

PROPERTY OWNERS WILL PAY 30 MILLS TAXES IF SCHEME TO SPEND \$700,000 IS CARRIED

At Least Two Mills Will Be Levied to Meet the Charges, Even if Road Did Not Have Enormous Deficits Expected.

Goods Roads Program, One-Third of Which Comes Out of General Rate, Must Be Gone On With—Federal Square To Cost a Lot.

Electrification of the London and Port Stanley spurs at least two mills addition to the tax rate, possibly three or four. It is no guesswork to estimate the two-mill increase, as figures speak for themselves, and assuming that Stanley breaks even the citizens who vote for the \$700,000 expenditure will have to produce two additional mills on their annual taxes.

Mill and Half Fixed Charges.
Provided that \$700,000 only is expended on the electrification, and this will be more like \$1,000,000 at the lowest, if the court house and incinerator can be taken as any criterion of the spending abilities of the municipality, the interest and sinking fund every year will amount to \$35,000 and \$6,279, respectively, or a total annual fixed charge of \$41,279. This alone is a mill and a half—\$30,000 being in round figures the proceeds from one mill on the tax rate.

Revenue Now Received.
To the fixed charges will have to be added the revenue now derived from the road—\$18,000 (two mills already gone) plus the deficit—for the electrification reports when analyzed show a deficit. The size of the deficit, of course, will regulate the increase in the tax rate, but from a business standpoint it is hardly to be expected that Londoners are going to willingly add two, and possibly a great many more, mills to their annual taxes just to please the present mayor and his associates.

Roads Will Cost Money.
The greatest road-building program in the history of the city will be inaugurated as soon as the storm sewer bylaw is passed, and roads are going to cost money. The improvement is naturally worth the price, and while the major portion of the road construction charges will be levied by frontage basis taxation, yet the flankages, street intersections, and so on will have to be paid from the general rate, about a third of the whole cost. With these expenditures in prospect any unnecessary increase in the tax rate could hardly be regarded in the light of "good business."

The City Hall Outlook.
Aside from the road building program, the prospect of \$450,000 being asked for a new city hall and a few other items, the existing and probable expenditures that will have to be met means a big increase in the tax rate. Briefly the following table shows some of these increases.

	Annual Interest.	Annual Fund.
West London breakwater \$ 1,250	\$ 484.28	
Storm sewers	20,000	7,748.54
New college	10,750	4,164.84
New schools	25,000	9,685.67

Another 2½ Mills.
These annual charges for non-revenue producing objects means an annual charge of \$79,083.33 to come from the general rate of the city. It means in rough figures an increase of 2½ mills on the dollar. Plus the charges that the deficit of the L. and P. S. will produce, it is not a very inviting proposition—over 30 mills.

How About the Widows.
The widow's mite that will be cast in the city treasury of the future, if the electrification scheme goes through, will hardly be in the mite class any longer. The inexcusable increase by from 2 to 5 mills from electrification will eat up the slender resources of many of the widows and other women who have only a home, and mortgages and foreclosures will follow in the wake of the \$700,000 electrification—if it goes through.

TOMORROW—SHOWERY.

Forecast.			
Toronto, Oct. 10—8 a.m.			
Today—Southerly winds; fine and warm.			
Saturday—Strong south and southwest winds; showery.			
Temperatures.			
The following were the highest and lowest temperatures during the 24 hours previous to 8 a.m. today:			
Stations.	High.	Low.	Weather.
LONDON	62	55	Clear
Victoria	44	46	Rain
Calgary	46	24	Cloudy
Winnipeg	40	42	Cloudy
Port Arthur	58	48	Cloudy
Parry Sound	72	58	Cloudy
Toronto	74	56	Clear
Ottawa	76	58	Cloudy
Montreal	74	56	Cloudy
Quebec	72	50	Cloudy
Water Point	66	42	Cloudy

MAYOR REFUSES WEST LONDONERS' REQUEST TO SPEAK AT MEETING

Progressive Deputation Flatly Turned Down When They Asked A Chance to Make Appeal for the Breakwater—Glaring Act of Unfairness.

That Mayor Graham and his ring are willing that any amount of time be spent in boosting the cause of the \$700,000 electrification luxury, but none is to be spent in advancing the West London breakwater cause, which is the real need for thousands of citizens, is what a committee which waited upon his worship at noon today learned after asking permission to speak at the meeting in the Masonic Temple tonight.

