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The London Advertiser Printing Co.,  
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LONDON, WEDNESDAY, OCT. 1.

**WHY DISCREDIT MUNICIPAL OWNERSHIP?**

The principle of municipal ownership is not involved in the controversy over the London and Port Stanley Railway.

No one proposes the sale of the city's property. How to turn municipal ownership to the most profitable use is the question.

The city's ownership of the road enables it to secure all the advantages which could come from municipal operation, without the financial risks. These advantages are differential rates on freight between London and the lakeside; an open harbor and a good steamship service; an adequate passenger service at cheap fares; and the maintenance of the Pere Marquette and Michigan Central connections.

If these things can be obtained through the city's proprietorship of the L. and P. S. R., why discredit municipal ownership by adding \$700,000 to the city's debt, and three or four mills to the city's tax rate? Is the tax rate (24-10 mills) not sufficiently high?

The electrificationists who figure out a surplus conveniently ignore the report of Mr. Marshall, which deals exclusively with the earnings of the road. His estimate of \$205,000 as the annual revenue, leaves a deficit, if we accept the Warfield and Eastman estimates of annual operating expenses, and add fixed charges at the rate of 6 per cent. for interest and 5 per cent. for depreciation.

The deficit deduced from the Marshall report would be doubled or trebled if the Grand Trunk withdrew its business, which constitutes about 80 per cent. of the present freight traffic of the road. The Grand Trunk officially declares that it will take this step if the electrification plan is adopted. The mayor describes the company's statement as a "bluff," with his usual tact. Weeks before the company disclosed its plan it had engaged the "reputed" contracting firm in Canada to make a survey for a new road to the lakeside, over which the Grand Trunk proposes to haul its own coal if the taxpayers of London vote for the electrification scheme.

It is fortunate that citizens have had this timely confirmation of the prophecies of financial disaster made by the opponents of electrification. There can be now no doubt of the ruinous results of the scheme if it should be carried. Why did its promoters plunge in without looking beyond the ends of their noses?

**GOVERNMENT KILLED GOOD ROADS BILL.**  
The charge that the Liberal majority in the Senate killed the Good Roads Bill continues to be made by Government speakers and journals, without any foundation in fact. It stands to reason that the Senate would not kill a measure of that sort, and any reading of the published debates of the Senate, however cursory, will show it. What the Senate did was to cut the string which the Government attached to its measure. In pique, the Government then killed its own child.

Nobody has even questioned the wisdom of the amendments proposed by the Senate. Mr. Borden in the House of Commons promised that the Dominion grants for road-building and improvement would be based on provincial population. But he refused to have the principle expressly embodied in the bill. The Senate insists that this be done for the protection of the good roads idea itself, and the people of Canada. Another thing: The Liberals urged that the Dominion grants like the ordinary provincial subsidies should be paid over to the provincial governments, to be managed by them as local authorities knowing local needs. This again Mr. Borden refused to do. Quite clearly he intended to use the granting power to his own advantage, as much as to the good of rural Canada. The Senate stood firm against not good roads, but the manipulation of them for the purposes of Rogers & Co.

Look at the debates of the Senate, and be convinced by the argument that the Liberals of the Upper House were no monsters of obstruction, reaction, and general iniquity. On March 18, 1912, Sir Richard Cartwright was speaking. In the course of his speech he said:

"I do not in the very slightest degree dispute that good roads are a right good thing, but I will remind the honorable gentleman (Mr. Loughheed) that even good roads may be too dearly purchased under certain conditions. There is such a thing as buying good roads too

dear, particularly if it were to involve, as I shall presently show to my honorable friend, that it may involve, very serious inroads indeed on the constitution of this country." Not the good roads, but inroads upon the constitution was the object of Sir Richard's attack. It was one of his latest public appearances. As a Cato of the Canadian Senate he pronounced his warning that the constitution must not be infringed. Further, he said:

"I regard this measure as one of a very dangerous character. I say that as between province and province it is hopelessly unjust. The ministers want us to put this money at their absolute disposal, to use when and where they please in the best way they can. I conceive that their own political interests, I might sum up this measure in brief by declaring that it is bad in principle, worse in detail, and the motive, I believe, to provide a huge fund for corruption, is worst of all. Were I to suggest a short title for this bill, I would recommend the following—that this should be declared a bill to make the British North America Act so much waste-paper, and to provide a permanent fund for the use of the Government of the day. Nothing can be plainer than the language of the B. N. A. Act, which declares that local works and undertakings shall be absolutely and exclusively under the control of the local governments."

At another part of his speech Sir Richard pointed out that:

"At any conceivable time, when there was an election going on, either federal or provincial, the Dominion Government might deluge any particular province with any amount of money with which they could get Parliament to interest them, and everyone knows that there is no more invidious or dangerous form of corruption than that of being able to offer the voters of any particular constituency a number of roads in places where they desire to have them, free of charge, at the federal expense. I am told that in a recent election the electors of a certain constituency were told that if they elected the Government candidate they would get good roads, and if they did not they would not get good roads at all."

