

Expert "Culls" Ties From
L. and P. S. R. Shipment

SENSATION AT WRECK INQUIRY

The London Advertiser

Fred Daly Expresses Con-
fidence in Rowell and Policy

LAST
EDITION

LAST
EDITION

51st YEAR. No. 22061 Today's Weather—Fair, Warm; Showers.

THE LONDON ADVERTISER, THURSDAY, JUNE 18, 1914. TWELVE PAGES.

Sun rises, 4:35; sun sets, 8:02.

PRICE TWO CENTS.

Quartermaster of Wrecked C. P. R. Boat Tells Counsel That Liner's Steering Gear Was Faulty and Alleges Attempt Made to Get Him Out of Canada---Two-thirds Majority Unsecured and Huron Synod Fails to Secure "Votes for Women"---Londoner Nearly Drowned at Port Stanley.

WOMEN STILL BARRED FROM VESTRY VOTES

Huron Synod Fails to Give Ma-
jority Required for Fran-
chise Extension.

LAY AND CLERICAL REPORT
Both Class of Delegates Roll
Up Majority on Women's
Behalf.

2-3 CLAUSE RESPONSIBLE

Five Ministerial and Seven Lay
Votes Short of Require-
ments for Passage.

Although a very large majority of the delegates to the Synod of Huron, both ministerial and lay, voted this morning to give women the right to vote in vestries, the necessary two-thirds majority which is necessary before the existing canons of the synod, restricting the privilege to male members of the church, can be amended, was not obtained in either case.

The ministerial vote for the motion submitted by John Ransford, of Clinton, to extend the franchise to women, 46 voting against. The vote among the lay delegates was 55 for and 37 against. Thus the motion failed to carry on its first reading by five ministerial and seven lay votes.

Before the motion was submitted the delegates voted on an amendment moved by Charles Jenkins, of Petrolia, to refer the motion to a committee for a report to be presented at the next meeting of the synod. This was carried by a majority of one by the ministers, and defeated by the same narrow margin by the laymen.

Gallery Crowded With Women.
The gallery of Cronin Hall was crowded with women while both votes were being taken, and these in their anxiety to know their fate, stood on tip toe and from their point of vantage, followed the counting with tense expectancy.

Mr. Ransford, continuing his arguments commenced yesterday afternoon, declared that both the Old and the New Testaments contained many proofs of the fitness of women to take part in the government of church bodies.

He pointed out that bishops, judges, prominent lawyers and other men whose opinions carried weight in all parts of the world, had declared in favor of admitting women to vestries, and that in a number of dioceses women had been granted this privilege. He defied anyone to show that the presence of women in these vestries had been detrimental in any sense.

Demands Justice.
The motion was seconded by Rev. R. W. Norwood, of Corny Memorial Church. He demanded justice and fair play, declaring his conviction that no logical argument could be advanced to refute the claim of the women to vote in the vestry.

He said that during the past year he had become more than ever convinced that on the ground of justice and fair play every reasonable man present would have to admit the right of women to take part in vestry deliberations.

In moving his amendment, Mr. Jenkins, in support of his contention that women never were intended to take part in the management of business affairs, declared that the proposed change would be a violation of the recognized fact that the bishop was the head of the church.

Congregations, he said, were inclined to think that whoever paid the piper must call the tune, but that was not according to church law.

Referring to the remark made by Mr. Norwood, he said: "Continued on Page Eleven."

Separate Military
and Civil Branches
Is Villa's Demand

Serves Ultimatum on Carranza,
Which Is Being Considered
at Conference.

Engle Pass, Texas, June 18.—That General Villa has presented an ultimatum to General Carranza, demanding the absolute separation of the civil and military branches of the Constitutional Government, was the substance of dispatches received at Constitutional headquarters in Piedras Negras today. A committee, of three officers was said to be now in conference with General Carranza at Saltillo, presenting Villa's plans.

TO CELEBRATE 12TH

Orangemen Will Attend Divine Service
On Sunday—Are Going To
St. Thomas.