COMMITTEE WAS APPOINTED.
At the meeting of the West London Progressives Wednesday night a committee was appointed to wait upon the mayor and ask permission to put before the public meeting, which is to be held tonight, the real need of a breakwater for West London.

TURNED DOWN FLAT.
This fact was advertised in both papers, and Mayor Graham had time to make arrangements to allow the West London speakers even five minutes, but when the deputation waited upon him at noon he turned the members down flat, and told them they could not speak, that all the time would be taken up by other speakers.

OPENING OF PANAMA CANAL MARKS EPOCH IN HISTORY

Gamboa Dike Blown Up When President Wilson Pressed Electric Button, and Waters From Both Atlantic and Pacific Pour In—British Papers Praise Great Engineering Feat.

SEE ILLUSTRATION ON PAGE FIFTEEN.
[Canadian Press.]
Washington, Oct. 10.—Exactly at 2 o'clock eastern time, this afternoon, President Wilson, pressing a button in the White House, sent an electric current flashing more than 4,000 miles over land and under seas to blow up the Gamboa dike in the Panama Canal. The occurrence was in every way successful.

A GREAT SUCCESS.
[Canadian Press.]
Panama, Oct. 10.—The Gamboa dike was exploded at 2:02 p.m. The electric spark that set off the blast was sent forward by President Wilson from Washington. The occurrence was in every way successful.

Not Quite United.
The Atlantic and Pacific Oceans were not actually united today when the Gamboa dike was destroyed, and the waters of Gatun Lake were allowed to flow into Culebra Cut, as lake and cut are, at the normal surface of the water, 85 feet above the level of the sea.

The destruction of the Gamboa dike however, removes the last obstruction to the navigation of the greater part of the canal by light craft, and opens up direct connection between the great Gatun Lake, which already is practically ready to discharge vessels into the Atlantic through Gatun locks, and the Pacific division. The waters of the lake rushing through the broken dike at Gamboa, sweep through Culebra Cut until they reach the great locks at Pedro Miguel, which marks the beginning of the descent from the top level of the canal to the Pacific.

Dredges Go First.
The first craft to enter will be the great steam dredges whose work is to clear and deepen the channel. The presence of small craft in portions of the canal however, does not as yet mean ocean-to-ocean navigation. This will first be possible when each link in the canal has a sufficient depth of water, and all the locks are working. In the intermediate stage, however, navigation may be effected in local lengths of the canal, and to some degree may be extended from length to length along the whole waterway.

Nearly Ready.
Today's event served to demonstrate the nearness of the canal to the operating stage. It also formally brought to a close the work of the central division in the cut, for the coed the steam shovel work will be dredging operations which are to succeed under a different organization, Gamboa dike was built in 1908 to hold the Chagres River in check during its turbulent periods, and to prevent its waters from entering the nine-mile-long section of Culebra Cut and delaying the work of the steam shovels.

BRITISH COMMENT.
[Canadian Press.]
London, Oct. 10.—This day is written down in the London press as one which marks an epoch in history, by reason of the union of the Atlantic and

FREE PRESS AGAIN HAS BEEN CAUGHT MISREPRESENTING

Change of Marquette Time Was Not Due To Bad Road-bed.

SUPT. TASKER EXPLAINS

Scores the Electrophobe Organ For Its Attitude Towards Port Stanley Road.

"The Free Press is apparently running, or trying to run, London, the Grand Trunk, the Pere Marquette and a few other things." Such was the statement of Division Superintendent Tasker, of the Pere Marquette, to The Advertiser over long-distance telephone this afternoon. The object of the interview was to ascertain the real reasons for the change in running time that went into effect last Sunday. According to the Evening Electrophobe, the running time was changed because the roadbed of the road was in such condition that it was impossible to make the time.

Mr. Tasker Explains.
"The real truth of the matter is this," said Superintendent Tasker. "If you take the previous time card of the Pere Marquette and compare it with the one that went into effect last Sunday, you will see that the running time out of London has remained unchanged—3:40 in the morning. As a matter of fact we have 'closed up' our time, and now get into St. Thomas five minutes earlier than we did—a gain of that time in the running between London and St. Thomas."

