



THE SAD CASE OF THE BOY STATESMAN WITH THE SWELLED HEAD.

AN OVERDRAFT OF \$13,059.47
AS A LEGACY FROM MR. BECKStatement of Auditor Jewell
Shows Incompetency of Last
Year's Administrators.

City Auditor Jewell has just completed a statement of the city finances for the year 1904, which shows that ex-Mayor Beck has left his successor an overdraft from last year of \$13,059.47.

The statement shows that all the committees last year overpaid their estimates, and that both the public schools and Collegiate Institute have gone over their stipulated amounts.

The statement is as follows:

	Estimate.	Expenditure.
No. 1 committee accounts	\$1,612.40	\$3,242.69
No. 2 committee accounts	38,265.00	41,623.00
No. 3 committee accounts	71,637.41	76,477.21
Hospital Trust	20,000.00	20,300.00
Relief to city poor	7,000.00	7,189.39
Board of Health	3,800.00	3,231.87
Police Department	37,000.00	36,486.40
Collegiate Institute	23,882.00	24,473.12
Public Schools	98,099.76	100,422.26
R. C. Separate Schools	8,272.40	8,272.40
Manufacturers' Committee	100.00	
Totals	\$339,668.97	\$352,728.44
Expenditure		\$352,728.44
Estimate		\$339,668.97
Overdraft		\$13,059.47

NEGLECTED HIS DUTIES,
BUT DREW HIS FULL PAYMr. Beck Avoided Legislature
Most of the Time and Made
Declaration to Contrary.

At the meeting in East London last night, ex-Mayor Beck gave a wide berth to the serious complaints which have been preferred against him as London's representative in the Ontario Legislature, and as London's mayor for three years. For instance, he avoided any reference to his gross neglect of his public duties at Toronto.

Mr. Beck was absent from the Legislature two-thirds of the time during his two sessions, but in 1904 he drew his full indemnity of \$1,395 and mileage. In 1903 he confessed to 14 days' absence and drew \$946, although he was seldom in the House. Here is his record, taken from the journals of the House:

DECLARATION TO OBTAIN SESSIONAL ALLOWANCE.
(REV. STAT. ONT., CHAP. 12, SEC. 7, 1897.)

I, ADAM BECK, one of the Members of the Legislative Assembly of Ontario, solemnly declare:

That I reside at LONDON, which is distant by nearest rail route One Hundred and Fifteen Miles, as determined by the Speaker of the Legislative Assembly, from the City of Toronto, where the Session of the Legislative Assembly of Ontario, which began on the Fourteenth Day of January, nineteen hundred and four, was held.

That the first day during the said Session on which I was present at Toronto, where the said Session was held, was the Fourteenth Day of January, nineteen hundred and four.

That on the said day, and on each day of the said Session, after the said day, on which there was a sitting of the said Legislative Assembly, I attended such sitting, or a sitting of some Committee thereof, except in those cases in which I was prevented by sickness from attending as aforesaid, though I was then present at the said City of Toronto.

(Signed) ADAM BECK, M. P. P.
Mileage at 10 cents per mile \$ 23.00
Sessional allowance 1,000.00
Less days absent, at \$4 per diem 1,023.00
Toronto, day of 1904.

RECEIVED from the Accountant of the Legislative Assembly, the above-mentioned sum of One Thousand and Twenty-three Dollars.
(Signature) ADAM BECK, M. P. P.

PUERILE COMPLAINT
AGAINST MR. HYMANBecause the Armories Are Not
Open to Everyone—Mr.
Beck and the Irishmen.

The Free Press these days seeks to make capital against the Liberals because of the fact that the department of militia has refused to allow London Armories to be used for other than military purposes. The Free Press alludes to the fact that the Liberals held a meeting in the building last fall, and also asks why it is that other classes of citizens are not accorded the same privilege?

when the Liberals used the building they secured the necessary permission from the contractors, as the Armories had not then been turned over to the department of militia by the men who were building them. And the night of the Liberal meeting, President Gibbons of the London Liberal Association, in opening his speech, announced that the Conservatives could also use free of charge the electrical fittings, platform, chairs and furnishings which had been put in the Armories at the expense of the Liberal Association.

Surely no fairer offer could be made. But the Free Press hurls on the subject, and wants to know why it is that the Armories are not for the people, forgetting that the rules of the militia department must be adhered to, and that the line must be drawn somewhere if the Armories are to be of any use to the militia, for whom they were constructed.

The Free Press forgets that Mr.

GRAND TRUNK UNION MEN
GRATEFUL TO MR. RUMBALLA Well-Known Conservative Worker Writes to Acknowledge
His Kindness to Striking Switchmen—Mr. Rumball
Gave Them a Substantial Subscription.

London, Ont., Jan. 20, 1905.

