

ELECTRIFICATION WOULD RUIN BUSINESS HOUSES OF LONDON, SAYS LIEUT.-COL. HOBBS IN STRONG LETTER; HAMILTON NOW EAGER TO GET TRADE

Wholesale Houses Would Lose the Most Profitable Field in Southwest Ontario. Comprising 800 Miles of Railway and More Than 250 Stations—How Would City Get Cars to Sidings? How Would Cars Be Taken Away? Would Steam Railways Drop Everything To Take City's Business?

Leading Manufacturer and Wholesaler Declares Scheme To Spend \$700,000 Would Be a Monumental Folly—Patronizes Hydro-Electric and Says He Would Support Present Scheme If It Would Benefit the City in Any Way—A Practical Treatise on the Danger to the City.

To the Editor of The Advertiser:

I venture the opinion that there is not a shipper in London who will be satisfied with an electric service on the London and Port Stanley Railway.

I hope that the right-thinking ratepayers of London will not for a moment jeopardize the interest of the men who compose the wholesale interests of London.

The Second Wholesale Centre.

It is something for London to be proud of that it is still the second city in Ontario as a wholesale centre. Toronto only excels it in this business. A great many men are given employment in clean shops, and all of them have a fair chance of advancement. It is as much in their interests as my own that I have been interviewed and have so often written myself on the question. These men have homes in London and it would be a cowardly thing to strike a blow at them.

A "Monumental Folly."

Electrification—I say it with a full conviction of its sweeping nature—would be the most monumental folly ever perpetrated in the city of London. When I say this I speak for men like the late Col. J. W. Little, Mr. R. C. Struthers, Mr. T. B. Escott, and a host of others who have large sums of capital at stake in London. When I say that these fair men are of the kind that form the backbone of our business community, I am within the facts, sir.

Uses Hydro-Electric.

And why do I oppose this electrification scheme? It is not because of any antipathy for its originator. Anyone who cares to take the trouble will find that his hydro-electric power is running the motors in the institutions I am connected with. If I could see that there was any benefit for the community, and myself, as I constitute part of that community, I should tell every ratepayer to grant the money if the city were in a financial condition to stand it.

Why am I opposed to this scheme?

What the Travellers Say. "Well, sir, every Saturday we have conferences of our travellers in our wholesale, as do the other wholesalers of the city. My travellers tell me, and I know it to be a fact, through long acquaintance, that the cream of our business is derived along the lines that operate in Southwest Ontario through St. Thomas. These travelling men are keen observers. They know to a few hours just by how much time we can beat Hamilton into this southwestern field—a field, I wish to impress upon the ratepayers, that has more than 800 miles of railways and more than 250 stations buying goods from the wholesale houses of London.

An Enormous Territory.

Think of the enormous extent of that territory. Think how many thousands of miles of prairie railway would have to be travelled before we could have that business, yet we send from London here scores of travellers into that prairie land. If there were a raise in freight rates to the west, the shippers here would rush to Ottawa. Yet it would take an enormous amount of western business before we could replace the business we would lose in that 800 miles of railways with its 250 stations were the London and Port Stanley Railway electrified.

Hamilton Hungry To Get In. The wholesale houses of Hamilton—

how well our travellers know it—are hungry to get in this field. Even now I am told, the travellers in that city are discussing the prospect of beating the London traveller into his favorite hunting grounds in case there is such folly done as to electrify this road. To the wholesale houses in Hamilton this territory is a Promised Land. If London loses it, it will be a sorry day for London.

Would Sacrifice Business.

The chief reason why I oppose this scheme is that by no manner of means can freight be offered in London and handled at St. Thomas and reshipped, as it must be, perhaps twice, perhaps more than twice, without sacrificing a large portion of the business to the other wholesale centres.

Suppose I want a car of glass shipped from my siding off Ridout street. Can the city shoot an electric loco-

COL. T. S. HOBBS.

live up there and get the car, or will they ask the Grand Trunk to do it? Would Drop Everything. Of course, the Grand Trunk would drop everything else it had on hand and take this car for the city and get another somewhere else and still another somewhere else, and hand them all over to the city—possibly—one or two days later.

I take down my telephone. "Yes, this is Hobbs—Oh, yes, Mr. Blank, of Rodney—that car of glass not there. Well, that's strange—I find that it hasn't got out of the yards yet. You say you've cancelled the order. See here, Mr. Blank, is that fair? We've had your business for twelve years. Think I ought to move to Hamilton, do you? Well, I'll have to do something, if they are going to keep on getting your business."

An Extra Charge. But, suppose in some miraculous way, the city gets this car away. I propose to ship it from St. Thomas M. C. R. when it gets off the L. and P. S. R. But I am told that the city has to have a separate charge on its work, whereas before, the M. C. R. didn't charge me anything to take the car from London to St. Thomas. They handled my freight from London for the same price they would handle freight from St. Thomas on my classes.