To Aid Grand Trunk.
"The change was not of our desire—It was simply done to assist the Grand Trunk in the latter's scheme, gotten up entirely by that company. They moved their running time out of St. Thomas ahead 15 minutes, because their previous running time had been too fast. This switch in time broke the original connection agreement, the Grand Trunk taking it into its own hands to make this change."

"With the amount of work done on it, the London and Port Stanley is as good a railway as any in the country, and I don't propose to tear up the roadbed for local traffic. It's all very well to make a fast run where we have a through haul of 200 miles or so, but with local traffic it's different."

I don't understand why the Free Press is continually hating away at the London and Port Stanley. Certainly they don't know what they are talking about. I'll leave it to any railway man that the road is in good condition. "Any railway man at all who had the opportunity of going over the road at the London and Port Stanley, and with that knowledge they are certainly not going to say that it is in good shape, yet the Free Press is continually declaring that it is not. They ought to investigate the conditions before they start any more of their battering campaigns."

LOSS IS \$400,000

Big Milling Plant Was Completely Destroyed By Fire.

[Canadian Press.]
Kansas City, Mo., Oct. 10.—Fire early today destroyed the six-story main building of the Southwest Milling Company at Eighteenth street and Kansas avenue, Kansas City, and the mill power plant, a short distance away.

The loss was estimated at \$400,000. The mills had a capacity of 3,000 barrels of flour a day, and was Kansas City's largest milling concern. Four hundred men were employed at the plant.

AFTER NEW FACTORIES.
[Special to The Advertiser.]

Ingersoll, Oct. 10.—Ingersoll effort is making a determined effort to attract new industries, and with that end in view has purchased 14 acres of fine land in the west end of the town, which will be available for factory sites.

The commission has taken a firm stand against roadwork in the world's series, and if Connolly's assertion is found to be true it is highly probable that the Fletcher will be ordered out of the game for the rest of the series, and otherwise punished.

The commission decided to fine Fletcher \$50 for his offense. It also decided to permit him to play in the world's series.

The Athletics and Giants worked out together in early batting practice, during which Eddie Collins and Larry Doyle, while awaiting their turn at bat, engaged in a lively fanning bee over certain plays made during the game.

Baker and Herzog, who come from the city of the Pere Marquette and Michigan Central headquarters, causing the removal of about fifty families, the heads of which are now receiving standard railway wages.

From resolution of London Division, No. 16, Order of Railway Conductors, condemning electrification.

There would be at least two hundred people removed from London, figuring four to a family, in the event that electrification was carried.

Big Loss to London.
This statement is made on the authority of the railway conductors of London, numbering several hundred, and representing the three roads having employees residing in London.

Two hundred people would mean a great financial loss to the city.

The conductors have been viciously attacked for daring to make known their attitude on electrification, but nevertheless their word is taken by all citizens of unprejudiced character. They are not the sort of men to be panic-stricken or influenced unless there is sound reason.

Gains to St. Thomas.
The attackers of these railwaymen will say that if they go others, will come in. That may be true to a certain extent. There would be motor-men on trolley cars at 22 cents an

	1	2	3	4	5	6	7	8	9	R. H. E.
Giants	0	0	0	0	0	0	3	2	0	--5 8 2
Athletics	0	1	0	3	2	0	0	0	x	--6 9 0

Batteries: New York—Demaree, Marquard, McLean and Wilson. Philadelphia—Bender and Schang. Umpires—Egan at the plate, Klem on bases, Connelly in left, and Rigler in right.

MACKMEN NOSE OUT VICTORY BY NARROW MARGIN OF ONE

Batting Rally By Giants in Seventh and Eighth Innings Almost Won For Them --Schang and Barry Had Big Day With the Willow--Fletcher Fined \$50 For Abusing Umpire Connelly.

[Canadian Press.]
Shibe Park, Philadelphia, Oct. 10.—Twenty thousand excited Philadelphia and New York fans thronged Shibe Park today to see the New York National League champions engage the Philadelphia Athletics in the fourth game of the world's baseball series.

It was announced that the official attendance was 20,558, and the receipts \$49,645.

A victory for the Philadelphia club today would make it only necessary for them to win another game to capture the baseball honors for 1913, while the Giants would have to reel off three straight to win the series.

