

WHY BUY A PERSIAN RUG WHEN THE ROOF IS LEAKING?

Electrification is the sort of Persian rug that has no guarantee behind it. It would cost \$700,000 at first and later on the Peddler would be back insisting that further payments had to be made. It is the sort of Persian rug that will be in shreds and tatters before many years, and the city will be asking the rag man to take it away. Yet, without a word of guarantee the Peddler is asking that every home in London be mortgaged for the sum of \$280 to buy this shoddy luxury, even though the house itself is in need of Storm Sewers, Good Roads, Schools, Breakwater, etc., etc.

SOME VALID REASONS WHY TAXPAYERS SHOULD DEFEAT ELECTRIFICATION BYLAW

The city must face large expenditures at once for absolutely necessary purposes, such as storm sewers, a breakwater, schools, roads, etc. These will almost exhaust its borrowing powers. Already, before these expenditures have been voted, the tax rate has reached the highest point in the city's history. At the present time municipal loans are a drug on the market. In these circumstances an unnecessary addition of \$700,000 to the city's debt will cripple the municipality for years to come.

The outlay is unnecessary. All the benefits promised by electrification can be obtained without the expenditure of a dollar by the city.

The same amount of money, if spent on radial railroads in territory not adequately provided with railway facilities, would vastly benefit the city of London.

The "experts" differ so widely in important particulars that their figures must rest largely on guesswork. The estimates of fixed charges and operating expenses made by Messrs. Eastman and Warfield are shown to be greater than the estimate of revenue made by Mr. Marshall, the only engineer familiar with the road. No case for electrification can be built upon their reports.

The experts assume that the Michigan Central will pay for running rights over an electrified road, or allow its freight and passenger business to be handled by the city. Chairman Ledyard, of the M. C. R. board of directors, says the company will do neither.

The Grand Trunk's announcement that it will withdraw all its business from an electrified road is another factor which discredits the estimate of earnings made by the experts.

Last year Mr. Beck, now the chief promoter of the scheme, publicly asserted that electrification might not be advisable because shippers might prefer to patronize steam roads, even if the city operated its own line to the lakeside.

Another champion of electrification today, the mayor, also declared last year that the idea was impracticable, and urged the lease of the line to a steam railroad.

The business of the harbor has steadily developed without electrification, and largely through the efforts of the steam railway companies.

The operation of steam trains and electric cars over the same tracks is extra hazardous. The railway brotherhoods have declared against it.

The six cars and six trailers provided for in the by-law would be utterly inadequate for excursion business on the same scale as at present.

If the M. C. R. exercises its option of purchase on its present terminals, \$200,000 additional must be spent by the city in providing new terminals for an electrified line.

There is no record of any electric railway being profitably operated where it depends upon freight traffic for a large part of its revenue, unless it is subsidiary to a trunk line system. An electrified L. and P. S. R. would get no traffic from trunk lines.

The bulk of the freight carried on the L. and P. S. R. is low-class, such as coal and steel, and is the least profitable kind of business.

The L. and P. S. R. is on the up grade from the lake to London. A line of this kind is peculiarly ill adapted to electric motive power if it is to carry heavy freight.

An electrified road would not be able to borrow freight cars to handle the traffic estimated by the experts, because it would have no cars to lend in return.

The refusal of the M. C. R. to run over the line would be a deadly blow at the wholesale and jobbing interests of the city unless the company secured running rights over the projected Grand Trunk line to Port Burwell. In the latter event the city would, of course, lose the M. C. R. rental.

The city of St. Thomas would benefit at London's expense without a cent of outlay or responsibility. If the scheme realized all that is claimed for it, St. Thomas would profit to a greater degree than London for geographical reasons. The steam roads would also concentrate their interests in St. Thomas in preference to this city.

The passenger excursion business would be limited to three months in the year, while there would be little or no freight traffic between the closing and the opening of navigation.

RATEPAYERS!

Mark Your Ballot Thus:

BYLAW	For	Against
Storm Sewers - - - - -	X	
West London Breakwater - - - - -	X	
Board of Control - - - - -	X	
Electrification - - - - -		X

STR. ELPHICKE WRECKED IN GALE OFF LONG POINT

Duluth-Owned Boat Broke in Two After Being Run on Beach—Crew All Saved—Heavy Damage Reported From Storms All Over the Country.

(Special to The Advertiser.)

Simcoe, Oct. 21.—The steamer Elphicke, owned by the Buckeye Steamship Company, of Duluth, and in charge of Capt. A. B. S. Collins, sprang a leak early this morning, and Capt. Collins was forced to beach the boat off Long Point.

The entire crew of 18 men were saved by the Long Point life-saving crew. The steamer, which broke in two shortly after being beached, was valued at \$24,000, and was loaded with one hundred and six thousand bushels of wheat.

MANY HOMELESS.