Where Are the Cars? If I want five freight cars in ten minutes some day where am I to get them? I haven't found a word about freight cars in any of these reports, and I have been assured by no less than three freight men—men who know their business—that NO RAILWAY can secure freight cars from another railway unless it has a certain number itself. Then there is to be trans-shipment at St. Thomas, beyond any doubt. They can't get away from it. If the city buys cars it won't let them run around like the cars of the great systems. They'd land up in Meville's weeks, and some ratepayer would write a letter to the editor saying that

PREPARING FOR ANOTHER WAR

King of Greece Had Long Conference With Sir Edward Grey.

TURKEY MAKES TROUBLE

[Canadian Press.] London, Sept. 27.—King Constantine of Greece, conferred for a considerable time today with Sir Edward Grey, the British foreign secretary, on the situation in the Turkish province of Thrace, and in Albania, which has become so menacing that Greece is preparing for a third Balkan war.

The disposition of the islands in the Aegean Sea was also discussed. Turkey is reported to have demanded that Chios and Mytilene be restored to her before she will consent to resume peace negotiations with Greece.

BADLY TANGLED IS THE FREE PRESS OVER WAGE SCALE

Completely Muddled as to Wages of Electric Locomotive Drivers and the Motormen.

QUOTE THEIR "EXPERT" WITHOUT READING HIM

Scale of Mr. Warfield Is Exactly the Same as That of the Traction Company.

MUST BE UNION RATES

Schedule Called For by Brotherhood Must Be Used on City Electrified Road.

"Now, infidel, I have thee on the hip."

—The Merchant of Venice.

The clever investigators employed by the London Free Press have never yet read the Warfield report.

That assertion stands without fear of contradiction, or else there is a fitting occasion for the use of the short and uglier word.

Charity compels us to say that the report has never been read by a single individual in the Free Press office.

They have been tangling electric locomotive drivers up with trolley car motormen, and their confusion is great although until they have read this article they will never know it. Then there will be a berating for some clever young gentleman. He will discover that he who reads may learn.

The Scale of Wages. The Advertiser published the scale of wages provided by Expert Warfield for the engineers who would run the electric locomotives.

The wages for an eight-hour day amounted to the sum of \$54.08 a month although Aid. Bennett says they must be paid \$125 a month, if they are to be beside brotherhood men.

The Free Press took this to mean that Mr. Warfield provided this amount per month for motormen.

The fact is that the sums provided by the famous engineer-finance for motormen as found in section five of his details on the cost of electrical operation are as follows:

Four motormen, at 22 cents per hour, for 8½ hours per day... \$48.50
Four conductors, at 22 cents per hour, for 8½ hours... \$48.50
Three motormen, at 22 cents per hour, for 10 hours... \$66.00
Three conductors, at 22 cents per hour, for 10 hours... \$66.00

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THE WEATHER.

TOMORROW—FINE AND COOL.

Forecasts.

London, Sept. 27.—8 a.m. Today—Moderate to fresh westerly winds; fine.

Sunday—Winds, becoming westerly; fine until night.

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

Stations.	High.	Low.	Weather.
LONDON	51	36	Clear
Victoria	60	54	Cloudy
Calgary	74	48	Clear
Winnipeg	82	44	Clear
Port Arthur	58	32	Clear
Parry Sound	56	42	Cloudy
Toronto	65	42	Clear
Ottawa	70	42	Cloudy
Montreal	72	44	Cloudy
Quebec	72	44	Cloudy
Father Point	72	44	Cloudy

Weather Notes.

An area of high pressure which now covers the Middle States is likely to move to the St. Lawrence Valley, while a disturbance over the Gulf of Mexico will move slowly northward to the Great Lakes.

NO. 2 HOSE COMPANY of Grand Trunk carshops, which won the "dry" contest at Queen's Park this morning.



Photo by Hines, East London, taken for The Advertiser.

BOY LASHED WITH A WHIP

Brutal Incident This Morning Was Witnessed On Central Avenue.

A CHARGE MAY BE LAID

What is alleged by eye-witnesses to have been a brutal and entirely unprovoked assault upon a small boy, named Jerome Donnelly, whose home is in West London, and who works for a shoe repair company on Richmond street north, was perpetrated by a local gardener about 9 o'clock this morning.