Murky Weather.
Still another murky day was furnished for the sport. Dull clouds screened the sun, giving indications of showery weather, while now and then a vagrant drop of rain fell. The diamond was in fine condition and the players said it was lightning fast, but the outer meadows were sodden, and slow.

Demaree to Pitch.
The New York club came on the field ready to make a gallant stand. Manager McGraw told Demaree to be ready to take up the pitching burden, and the former Mobile moundsman replied: "Give me half the lead the Athletics gave Bush yesterday and we will go back to New York winners tonight." Some of the Athletic players admitted that Demaree would probably prove a puzzling proposition because of his peculiar delivery.

Has Them Guessing.
The Athletics were prepared to send pitcher Lex, while the New York pitchers, while the New York fans behind the Giants' bench wondered if Connie Mack would uncover another sensational youngster slugging like Bush, no blast the hopes of the National League champions.

The crowd filled the unreserved stand long before the players came on the field, but the reserved sections filled slowly, and it was not until the fielding practice had ended that the last of the seats was occupied.

Fletcher in Trouble.
Fletcher, shortstop for the New York team, may not be allowed to continue in the world's series. Complaint was made to the national commission today by Umpire Connelly that Fletcher used obscene and profane language while the New York pitcher called out at second base in the ninth inning yesterday. Connelly goes into details in regard to the language used, some of which he says will not bear repetition.

The commission has taken a firm stand against roadwork in the world's series, and if Connolly's assertion is found to be true it is highly probable that the Fletcher will be ordered out of the game for the rest of the series, and otherwise punished.

The commission decided to fine Fletcher \$50 for his offense. It also decided to permit him to play in the world's series.

The Athletics and Giants worked out together in early batting practice, during which Eddie Collins and Larry Doyle, while awaiting their turn at bat, engaged in a lively fanning bee over certain plays made during the game.

Baker and Herzog, who come from the city of the Pere Marquette and Michigan Central headquarters, causing the removal of about fifty families, the heads of which are now receiving standard railway wages.

From resolution of London Division, No. 16, Order of Railway Conductors, condemning electrification.

There would be at least two hundred people removed from London, figuring four to a family, in the event that electrification was carried.

Big Loss to London.
This statement is made on the authority of the railway conductors of London, numbering several hundred, and representing the three roads having employees residing in London.

Two hundred people would mean a great financial loss to the city.

The conductors have been viciously attacked for daring to make known their attitude on electrification, but nevertheless their word is taken by all citizens of unprejudiced character. They are not the sort of men to be panic-stricken or influenced unless there is sound reason.

Gains to St. Thomas.
The attackers of these railwaymen will say that if they go others, will come in. That may be true to a certain extent. There would be motor-men on trolley cars at 22 cents an

hour and electric locomotive engineers at 26 cents an hour. Less than half the wages received by organized railwaymen would be paid to the electric road's employees. Many of the latter would be forced to reside in St. Thomas, where a number of cars would be kept, and according to Mr. Warfield, the sub-station for power would be constructed in the Railway City, where its employees would also reside.

A Serious Blow.
The loss of fifty families means more to London than all the claimed benefits of electrification, if they were realized, could mean.

"But the railways will not go; they will continue to operate their trains," say the unbelievers.

"But how can any trains be operated by the steam railways, when the city provides for handling it all," is the answer of the railroaders.

The city cannot have the whole rail and have the steam railroaders in the city. There would be nothing for the latter to do

OFFICIAL BOX SCORE

	AB.	R.	H.	O.	A.	E.
New York	29	5	8	21	11	2
Philadelphia	29	3	6	9	27	9

Philadelphia.
AB. R. H. O. A. E.
E. Murphy, c. f. 4 0 2 0 0 0
Oldring, 1b. 4 0 2 0 0 0
Collins, 2b. 4 0 0 3 3 0
Baker, 3b. 4 0 0 2 0 0
McLean, 1b. 1 0 1 0 0 0
Strunk, c. f. 2 1 4 0 0 0
Barry, s. e. 4 2 3 2 2 0
Schang, c. 1 0 0 0 0 0
Marquard, p. 1 0 0 0 2 0
Grant, c. 1 0 0 0 0 0