To the Advertiser:
I see by a letter in the papers that Mr. Rumball is said to be an enemy to organized union labor.

I have been known in this city as a Conservative union man for many years, being a charter member of the Trackmen's Union, and no man in the city has suffered more through his sticking to union principles than I have, and I can speak as one who has suffered.

Mr. Rumball has shown himself a true friend of Unionism.

When the G. T. R. trackmen went on strike Mr. Rumball called on me and asked what was the trouble. We stated our case and he told me our case was a

perfectly good one, and not only approved of our course, but gave us a substantial subscription towards our funds, and as a union man I feel it my duty to come forward with this statement at this time when Mr. Rumball is being maligned.

I am sending this letter to both papers, as the Trades and Labor resolutions appeared in the both papers. Yours truly,

W. EVANS,
Late Swift & Foreman G. T. R.

We certify that the above is correct.

JAS. MOORE,
JOHN MILLER,
A. WARREN,
J. SPENCER,
J. HAMMACOTT.

AS OTHERS SEE HIM!

[From the Sarnia Observer, Monday, Jan. 16.]

Mr. Adam Beck, of London, made his debut before a Sarnia audience at a Hanna meeting held here Thursday night. As a speaker, he is a poor specimen, and he left a very unfavorable impression personally by his unmanly references to Hon. Mr. MacKay. If men, as a rule, followed Mr. Beck's example of referring to the private habits of their opponents, and told in public what they had learned by intimate social association with them, what he said about Mr. MacKay might as truthfully be said about most of those who were with him on the platform here. It is a very unusual and exceedingly distasteful style of attack, and stamps the individual who resorts to it as utterly lacking in the essential qualities of a gentleman. If Mr. Beck came all the way from London to deliver himself of that little piece of discreditable tattle, it would have been better for his reputation if he had stayed at home.

Adam Beck, the present Conservative candidate, when he was mayor in 1904, thought fit to enforce a similar rule in regard to the council chamber when the Irish Benevolent Society held its annual banquet in the city hall, and asked to use the council chamber as a reception-room for the guests.

RUMBALL MEETING
IN EAST LONDONWill Be Held in the Town
Hall on Monday Night—
First-Class Speakers.

A meeting of the electors of East London will be held on Monday evening, Jan. 23, in the town hall, East London, at 8 o'clock.

ship Mayor Campbell and other prominent Liberals will address the electors.

Everybody is invited, and everybody is welcome.

THE WEATHER.

Tomorrow—Fair and Colder.

Toronto, Jan. 20-8 p.m. Fair weather has been general throughout the greater portion of Canada today, and temperatures have been below zero in the Territories, Manitoba and Northern Ontario.

Minimum and maximum temperatures: Victoria, 4-14; Kamloops, 2-34; Calgary, 4-10; Qu'Appelle, 2 below zero; Winnipeg, 12 below zero; Port Arthur, 4 below zero; Parry Sound, 8-30; Toronto, 2-20; Ottawa, 8-18; Montreal, 10-16; Quebec, zero-10; St. John, 16-25; Halifax, 16-28.

FORECASTS.
Saturday, Jan. 21-8 a.m. Today—Colder; light snow.
Sunday—Fine and decidedly cold.

TEMPERATURES.
Stations. 8 a.m. Min. Weather.
Calgary 4 Clear
Winnipeg 10 Clear
Toronto 20 Snow
Parry Sound 10 Fair
Ottawa 6 Cloudy
Montreal 9 Fair
Quebec 8 Clear
Father Point 2 Cloudy

The sign—indicates below zero.
Decidedly cold weather nearly everywhere prevails, the outlook being decidedly cold in all districts. Light snowfalls are occurring over the lower lakes. Otherwise fine conditions obtain generally.

LOCAL TEMPERATURES.
The highest and lowest readings of the thermometer at the local observatory for the 24 hours ended at 8 p.m. Friday were: Highest, 32°; lowest, 20° above.

MAKES NO APOLOGY
TO HIS ASSAILANTMr. Parnell Says He Offered
Mr. Beck None and
Will Not.

The following letter has been sent to the Free Press:

To the Editor of the Free Press:
I see by the Free Press of today that Mr. Beck says I apologized for stating that he lied when he referred to me as being unworthy the support of the citizens of this good city of ours. As you do not print my statement of the affair as I made it in West London, may I ask in justice to myself that you give publicity to the following: That no such apology was made by me, nor will I give any until my friend Mr. Beck withdraws the imputation that in my opinion he wishes to leave upon the public mind by the statement he made according to your own report of the nominating speech. Yours truly,
EDWARD PARNELL.

London, Jan. 21, 1905.

AFRAID TO PRINT
THIS LETTERMr. T. H. Luscombe, Barrister,
Refutes Misstatements
About Mr. Rumball.