Lashed Boy. Mr. Fred W. Boyd, of 173 Mill street, declares that he never saw anything more distasteful than the deliberate and unfeeling manner in which the gardener snatched a horse-whip from the delivery wagon of S. Stevely & Sons, which stood near-by, and proceeded to lash young Donnelly, who is said to have been entirely unoffending in the matter. It is further alleged that the gardener even followed the boy into the store where he is employed and administered several blows with the whip inside the store. Mr. T. Coughlin, of Pall Mall street, a young man who was passing, intervened in the boy's behalf, and the latter assailant, deterred from his unmerciful attack on the boy, promptly drew a line on the sidewalk and dared young Coughlin to cross it. He did so, and the assailant did not go very far with his threats, but declared that he would horsewhip young Coughlin at 7 o'clock this evening.

May Be Charge. It is said that the gardener's son, who attends Talbot street school, was injured recently in an affair with other boys of the school district, and that his father, having learned of this, was angry and determined to teach the boy a lesson. Whether a charge will be laid against him is not certain.

Held For Theft of Castro's Papers

[Canadian Press.] Hamburg, Germany, Sept. 27.—The theft of a confidential document belonging to Ciriaco Castro, the former Venezuelan dictator, and containing the plans of an insurrection to be started by him in Venezuela, brought two culprits before the police court here today, when they were sentenced to terms of four months each in jail.

The clerk of a Hamburg merchant, who was a friend of Castro, learned that his employer had in his keeping some important papers belonging to the Venezuelan dictator. Assisted by a private detective, he broke into his employer's desk, extracted the papers and then attempted to sell them for \$5,000, but the men were arrested before they had succeeded in doing so.

FELL TO DEATH

Unruly Girl Was Trying to Escape From Home.

[Canadian Press.] Newark, N. J., Sept. 27.—Elizabeth Taylor, 16 years old, was killed here today while trying to escape from the House of the Good Shepherd, a place of refuge for unruly girls. She fell out of a fourth story window and slide down a clothes line. They were uncovered just as the unruly girl was limbing out of the window. She leaped for the clothes line, missed it and fell to her death.

Little Boy Was Found Murdered

[Canadian Press.] Philadelphia, Sept. 27.—With the skull crushed and the shoulders, arms and back bearing bruises, the nude body of Israel Goldman, 7 years old, was found today on the golf links of White Marsh Valley Country Club, near here. The condition of the body led the police to announce that the child was probably attacked and killed by a degenerate. Around the boy's throat was a shoe-string, drawn tight enough to have strangled him. The body of the boy was found face downward near a tree.

IF CITY GUARANTEES \$1,000,000 BANKER WILL GET CAPITAL FOR NEW RADIAL RAILWAYS

One of Foremost Banking Men of City Characterizes Beck Scheme of Electrification as "Fooling Away" \$700,000, and Would Run Three New Lines To Bring Business to City.

Get English Capital.

He states that if \$23,233 of the bonds of each company were guaranteed he could secure English capital which would undertake the building of the railways.

He takes strong ground on the proposed electrification of the London and Port Stanley Railway.

"We have one radial line to Port Stanley and one steam line," he said, "Why should we have two radial lines when the necessity is for lines in other directions? The scheme will never bring anything but bitter regret to the men who are promoting it."

While the banker in question would not permit his name to be mentioned for obvious reasons, he authorized the statement made above.

"RAILWAY TRUST" STORIES AMUSE FREIGHT AGENTS

Wild-Eyed Yarn Characterized as Absurd by Those in the Freight Business.

Freight men in London characterize as absurd the wild-eyed stories in a local paper about the existence of a "railway trust."

"If some of these imaginative reporters that are in the employ of the Free Press had to solicit freight they would find out how much of a trust there was in London," said one agent.

"The fact is that every rate out of London or into London must be considered and approved of by the railway board. No city line, for instance, could run a freight rate by five or ten cents without consulting the railway commission, and the railway commission is a fair body. Do you imagine for a moment that the Michigan Central would permit the city to go below rates upon which it carries freight, and then operate over the city's line? They had better keep off the railway situation. Their stories are laughing matters all over the city among men who ship freight or handle it."

INTERCOLLEGIATE RULES TO BE CHANGED

Five Points Will Be Allowed For Try When Ball Is Carried Over Line.

[Canadian Press.] Kingston, Sept. 27.—At a special meeting of the Intercollegiate Rugby Union representatives here last night it was decided to make some changes in several rules that had been amended last winter. Five points will be allowed for a try when the ball is carried over the line, and three for a try otherwise scored. Interference will be allowed only in making a hole in the line. Substitutes will be allowed in case of injury, while three yards will be considered enough to give the man with the ball, instead of five yards as the rule last winter provided.

WILL NOT ADJOURN. [Canadian Press.] Washington, Sept. 27.—By a vote of 112 to 52, the House today defeated a resolution by Representative Austen proposing that when Congress agreed to the conference report on the tariff bill it recess until Nov. 10.