New York.
AB. R. H. O. A. E.
Herzog, 3b. 4 0 2 0 0 0
Fletcher, s. s. 4 1 0 1 0 0
Burns, 1b. 4 2 2 2 0 0
Shaffer, 2b. 4 0 1 1 0 0
Murray, p. 2 0 1 1 0 0
McLean, c. 2 0 2 1 1 0
I. Cooper, 0 0 0 0 0 0
Wilson, c. 0 0 0 0 0 0
2 Crandall, 1 0 0 0 0 0 0
Merkle, 1b. 3 1 1 10 1 2
Demaree, p. 1 0 0 0 2 0
McCormick, 1 0 0 0 0 0 0
Marquard, p. 1 0 0 0 2 0
Grant, c. 1 0 0 0 0 0

Totals.
New York 29 5 8 21 11 2
Philadelphia 29 3 6 9 27 9

1st run for McLean in fifth.
2nd run for Demaree in fifth.
3rd run for Wilson in ninth.
4th run for Marquard in ninth.

Philadelphia.
AB. R. H. O. A. E.
E. Murphy, c. f. 4 0 2 0 0 0
Oldring, 1b. 4 0 2 0 0 0
Collins, 2b. 4 0 0 3 3 0
Baker, 3b. 4 0 0 2 0 0
McLean, 1b. 1 0 1 0 0 0
Strunk, c. f. 2 1 4 0 0 0
Barry, s. e. 4 2 3 2 2 0
Schang, c. 1 0 0 0 0 0
Marquard, p. 1 0 0 0 2 0
Grant, c. 1 0 0 0 0 0

New York.
AB. R. H. O. A. E.
Herzog, 3b. 4 0 2 0 0 0
Fletcher, s. s. 4 1 0 1 0 0
Burns, 1b. 4 2 2 2 0 0
Shaffer, 2b. 4 0 1 1 0 0
Murray, p. 2 0 1 1 0 0
McLean, c. 2 0 2 1 1 0
I. Cooper, 0 0 0 0 0 0
Wilson, c. 0 0 0 0 0 0
2 Crandall, 1 0 0 0 0 0 0
Merkle, 1b. 3 1 1 10 1 2
Demaree, p. 1 0 0 0 2 0
McCormick, 1 0 0 0 0 0 0
Marquard, p. 1 0 0 0 2 0
Grant, c. 1 0 0 0 0 0

Totals.
New York 29 5 8 21 11 2
Philadelphia 29 3 6 9 27 9

1st run for McLean in fifth.
2nd run for Demaree in fifth.
3rd run for Wilson in ninth.
4th run for Marquard in ninth.

Philadelphia.
AB. R. H. O. A. E.
E. Murphy, c. f. 4 0 2 0 0 0
Oldring, 1b. 4 0 2 0 0 0
Collins, 2b. 4 0 0 3 3 0
Baker, 3b. 4 0 0 2 0 0
McLean, 1b. 1 0 1 0 0 0
Strunk, c. f. 2 1 4 0 0 0
Barry, s. e. 4 2 3 2 2 0
Schang, c. 1 0 0 0 0 0
Marquard, p. 1 0 0 0 2 0
Grant, c. 1 0 0 0 0 0

New York.
AB. R. H. O. A. E.
Herzog, 3b. 4 0 2 0 0 0
Fletcher, s. s. 4 1 0 1 0 0
Burns, 1b. 4 2 2 2 0 0
Shaffer, 2b. 4 0 1 1 0 0
Murray, p. 2 0 1 1 0 0
McLean, c. 2 0 2 1 1 0
I. Cooper, 0 0 0 0 0 0
Wilson, c. 0 0 0 0 0 0
2 Crandall, 1 0 0 0 0 0 0
Merkle, 1b. 3 1 1 10 1 2
Demaree, p. 1 0 0 0 2 0
McCormick, 1 0 0 0 0 0 0
Marquard, p. 1 0 0 0 2 0
Grant, c. 1 0 0 0 0 0

Totals.
New York 29 5 8 21 11 2
Philadelphia 29 3 6 9 27 9

1st run for McLean in fifth.
2nd run for Demaree in fifth.
3rd run for Wilson in ninth.
4th run for Marquard in ninth.