Mr. Cloran—True!

"What was done then can be done on a larger scale all over the other provinces of Canada."

And it is being tried in East Middlesex. Sir Richard's language, however, shows clearly enough what was in the Senate's mind when it tried to amend the measure of Mr. Cochran, endorsing the principle of Dominion assistance to road-making, but safeguarding it with clauses that would make it strictly a kind of provincial subsidy, proportioned to population, as Mr. Borden recognized it to be just, and controlled by the provinces, as Mr. Borden also recognized to be right, but refused to allow to be set down in the bill. The Senate did not kill the bill. It tried to administer a restorative, but the Government rejected the doctors' aid and let the child perish. Mr. Borden would not suffer it to live.

**TRADE AND LOYALTY.**

The grain-growers of the west have declared themselves for a policy of immediate increase in the preferential tariff with Great Britain, to be followed by free trade with that country inside of a limited number of years. On the face of it, this looks like a proposed alliance with the Conservative party, which ought to be very welcome to Mr. Borden. He and his friends have declared themselves to be of the opinion that trade and British connection go together. At least, they were very pronounced two years ago in the assertion that more trade and freer trade with the United States meant danger to the unity of the Empire; that it was but the first step towards political union with the neighboring republic. Loyalty depended largely on trade, and we should keep our trade under our own flag. Otherwise, danger and disruption.

Many of us always had grave doubts as to the truth of all this declaration. We were of the opinion that the loyalty which could not stand commercial relations with a foreign country was of very spurious quality. But if the Conservative war-cry had any truth in it, the party will welcome the announcement of the grain-growers' policy, and adopt it heartily. There is no doubt that a still greater preference given to British exports would mean greater trade with the mother land. The moderate preferences given by the Liberal administration had that effect to a marked degree. Now, increase that preference; follow it up as soon as possible by free trade with England; then see how our trade with Great Britain will advance. And, as this advances, our loyalty to the empire will grow stronger; the ties that bind us to the Empire will become more firm and enduring; in fact, the British Empire will be safe, or as safe as our trade can make it.

Will the Government adopt the grain-growers' policy? Not by any means. There is the Dominion Manufacturers' Association to reckon with. It is true, these are mostly loyal men. Their loyalty makes them look with horror at the idea of closer trade relations with the United States. "No truck nor trade with the Yankees." But their loyalty is quite consistent with the desire to put up a wall of protection against British goods. They and many of their Conservative friends objected to the Liberal preference; they will object more strongly to any increase in that preference. They assert that free trade with Britain would send them into bankruptcy.

If the Conservative plea that increased trade with the United States would weaken our loyalty is true, then the converse should be equally true. The more trade with Britain, the better for British connection. If there was any consistency in the Conservative appeal to loyalty two years ago, the Government will promptly accept the

aid of the grain-growers and adopt a more liberal trade policy towards the mother country. But the cry was only so much election claptrap, there is no fear, or hope, that it will be carried out to its only logical conclusion.

Messrs. T. H. Smallman and T. A. Rowat must smile when they find themselves classed as Liberal politicians by the pro-electrification organ.

The tariff bill has passed the House of Representatives, and the Republican leader tells the country to prepare for the worst. The passage of the Fielding bill in 1897 brought the same warning from Sir Charles Tupper, and the country prepared for the best and got it.

Hon. Bob Rogers spoke too soon when he accused the Liberal press of deliberate lying in saying that Sir Wilfrid Laurier's name had been wiped off a Government dredge. The Official Gazette announces the change. Let us hope that the lying has been done by the Gazette.

The panic in the electrification camp is justified, but ludicrous in some of its manifestations. After shouting that only one local individual was behind the opposition to the scheme, it was discovered to have the Grand Trunk Railway Company step in and take away their ammunition.

The Advertiser should read some of the United States school histories of the wars of 1776 and 1812. Nothing very "broad-minded" in those accounts.—St. Thomas Times.

Evidently the Times has seen no United States school histories written since 1812.

Not many moons ago the present mayor of this city declared publicly that the electrification of the L. and P. S. R. would be financially disastrous, as the steam railway corporations would not co-operate. Events prove that he was right. Why did he change his tune? Because he was threatened with opposition in the mayoralty contest. This is the kind of leadership taxpayers are told to follow.

**UNDESIRABLES.**

[Baltimore American.]  
"My ancestors came over with William the Conqueror." "But they wouldn't have you, you know, if they had a good immigration law then."

**TOO MUCH POP. IN ONE PLACE.**

[Woodstock Sentinel-Review.]  
The population of Toronto has reached the 400,000 mark. It might seem like displaying a poor spirit not to rejoice with Toronto in her development; yet it would unquestionably be more satisfactory if the increase in population was more evenly distributed in Ontario between the rural districts and the large cities.