The following letter was addressed to the Free Press, but was refused publication by that journal:

To the Editor of the Free Press:
Permit me to correct certain misstatements which appeared in the Free Press of the 20th inst. as to the Southwestern Traction Company and its president.

You say: "Mr. Rumball has a charter to build a railway. How did Mr. Rumball obtain his charter? By fighting the city." The charter of the Southwestern Traction Company is not owned by Mr. Rumball and was not obtained by fighting the city.

I quote also from the same article: "A deputation ... appeared before the railway committee ... in 1902 and asked that the Southwestern Traction Company be refused a charter to parallel the London and Port Stanley Railway Company." The Southwestern Traction Company did not apply for such a charter in 1902 or at any other time. It seems a waste of adjectives to say that the deputation was never made. "They succeeded in having the application for the charter refused." But if the application was not in fact made, how could even an advertisement deputation succeed in having it refused for a charter to build to Port Stanley?

In 1902 the same people made another attempt. This time Mr. Beck was mayor, and the application to parallel the city line was granted. If Mr. Beck opposed this, his opposition was not successful.

Mr. Rumball had nothing to do with this application, nor had the Southwestern Traction Company. Neither Mr. Rumball nor the Southwestern Traction Company ever made an application for a charter to build to Port Stanley.

The Middlesex and Elgin Company was incorporated in 1902 by 2 Edw. VII, ch. 32, to build a line from London to Port Stanley.

The Southwestern Traction Company was incorporated in 1902 by 2 Edw. VII, ch. 36, to build a line from London to Hamilton, and London to Delaware and Glencoe.

In 1903 the charter of the Middlesex and Elgin Company was purchased by the Southwestern Traction Company. It seems impossible to impute to the Free Press ignorance as to facts so well known and so easily authenticated.

The Southwestern Traction Company are not "looking for legislation for their railway scheme," and are not "seeking favors from the Ontario Government," as you allege. Yours truly,
T. H. LUSCOMBE.

London, Jan. 20, 1905.

MORTGAGING CITY WITHOUT
CONSULTING THE PEOPLE

Ex-Mayor Beck Threw Away People's Money by Awarding Contract to Political Supporters.

DAMAGING HISTORY OF THE PALATIAL NURSES' HOME

Herewith is presented a cut of the Nurses' Home, the palatial building for which ex-Mayor Beck had debentures issued two years ago without taking a vote of the people.

He argued that the home was such an absolute and urgent necessity that there was no time to consult the ratepayers. Yet the work was commenced after two years, is a long way from being ready for occupancy.

This is the home for which \$1,500 of the people's taxes was appropriated in 1904 to provide for the sinking fund and interest on the debentures issued.

This is the home for which a Philadelphia lady has been chosen matron at a salary of \$300 per annum, the



Commenced two years ago, still unfinished. \$500 of the people's money thrown away in order to give the contract to Mr. Beck's political friends.

two years ago—in 1903—and is still unfinished.

This is the home which ex-Mayor Beck used to make jobs for his political friends at the expense of the people.

This is the home, the carpenter work for which was let by Mr. Beck and his friends, to Jones Bros. (Conservatives) for \$3,483, rejecting the tender of W. S. Davidson (Liberal), who offered to do the work for \$9,000.

Mr. Beck's excuse was that Jones Bros. would rush the work through faster and that the home had to be provided as speedily as possible to maintain the efficiency of the hospital. But the building,

HOW PEOPLE OF EAST LONDON
LOST THEIR STREET CAR SERVICEThe Ex-Mayor Responsible for
the Tearing Up of Rectory
Street Rails.

If the Rectory street car line means anything to the people of East London, they should vote against Mr. Beck, the Conservative candidate, because in 1902, through Mr. Beck's ruling in the council, the street railway company was authorized to tear up the rails on that street, and the people of East London were thereby deprived of a cross-town service for two years.

At the meeting in East London Mr. Beck ignored this charge for the very good reason that he cannot deny it because the minutes of the council verify it.

Ex-Mayor Beck cannot deny that in 1902 he supported the street railway company against the people, and that

the people suffered severely as a result of his action.

Here is an extract from the report of a council meeting held in 1902, when ex-Mayor Beck, on the ground of urgency, had the bylaw railroad through, which empowered the street railway company to tear up the Rectory street line:

"When it was proposed to give the bylaw its second reading Ald. McMechan and Ald. Dreaney objected. They claimed that it was not a case of urgency."

"Ald. Dreaney reminded the mayor and council that when the street railway company's first bylaw was before the people they held meeting after meeting, and discussed it at great length, before it was allowed to pass its third reading. Ald. McMechan said, too, that since Ald. Greenlees was not present, the bylaw should not be read a third time. Ald. Greenlees, he said, was opposed to abandoning the Rectory street line."

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