Orangemen in London and vicinity will celebrate the Battle of the Boyne in St. Thomas on July 13, when they are expected to gather in large numbers. Delegations are expected from Cleveland and other cities in the States.

On July 12, the day of the anniversary, which falls on Sunday, local Orangemen will attend divine services in St. John's Church, where Rev. H. B. Ashby will preach a special sermon on the day.

Has Confidence in Rowell

Fred Daly, former temperance candidate for London and one of the best-known temperance men of the province, has issued the following statement on the present issues before the Ontario electors:

"The people of this province have upon more than one occasion, expressed themselves as being in favor of the total suppression of the liquor traffic. The abolition of the bar is the first logical step in that direction. I have the utmost confidence in Mr. Rowell and his policy."

TIES THAT BIND CAUSE TROUBLE

Famous 75,000 Shipment for Electrification Being
"Culled" by Engineer---Expert and Company
Declines Responsibility for Demurrage
on Contract.

Those ties—75,000 of 'em—that bind the city to the Manitoulin Lumber Company may prove the source of more trouble before the matter is settled.

A present the hydro engineer and his associates who have been instructed to proceed with work on the roadbed of the London and Port Stanley Railway are engaged in the work of culling out the big shipment of cedar sleepers.

It was stated by a railwayman today that so many of the ties were being rejected that it was likely that a split would occur between the contractors and the commission, to which they shipped the ties before tenders were opened.

The engineer claims that the ties are not up to quality, and the company claims that they are the best cedar ties that can be secured. At any rate hundreds of them are being rejected, and the commission will no doubt have to call for new tenders.

Another point is that there are several hundred dollars in per diem charges against the shipment. The contracting company claims that the city must pay the charge and the city is trying to place the responsibility upon the company. The cars, forty-five in number, were distributed along the line as soon as they arrived here and before contracts had been awarded.

5,000 COMING TO CELEBRATION HERE

Black Knights of Ireland Will
Be Here in Full Strength for
Londonderry Anniversary.

700 COMING FROM TORONTO

Big Delegations From Other
Centres and Many Bands
Are Scheduled.

About 5,000 Black Knights of Ireland, of the Orange Order, are coming to London on August 12 to celebrate the relief of Londonderry, according to returns received by the County Black Chapter of East Middlesex, which meets tonight in Orange Hall to discuss ways and means for the entertainment of their guests.

Queen's Park has already been secured for the day. A big parade, with an old-fashioned picnic at the park are features of the day.

Toronto has guaranteed to send a delegation of 700, while Listowel, St. Marys and St. Catharines are coming with bands. The Grand Lodge of the United States, which is meeting at Niagara Falls, N.Y., that week, will send a large delegation to the celebration here.

The committee arranging for the celebration consists of T. H. Pitt, chairman; James Murray, county master; William R. Walker, George Gough, T. Fox, A. Sevin, Harry Bennis, D. J. Patterson, R. De Courcy and R. B. Fox.

FOUR SCHOONERS AND SOME HOUSES BURNED

Disastrous Fire at Glasgow
Docks, Caused by
Accident.

[Canadian Press.]
Glasgow, June 18.—Damage amounting to \$500,000 was done today by fire at Kingston dock in the centre of Glasgow. Four schooners, several freight sheds and a number of neighboring houses were burned.

The outbreak was caused by a man while emptying hot ashes into the water, letting some fall on the deck of a schooner which caught fire. The flames spread rapidly to some barrels of creosote on the wharf and everything in the vicinity was soon alight.

Conservative party in Hamilton in opposing Labor's only representative will have the effect of showing the Labor men what they may expect. There is absolutely no chance of defeating Mr. Studholme, and the Labor men of Hamilton have decided to support the Liberal candidate in the other riding as a result of the opposition to our man, but the attitude of the party toward Labor is shown and it will have an effect on the situation here."

"We are not saying what may or may not be done at the convention on Saturday, but I am sure that the action of the

Kisses Still Occupy Court's Attention

Percy Short Asks Damages for Wap-
ping 'Em Up.

