHIPS.

Montreal, Aug. 30.—Arrived: Sicilian, from London.
Quebec, Aug. 30.—Arrived: Empress of Ireland, from Liverpool.
Montreal, Aug. 30.—Sailed: Virginian.