11,000 TROOPS WERE REVIEWED BY SIR E. CARSON

Great Excitement in Crowd When Unknown Party Fires Revolver, Wounding Boy.

AMBASSADOR BRYCE IS VISITING IN BELFAST

Government Plans To Tie Up the Mails in Case of Trouble.

LEADERS ARE DEFIANT

Declare That Such an Act Would Be Practical Declaration of War.

[Canadian Press.]

Belfast, Ireland, Sept. 27.—The review today of 11,000 Belfast volunteers belonging to the "Army of Ulster" by Sir Edward Carson, leader of the Irish Unionist party, attracted thousands of people from the surrounding districts and from every part of the Province of Ulster. Besides the four Belfast regiments, each of them commanded by a retired army or militia officer, the Ulster "war staff" consisting of General Richards, two retired colonels, and two retired captains, headed the volunteers. They were armed with dummy rifles, as the carrying of firearms by unlicensed persons is prohibited in the British Isles.

The usual Saturday afternoon sporting fixtures, including all the football matches, were played earlier than usual, so as not to interfere with the big event of the day.

During the march of the volunteers with General Sir George Richardson at their head, a revolver was fired in the vicinity of Garlick Hill, and a child on the sidewalk received a slight injury in one of its legs.

CHURCHILL LEAVES.

[Canadian Press.]

London, Sept. 27.—Another member of the British cabinet, Winston Spencer Churchill, first lord of the admiralty, left for Scotland today to join in the Ministerial conference at Broomfield, where it is understood Premier Asquith and Chancellor of the Exchequer Lloyd George have been discussing the Ulster situation.

While no definite action in regard to the home rule question is likely to be taken until the full cabinet meets, the gathering of several of the most important cabinet ministers at Broomfield is regarded in political circles as of great significance, for Premier Asquith, shortly goes to Balmoral as minister in attendance on the King, and will without doubt discuss with his majesty the Ulster situation.

TI UP MAILS.

[Canadian Press.]

New York, Sept. 27.—A London cable to the Tribune today says: "There is good reason to believe that John McKinnon, Robertson, parliamentary secretary to the board of trade, had ministerial warrant for his speech at Newcastle the other night, when he threatened that if any attempt is made to put a provisional government in Ulster after the passage of the home rule bill, the Government will withhold the mails from Ulster, and thus totally disorganize business in Belfast by isolating that city from the rest of the world. Such a measure would be to all intents and purposes an act of war."

Lincoln recalls that in 1867,

when the States of America proclaimed their independence, Lincoln was urged to withhold the mails, but he declined on the ground that such conduct on his part would be provocative. "The action which Lincoln would not take against the states which deliberately seceded," says the Daily Mail, "Mr. Asquith apparently continued on Page Four."

Sudden Death of Former Londoner

[Special To The Advertiser.]

Buffalo, Sept. 27.—John Grady, aged 55, of Toronto, but of native of London, Ont., dropped dead Friday in a room at the Home Hotel, North Niagara street, Tonawanda, from heart trouble. Grady had called the Great Lakes for the past 30 years, being made on the large Aloha, a lumber carrier. He was afflicted with the Lake Seamen's Union.

He was at his home here a few weeks ago attending the funeral of his mother, who died at the age of 98. Mr. McCallum was 61 years old and resided here until about 20 years ago, when he entered the ministry. Mr. A. A. McCallum, of Gladstone, a brother, and Warren Barton, brother-in-law, attended the funeral. Besides his wife, Mr. McCallum is survived by six daughters. Callum had thus walked onto the

SENDS \$1,500 IN CASH TO VICTORIA HOSPITAL

A Former Londoner at Winnipeg Aids in Furnishing a Ward.

The chairman of the board of trustees of Victoria Hospital, has received from Mr. Sydney T. Smith, of Winnipeg, formerly of London, a contribution of \$1,500 to be devoted to finishing and furnishing the ward for the care of advanced cases of tuberculosis, which is now nearing completion.

In addition to the amount provided by the city council, voluntary subscriptions to the amount of nearly \$12,000 have been received for the purpose stated.

When complete the accommodation provided will be all that could be desired.

REV. GEORGE M'CALLUM WAS INSTANTLY KILLED

Former Resident of Gladstone Was Struck by a Michigan Central Flyer Going Sixty Miles an Hour—Alarm Bell at Lower Crossing Was Not in Working Order.

[Special To The Advertiser.]

Gladstone, Sept. 26.—Relatives here have just returned from Leona, Mich., where they attended the funeral of Rev. George McCallum, who for many years resided here.

While walking from his home to the village Rev. Mr. McCallum was struck at a level crossing by a Michigan Central express going sixty miles an hour, and was instantly killed.

It was found that the crossing alarm was out of order and that Mr. Mc-

tracks, without any warning of the flyer's approach.

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