Chewing gum and kisses are still taking up the attention of Judge Macbeth in the county court. This morning the accounts of Percy Short, ex-assistant manager of the defunct Dominion Chile Company, were thoroughly gone into. Mr. Short alleges that there are numerous accounts that he paid out of his own pocket. He asks \$25.35 for wrapping up kisses on one occasion and \$88.81 for machinery wages and more kisses (molasses variety).

Altogether, Mr. Short asks for over \$1,400, alleged to have been advanced to the company.

REGISTER TODAY!

DR. STEVENSON IS PROBABLE CHOICE OF LONDON LIBERALS

His Name To Be Presented at
Adjourned Meeting Friday
Night.

WILL ACCEPT NOMINATION
Committee Decides That City
Should Not Stand Aside in
Fight for Rowell.

At a meeting held yesterday by the committee appointed at the Liberal meeting Monday night to consider the question of placing a candidate in the field for the provincial election, a decision was reached from Dr. W. J. Stevenson that he would accept the nomination if it were offered him.

The committee unanimously decided to recommend to the convention the advisability of tendering the nomination to Dr. Stevenson, reporting at the same time that he had been consulted and had announced his willingness to accept.

The meeting, which was held in Hyman Hall, was attended by almost all of those who had been appointed. There were some Liberals in the number who had never been in Hyman Hall before, but who felt that on this occasion, when the issue was one that should appeal to men usually outside the sphere of the active electors, they would take their coats off and work for a Liberal candidate who stood for the Liberal policy.

A Fight for Liberalism.
There was absolute unanimity when the name of Dr. Stevenson was mentioned. It was felt that he was a young man who would make a great fight for Liberalism. The issue was to stand aside and see Mr. Rowell and the other Liberals of Ontario fighting.

The report will be presented at a meeting to be held on Friday evening in Hyman Hall. It promises to be one of the largest and most enthusiastic Liberal gatherings ever held in London. Not only will Liberals be present, but a large section of the moral reform element of London, independent of politics, will be there. All Liberals are urged to be present, as it is intended to make the meeting a demonstration of the Liberal policy, if the convention agrees to the candidate chosen.

TAILORS DENY REPORT OF THEIR MEETING

President Hussey Says Allege-
tions Made by Local Paper
Are Unfounded.

James G. Hussey, president of the Trades and Labor Council, and an officer of the local Tailors' Union, declared that the report published in a local paper to the effect that the tailors had decided not to support the nomination and candidature of a Labor candidate because they did not wish to oppose Hon. Adam Beck, was entirely unfounded.

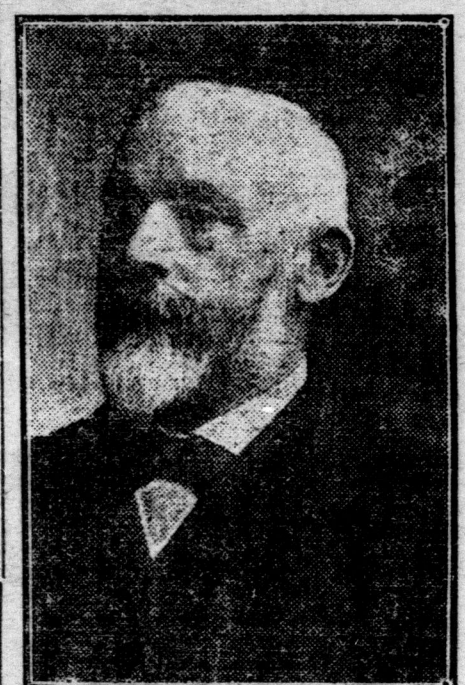
"The tailors decided," said Mr. Hussey, "that it would be inappropriate at the present time to place a Labor man in the field. They thought we would not have ample time and organization to elect a Labor candidate. But Mr. Beck's name was not mentioned in the meeting."

Mr. Hussey added that members of the Tailors' Union were greatly incensed over the article referred to.