Philadelphia.
AB. R. H. O. A. E.
E. Murphy, c. f. 4 0 2 0 0 0
Oldring, 1b. 4 0 2 0 0 0
Collins, 2b. 4 0 0 3 3 0
Baker, 3b. 4 0 0 2 0 0
McLean, 1b. 1 0 1 0 0 0
Strunk, c. f. 2 1 4 0 0 0
Barry, s. e. 4 2 3 2 2 0
Schang, c. 1 0 0 0 0 0
Marquard, p. 1 0 0 0 2 0
Grant, c. 1 0 0 0 0 0

New York.
AB. R. H. O. A. E.
Herzog, 3b. 4 0 2 0 0 0
Fletcher, s. s. 4 1 0 1 0 0
Burns, 1b. 4 2 2 2 0 0
Shaffer, 2b. 4 0 1 1 0 0
Murray, p. 2 0 1 1 0 0
McLean, c. 2 0 2 1 1 0
I. Cooper, 0 0 0 0 0 0
Wilson, c. 0 0 0 0 0 0
2 Crandall, 1 0 0 0 0 0 0
Merkle, 1b. 3 1 1 10 1 2
Demaree, p. 1 0 0 0 2 0
McCormick, 1 0 0 0 0 0 0
Marquard, p. 1 0 0 0 2 0
Grant, c. 1 0 0 0 0 0

Totals.
New York 29 5 8 21 11 2
Philadelphia 29 3 6 9 27 9

1st run for McLean in fifth.
2nd run for Demaree in fifth.
3rd run for Wilson in ninth.
4th run for Marquard in ninth.

Philadelphia.
AB. R. H. O. A. E.
E. Murphy, c. f. 4 0 2 0 0 0
Oldring, 1b. 4 0 2 0 0 0
Collins, 2b. 4 0 0 3 3 0
Baker, 3b. 4 0 0 2 0 0
McLean, 1b. 1 0 1 0 0 0
Strunk, c. f. 2 1 4 0 0 0
Barry, s. e. 4 2 3 2 2 0
Schang, c. 1 0 0 0 0 0
Marquard, p. 1 0 0 0 2 0
Grant, c. 1 0 0 0 0 0

New York.
AB. R. H. O. A. E.
Herzog, 3b. 4 0 2 0 0 0
Fletcher, s. s. 4 1 0 1 0 0
Burns, 1b. 4 2 2 2 0 0
Shaffer, 2b. 4 0 1 1 0 0
Murray, p. 2 0 1 1 0 0
McLean, c. 2 0 2 1 1 0
I. Cooper, 0 0 0 0 0 0
Wilson, c. 0 0 0 0 0 0
2 Crandall, 1 0 0 0 0 0 0
Merkle, 1b. 3 1 1 10 1 2
Demaree, p. 1 0 0 0 2 0
McCormick, 1 0 0 0 0 0 0
Marquard, p. 1 0 0 0 2 0
Grant, c. 1 0 0 0 0 0

Totals.
New York 29 5 8 21 11 2
Philadelphia 29 3 6 9 27 9

1st run for McLean in fifth.
2nd run for Demaree in fifth.
3rd run for Wilson in ninth.
4th run for Marquard in ninth.

Philadelphia.
AB. R. H. O. A. E.
E. Murphy, c. f. 4 0 2 0 0 0
Oldring, 1b. 4 0 2 0 0 0
Collins, 2b. 4 0 0 3 3 0
Baker, 3b. 4 0 0 2 0 0
McLean, 1b. 1 0 1 0 0 0
Strunk, c. f. 2 1 4 0 0 0
Barry, s. e. 4 2 3 2 2 0
Schang, c. 1 0 0 0 0 0
Marquard, p. 1 0 0 0 2 0
Grant, c. 1 0 0 0 0 0

New York.
AB. R. H. O. A. E.
Herzog, 3b. 4 0 2 0 0 0
Fletcher, s. s. 4 1 0 1 0 0
Burns, 1b. 4 2 2 2 0 0
Shaffer, 2b. 4 0 1 1 0 0
Murray, p. 2 0 1 1 0 0
McLean, c. 2 0 2 1 1 0
I. Cooper, 0 0 0 0 0 0
Wilson, c. 0 0 0 0 0 0
2 Crandall, 1 0 0 0 0 0 0
Merkle, 1b. 3 1 1 10 1 2
Demaree, p. 1 0 0 0 2 0
McCorm