Baltimore, Oct. 21.—The eastern shore of Maryland was visited by a furious storm of wind and rain last night. Practically every town along the waterfront suffered severe damage from high water, the tide being the highest experienced in twenty years. In many places the water covered the streets from 12 inches to 5 feet in depth.

A new \$20,000 concrete bridge near Easton was carried away, and during the height of the storm the Metropolitan Life Insurance Company's building in Easton caught fire, and was destroyed, with a loss of about \$5,000.

Crisfield reported the waterfront flooded to a depth of three feet, and people were using rowboats to reach their homes. Fish and crab houses

were destroyed, and boats sunk or beached to pieces.

Houses were flooded at Elkton obliging the occupants to move out. At Salisbury a number of men, women and children living in huts near the Leatherbury cannery factory were rescued with difficulty in rowboats.

DELAYED BY GALE.

Duluth, Minn., Oct. 21.—Delayed by a gale, a fleet of overdue boats was sighted early today headed for this port. Boats were held in the harbor last night, the outgoing traffic being confined to a few heavy ore boats. Eight vessels overdue had not been heard from early today.

Barges of the Pittsburgh Steamship Company's fleet will start to lay up the week of Oct. 26. No barge will be sent back up the lake Oct. 25, and the last of the barge fleet probably will be in winter quarters by Nov. 1.

At Ashland, Wis., the heaviest October snowstorm since 1908 struck Lake Superior last night. Several inches of snow covers the ground. Heavy seas and a fierce snowstorm are reported.

The temperatures at Duluth today went as low as 18 above zero, according to street thermometers. The gale here, however, had died out and snow was falling.

HEAVY IN OHIO.

Boston, Oct. 21.—Tangled wires, prostrated trees and other inland (Continued on Page Eleven.)

Two Men Opposed To Electrification!



ADAM BECK.

"Another issue was that of the electrification of the London and Port Stanley. Here were more difficulties for the aldermen. He reminded them that he was not speaking for or against the proposition. If they operate the railroad, and thereby kept down freight charges, they might yet have the fact to face that the shippers would continue to patronize the steam railroads, although their freight rates were being kept down by the Port Stanley Railway.

"It has been said that the electrification of the London and Port Stanley Railway would afford us a big customer for power," said Mr. Beck, "but I have always taken this position, that if we must create consumers for our power, then it were better that we do not use the power at all."

From Free Press report of Adam Beck's speech made at informal dinner, tendered city council at the London Hospital for the Insane a year ago.



C. M. R. GRAHAM.

"The mayor then explained that the spending of between \$500,000 and \$800,000 on the electrification of the road was, in his opinion, too big a proposition to handle on account of action taken by all large corporations in fighting municipal ownership.

"If we go ahead and electrify the road," he said, "there will be a concerted stand taken by all the trunk lines to boycott our line. The Lake Erie Coal Company does not want to dicker with the city for carrying freight now, as was at first intimated to me, and in that move I can see that those corporations are already fighting us. If we can make a good arrangement with any of the trunk lines to take this line, and give us a differential freight or lake rate, with a cheap fare into London from all points between here and Port Stanley, I think it would be a good proposition."

From report of Mayor Graham's statement at meeting of the London and Port Stanley board, appearing in London Free Press of Sept. 6, 1912.

LATE Robert Tait, for many years freight agent in city for the Pere Marquette.



EATON MURDER TRIAL OPENS AT PLYMOUTH

Witness Says Wife Thought Her Husband Was Eadly Deranged.

(Canadian Press.)

Plymouth, Mass., Oct. 21.—Conditions in the household of Rear Admiral Joseph Giles Eaton, prior to his death by poison last March, were described by neighbors at the trial of Mrs. Jenny May Eaton, the widow, today.

Mrs. Charles M. Hill testified to conversations with Mrs. Eaton in which the defendant had said that the admiral was deranged and that she feared he would poison her mother. The Eatons always appeared friendly to each other Mrs. Hill said, when cross-examined.

Mrs. William Magoon told the court of a strange preparation which Mrs. Eaton said the admiral had mixed for June, her daughter, by a former marriage. The mixture, according to the witness' remembrance of what Mrs. Eaton had told her, contained soap, vinegar and either pepper or salt. This testimony caused Mrs. Eaton to smile.

Mrs. Magoon said she never saw any evidence of insanity in the admiral.

A Rockland tradesman, Charles Rice, testified to Mrs. Eaton's frequent airing of family troubles.

Election Returns

All election returns from East Middlesex will be received at Hyman Hall tonight, and will be published as quickly as received by The Advertiser. Call 3670 for full information.

THE WEATHER.

TOMORROW—COLD.

Today—Strong northwest winds; partly fair and cold, with local snow flurries. Wednesday—Westerly winds; fair, with sharp frosts.