CHIEFS AT PLAY.
[Canadian Press.]
Grand Rapids, Mich., June 18.—Business was forgotten temporarily today by the members of the International Association of Chiefs of Police, who have been holding their annual convention here. The chiefs left this forenoon on special interurban cars for Ottawa Beach, on Lake Michigan. Part of the afternoon was to be spent on the water, with a banquet at an Ottawa beach hotel to follow the boat ride.

QUARTERMASTER OF EMPRESS DECLARES SHE WOULD NOT STEER WELL AND THAT C. P. R. TRIED TO RUSH HIM AWAY BEFORE INQUIRY

BROKEN FAITH WITH
LABOR'S REPRESENTATIVE
MAY CHANGE SITUATION



ALLAN STUDHOLME, M.P., of Hamilton, sole Labor representative in the Ontario Legislature, who will be opposed by a Conservative at the coming election. This opposition, coming as it does as a breach of faith by the Conservative party, will undoubtedly affect the local election situation.

NARROWLY ESCAPES DEATH BY DROWNING

Wellington Street Man Goes
Down Twice After Rowboat
Sinks at Port Stanley.

George Grismond, 151 Wellington street, and John Taylor, caretaker of the Ontario Loan and Debenture Society, narrowly escaped drowning at Port Stanley last night, when a row boat they were rowing sank beneath them in thirty feet of water, without warning.

Grismond and Taylor were rowing toward the end of the pier and not far from it when, according to Mr. Taylor, the boat suddenly filled with water, dipped to one side, and left both of them struggling in the water. Fortunately they were close to the pier, where a number of persons were fishing. Taylor could swim, but Grismond could not. He went down twice, and was almost exhausted when he reached the pier. Both men were hauled out of the water by a ladder and ropes.

Had the accident happened further away from help on the pier, Grismond feels sure that he would have drowned. He could swim only a few strokes.

The boat was a rowboat, covered with galvanized iron, and half decked. When the men started from the pier near the shore, they say there was only a little water in the bottom of the boat. They noticed nothing wrong until the water rushed in evidently from a big leak in the bottom. Mr. Taylor, this morning, started legal proceedings against the owner of the boat at Port Stanley.

FORTY COTTAGES BURNED.
Worcester, Mass., June 18.—A fire which broke out early this morning in the Methodist camp grounds at Sterling Junction destroyed 40 cottages and the Grandview Hotel. The financial loss is estimated at about \$50,000.

THE WEATHER

LOCAL
TEMPERATURES
The following were the highest and lowest temperatures recorded in London during the 24 hours previous to eight o'clock last night: Highest, 77; lowest, 37.

The official temperatures for the 12 hours previous to 8 a.m. today were: Highest, 66; lowest, 43.

Forecast.
Moderate to fresh southwest to south winds; fair and warm today; local showers or thunderstorms during the night and on Friday.

Temperatures.
The following were the highest and lowest temperatures during the 24 hours previous to 8 a.m. today: Stations. High. Low. Weather. Victoria 70 50 Cloudy. Port Arthur 80 44 Cloudy. Calgary 88 46 Cloudy. Winnipeg 84 48 Cloudy. Pelly Sound 72 48 Clear. Toronto 74 56 Clear. Ottawa 76 52 Cloudy. Montreal 72 60 Clear. Quebec 72 54 Clear. Father Point 60 50 Clear.

Showers and thunderstorms have occurred in many portions of the Western Provinces.
Elsewhere in Canada the weather has been fine and generally warmer.

Sensation Sprung at Quebec By Counsel Haight's Statement of Story Told Him By Steersman of Wrecked Ship.

CAPTAIN KENDALL GIVES DENIAL

[Canadian Press.]

Quebec, June 18.—The suggestion by C. S. Haight, New York counsel for the owners of the Storstad, that the steering gear of the Empress of Ireland was not in proper order and his promise that evidence would be called in this connection, formed the most important phase of this morning's session of the Dominion inquiry into the sinking of the C. P. R. liner, on May 29, in the St. Lawrence.