**A POOR REMEDY.**

[Toronto Mail.]  
Forcing a man under threat of imprisonment to marry a girl he has wronged is a favorite police court method of settling the problem. In nine cases out of ten it makes matters worse.

**INSULTED.**

[Washington Star.]  
"What a graceful dancer your daughter is," breathed the insinuating woman. "Sir," replied the alert mother, "I want you to understand that my daughter dances only the latest dances. She learned several years after gracefulness went out of style."

**IN LONDON.**

[Cleveland Plain-Dealer.]  
The door-bell rings. The mistress of the house answers it. A small child, the child of a near neighbor, is discovered on the door-step. The mistress—What is it, Cissy? The child—Please, ma'am, mother wants to know if you'll be so kind to lend her your recipe for makin' bombs. The last one she made only smelled bad and wouldn't burst.

**TOO NEEDY.**

[New Orleans Picayune.]  
A friend in need generally needs too much.

**AN INFALLIBLE RECIPE.**

[Woman's Home Companion.]  
What to do to obtain white hands: Nothing.

**LENDING A NAME.**

[Washington Star.]  
"Waiter," asked the impatient customer, "do you call this an oyster stew?"  
"Yessuh," replied Mr. Erasmus Pinkley.

"Why, the oyster in this stew isn't big enough to flavor it."  
"He wasn't put in to flavor it, sub. He is jes' supposed to christen it."

**THE PARNELL SCANDAL REVIVED.**

[Manchester Guardian.]  
The sequel to Mr. O'Brien's publication of letters to himself from Parnell regarding the Parnell-O'Shea divorce case will surprise many people in Ireland. Mr. O'Brien, in the Cork Free Press, quoted Parnell as saying that the whole affair would have been altered if he (Parnell) had given evidence of his relations with Captain O'Shea, and then drew the deduction that Parnell was the "victim" rather than the destroyer of a happy home (there is something authentically fresh about this phrase). According to his letter in the Times today Mr. Gerard O'Shea, Captain O'Shea's son, considers this statement to be libellous. Parnell's widow, once Mrs. O'Shea, who has long lived in the most complete retirement with her son, agrees that Mr. O'Brien has insulted herself and Captain O'Shea, but she adds that he has insulted the late Mr. Parnell above all. She therefore proposes to publish Parnell's letters as soon as possible. I am told by an Irish correspondent that the existence of these letters was, after Parnell's death, a cause of great curiosity in Ireland, particularly among the old Parnellites. According to that report several attempts were made by enterprising publishers and editors to secure the rights of publication in these letters. Certain of Parnell's old friends ultimately intervened with a strong protest, with the result that Miss Parnell—who, I believe, has since died—was reported to have burned the whole correspondence. But it appears that Mrs. Parnell had kept the letters, and given directions that they should be published after her death. It is, of course, well known that Mrs. Parnell always entertained feelings of great dislike towards most of Parnell's followers, with whom, as a woman of society and the sister of Sir Evelyn Wood, she had little in common. But how curious that her son should never have heard of Mr. William O'Brien,

the promoter of the Foulton negotiations between Parnell and his reviving followers! Mr. O'Brien was then, as now, a conciliator. But his efforts at Boulogne failed, and when he finally declared himself an anti-Parnellite his action caused more resentment among the Parnellites than that of any other of the seceders.

**PITY THE POOR!**

[Life.]  
"Boy, you ought to know better than to beg from a poet."  
"Please, sir, father is an essayist."

**THIS IS FROM BOSTON.**

[Boston Transcript.]  
Mother (to park policeman)—My little boy wants to see the monkeys. Can you direct us to the apes?

**TRAINED.**

[Hamilton Herald.]  
Brown (you seem more satisfied with your wife's cooking than I formerly). Has she learned with time?  
Smith—No, I have.

**WHEELS WITHIN WHEELS.**

[Loyalist.]  
Loyalists having organized a "provisional government" to govern that province in defiance of the home rule government at Dublin, the next move in the

game may be the organization of the home rules of Ulster to prepare for insurrection against the Ulster Government. Why not? There are about as many home rulers as loyalists in Ulster, and if the loyalists will not submit to the legally constituted government at Dublin, why should the Ulster home rulers submit to the revolutionary government at Belfast?

**DO NOT RAISE ENOUGH.**

[Montreal Herald.]  
But the section matters arise, are the farmers of the older portions of Canada producing as much as they can produce? If we take the census figures of 1911 it is quite evident they are not. For the one item of cattle the census would seem to show that there has been a falling off of about 800,000 head in two years, the same way cattle production in the United States has fallen off about 20 per cent, and in both countries the diminution of the supply of this vitally important branch of the food-raising industry has taken place in the face of an enormous increase in population.