Stations.	High.	Low.	Weather.
LONDON	39	34	Cloudy
Victoria	43	38	Cloudy
Calgary	62	28	Clear
Winnipeg	22	14	Cloudy
Port Arthur	25	16	Cloudy
Parry Sound	38	23	Cloudy
Toronto	46	36	Clear
Ottawa	52	39	Cloudy
Montreal	55	44	Cloudy
Quebec	54	45	Cloudy
Father Point	55	50	Cloudy

A disturbance which developed over the Southern States during Sunday has moved northeastward across the Lower Lake Region to the St. Lawrence Valley, where it is now centred as a severe storm.

DASTARDLY ATTEMPT TO BESMIRCH ALD. RICHTER DRAWS SMASHING REPLY

"I am Not Interested in Any Company Having Connection With Electrification, Nor Have I Any Interest in Any Power Company or Manufactory Expecting to Sell Anything to the City," He Says.

"They must be in desperate straits referred to with the view of enlisting when they have to resort to such absolute falsehoods to bolster up their case," said Ald. John G. Richter this morning, when asked for an expression of opinion regarding the charge made that he had been influenced in his stand for electrification by the C. N. R.

He characterized the statement that Expert Warfield had on two occasions come upon representatives of the C. N. R. in the office of Ald. Richter, as being maliciously and deliberately untrue. "On one occasion, more than a year ago, Judge Phippen and Col. Davidson paid me a visit," said Mr. Richter. "Judge Phippen was formerly our solicitor in Winnipeg, and he dropped in to see me. Never was one word spoken about electrification or the railway situation. If Mr. Warfield was there I do not recall it. It seems he is raving about his report being discredited and makes any statement that comes into his head."

An Absurd Statement.

"I presume you saw in Saturday's Free Press the report of the meeting in the East End Town Hall Friday evening, at which you were characterized by electrification speakers as the mouthpiece of the G. T. R. and C. N. R., and the Traction Company?" asked the reporter. "What justification, if any, is there for such a statement?" "Yes," replied Mr. Richter, "my attention was drawn to the matter, and in answer I may say the representations in the above connection are in keeping with the campaign of misrepresentation and vituperation that has characterized the discussion of the question of electrification of the L. and P. S. Railway, by its chief advocates, from the introduction thereof a year ago to the present time."

"I would infer then that you have not been approached by any companies

your sympathy in their behalf?"

Never a Suggestion.

"No such suggestion has ever been made to me by anyone connected with any of the companies referred to, nor by anyone in their behalf, nor in behalf of any other company or corporation whatever. There was absolutely no justification whatever for the insinuation, and the author of the calumny probably did not even think so himself."

"Have you ever had, or have you now, any financial interest in any of the companies referred to?"

"I have never had, have not now, and have no expectation of having any financial interest in any railway, steamboat, traction, or other transportation company, whatever, whether operated by steam or electricity. Neither have I any interest in any power company or manufactory, selling, or expecting to sell anything whatever to the city."

Save City From Disaster.

"Your only interest, then, in the question of electrification of the L. and P. S. R. is that of any ordinary ratepayer?" "I am exactly in the same position as a large majority of my fellow ratepayers. I have no favors to ask of the city, nor do I expect to reap any advantages that will not be reaped by every other ratepayer equally with myself, and in opposing electrification I am actuated solely by a desire to save the city from engaging in a project that I believe can only end in disaster."

"If, after having gone into the matter fully, the project had appealed to you as desirable, you would have been equally as free to approve of the project."

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ELECTRIFICATION MEANS RUIN FOR MANY CONCERNS



"I do not think that the ratepayers of London with one blow will demolish the wholesale and jobbing interests of London, that have taken a quarter of a century to build up," said Lieut.-Col. T. S. Hobbs this morning.

"There has not been an argument that would convince a businessman that electrification would be a good thing. It will mean the moving of a number of industries from London, and the taking away of hundreds of families. If those who are opposed to this scheme wanted to see the men who are supporting it ruined, all they would have to do would be to let them go ahead. For if by chance the scheme carries, it will mean the ruining of every public man who has allowed his name to become connected with it. Any man who signed a petition for electrification signed it under the false assurance that the M. C. R. would use the line, and that the Grand Trunk would continue to give the city its business. No businessman can be for this scheme in view of the developments."

"I have confidence that the quiet, thinking ratepayers will defeat this scheme and enable the city to dispose of the running rights to all railways with enormous advantage to the city."

Ratepayers of London!

Give the Ring Its Answer

The city council of 1912 deliberately tried to kill your right to decide the expenditures you shall make.

The mayor and his following attempted to give a vote on electrification to everyone.

In that event, your vote would have been killed by some man who does not care how much your taxes are.

Then this bylaw should not be passed unless it has a two-thirds majority. But legislation was secured so that a bare majority will carry it, no matter how many ratepayers vote. Every other railway expenditure would have to have a two-thirds majority.

There has been trickery from the start. Will you vote \$700,000 for Charley Graham's tricksters to mortgage your home?

Will you vote \$700,000 for Charley Graham's