Chief Engineer Samson, of the Empress, who took the stand after the point about the steering gear had been raised, said that it was in perfect order.

Mr. Haight made his suggestion when directly interrogated on the point by Lord Mersey, after he had made a number of unsuccessful attempts to get corroborative testimony from Robert Liddell, third engineer on the Empress, but who knew nothing about the matter because, though he had been connected with the steering gear at one time, he had had nothing to do with it for the past eight months.

Lord Mersey, when Mr. Haight announced his suggestion, immediately inquired why questions about it had not been put to Captain Kendall when he was on the stand, and Mr. Haight said that the information had only come to him during the past 12 hours and Edmund Newcombe, K.C., who is appearing for the Government, had promised that witnesses should be called and examined about this theory.

CORROBORATIVE EVIDENCE

For the rest of the session this morning, witnesses were introduced who substantiated the C.P.R. claim that the Empress was first of all ordered full speed ahead and then stopped and full speed astern and then stopped, and that she was stationary when struck by the collier Storstad. The information was substantiated by Robert Henry Brennan, second engineer, who had charge of the port engines and Robert Liddell, who had charge of the starboard engines. George B. Smart and John W. Black, of Ottawa, passengers, also testified, the former giving it as his view that the Empress was stationary or almost so and that there was no panic.

A TERRIBLE CHARGE

The defense sprang a surprise in connection with the steering gear by suggesting that the C.P.R. had made attempts to send home Quartermaster Golway, who was on the Empress bridge at the time of the accident and who contended that the steering gear jammed on the last westward trip for five minutes. It was also suggested that a trimmer named Fournier, who had stated that the Empress was moving rapidly at the time of the accident, was missing, having left Quebec with a C.P.R. official.

Lord Mersey jumped on Mr. Haight for holding this information up his sleeve and immediately called Captain Walsh, marine superintendent of the C.P.R., who denied that there was any desire to get rid of either man. Captain Kendall also denied that Golway's story was true, as he did stories that the Empress came up the river and sheered badly.

A Punctual Start

With that punctuality which has marked his appearance in the court where the Empress of Ireland inquiry is being held, Lord Mersey this morning appeared promptly at 10 o'clock. He at once asked Edmund L. Newcombe, K.C., appearing for the Dominion marine department, to prepare plans of the construction of the two vessels in the collision as well as get evidence ready on the question of equipment of the ships and on the life-belts, rafts and lifeboats on the Empress.

Butler Aspinall, K.C., for the C. P. R., promised to place Messrs. Hillhouse and [Continued on Page Ten.]

Racing Speed Fiends Side-Swipe Car on Road to London

Regardless of Consequences Unresponsive Motor
Drivers Strip Mud Guards From Both Sides
of Londoner's Auto as They Recklessly
Race Cars.

With his car side-swiped on both sides, smashing the mudguards and tire-irons, E. Reichtner returned to the city last night convinced that speed fiends who operate along the road to Port Stanley should be made an example of.

Mr. Reichtner was on his way from St. Thomas to London and when a considerable distance from St. Thomas he saw two cars racing madly up the road toward him. At first he sought to take his side of the road and to avoid the joy riders, but he saw that they showed no intention of giving him the road, and as a last resort, to prevent the three cars being piled in the ditch, likely with a loss of life, he took a last chance and steered for the centre of the road.

He got there just before one of the cars ran him down, and the next moment both of the racers swept past him, tearing the mudguards from one side and crumpling them on the other. The men in both cars were singing at the time and appeared to be racing along without any regard for consequences. They did not stop after having side-swiped Mr. Reichtner's car, but continued on at the same mad rate of speed.

It was stated that they were running at least thirty-five miles an hour, and perhaps more. It is likely that an investigation will be made in an endeavor to apprehend the guilty parties. By some it was stated that the cars were from St. Thomas, while others stated that they were London automobiles.

The car of Dr. H. A. McCallum was struck on the same road last night, but it could not be learned whether the same cars were responsible or not.