**OMISSION.**

[Chicago News.]  
Teacher—Model in making your "S" you have omitted something. What is it?  
Little Mabel—Oh, I forgot to put eyebrows over them.

**G. T. R. SCALE ALMOST DOUBLE WARFIELD PAY ON ELECTRIC ENGINES**

Expert Provides \$54.08 a Month for Eight-Hour Day, Railway Pays From \$90.08 to \$96.72—He Provides No "Second Man" as Demanded by Dominion Law.

**Grand Trunk Scale For Electric Locomotive Motormen And Scale of City's Expert**

	Warfield pays.	Grand Trunk pays.
Electric locomotive motorman, for 11-hour day, per month	\$74.36	\$109.98 to \$132.86
Electric locomotive motorman, for 9½-hour day, per month	62.53	95.16 to 114.92
Electric locomotive motorman, for 8-hour day, per month	54.08	90.08 to 96.72

In addition to locomotive engineers the operators of electric engines are compelled to keep a "fireman" or second man on each engine. The Grand Trunk pays these men 25 cents an hour.

The same radical difference in wages is shown between Warfield's freight conductors and the Grand Trunk's.

A scale of wages that has aroused indignation and derision at Grand Trunk railwayman who has seen it, is contained in the report on electrification submitted by Engineer Warfield.

According to Mr. Warfield, the city will pay the following scale of wages to the electrical locomotive engineers who will operate the trains to Port Stanley if the road is electrified:

	Low.	High.
Electric locomotive motorman, at 25 cents an hour, for 11 hours per day.....	\$74.36	\$132.86
Three electric locomotive motormen, at 25 cents per hour, for 9½ hours per day.....	\$62.53	\$114.92
Three electric locomotive motormen, at 25 cents per hour, for 8 hours a day.....	\$54.08	\$96.72
Three electric locomotive engineers, at 25 cents per hour, for 9½ hours.....	\$62.53	\$114.92

The Advertiser has received from the authorities in charge of the electric locomotives at Sarnia tunnel the scale of wages paid by the Grand Trunk to its electrical locomotive engineers, and, figuring it out on the same hours and the same number of days, the wages they receive are as follows:

	Low.	High.
Electric locomotive motorman, at 38½¢ and 46½¢ cents an hour, 11 hours per day.....	\$109.98	\$132.86
Electric locomotive motorman, at 38½¢ and 46½¢ cents an hour, 9½ hours per day.....	95.16	114.92
Electric locomotive motorman, at 38½¢ and 46½¢ cents per hour, 8 hours a day.....	90.08	96.72
Electric locomotive motorman, at 38½¢ and 46½¢ cents an hour, for 9½ hours.....	95.16	114.92

No "Second Man" Provided.

Not only has Mr. Warfield cut almost in half the standard wages for electric locomotive motormen, but he has failed to provide as must be provided "firemen," or second men for

each of the electric locomotives. These men are paid at 25 cents an hour. They are required by law on all electric engines in case of accident to the engineer.

In addition to this, Mr. Warfield provides his freight conductors with the enormous sum of 26 cents an hour. The Grand Trunk pays from 38 cents an hour to 42 cents an hour, and the work on an electrified Port Stanley Railway would be practically the same as the Grand Trunk conductors have.

**Doubles the Money.**  
With the high scale in operation more than double would have to be paid the men in all instances of comparison.

As will be apparent to any railwayman and to the lay reader, if the union scale of wages for electric engine drivers, conductors, "second men," brakemen and others were to be figured upon, the increase would be more than sufficient to offset the surplus for electrification set up by Mr. Warfield, which is of such a dissolving nature that it disappears when almost any test of railway operation or financing is applied to it.

**Must Pass "High Test."**  
Not only has this "expert" blundered or deliberately cut down the wages of the railwaymen to make a showing, but he has not taken cognizance of the fact that every man who drives an electric locomotive must have passed "the high test" examinations for locomotive engineers. Before, by law, they would be permitted to operate trains, they would be forced to have served as engineers, conductors or brakemen, as the case might be. This information came from the Grand Trunk officials direct, and puts the Warfield report in a sorry light.

**A Joke Among Railroaders.**  
"All the railwaymen are laughing at the scale of wages proposed for the electrified road," said one official. "They could not operate for ten minutes under those conditions, and the brotherhood men don't think much of the attempt to cut the wages to the bone."

**Houses Being Improved.**

The Dundas street houses condemned by the board of health some time ago as insanitary, and which have since been placarded, are being slowly improved, according to Dr. T. V. Hutchinson, M. H. O. Considerable improvements have yet to be effected at these dwellings, however, before the placards are removed by the board.

**New Building Permits.**

Some of the new building permits issued from the office of Building

Commissioner of the City of London, are as follows:—  
1. A new house, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648,