

\$700,000 ELECTRIFICATION SCHEME GOES TO RATEPAYERS COUNCIL UNANIMOUSLY DECIDES ON SENDING BYLAW

ALD. RICHTER UNCHALLENGED WHEN HE PROVES EVERY EXPERT TO SHOW CERTAIN DEFICIT

Masterly Summary of Situation Absolutely Ignored and Unanswered by Pro-Electrification Members of Council—Warfield Document Is Torn to Shreds.

Latter Expert Provided For All Business of Two Lake Roads and Fifty Per Cent. Added in First Year—750,000 Passengers Would Be Required Annually 160,000 Now Carried.

By the unanimous vote of the city council Friday night, the bylaw for the electrification of the London and Port Stanley Road goes to its court of last appeal—the ratepayers. Without a dissenting member, the twelve aldermen of the council voted to allow the people to voice their opinion of the merits or demerits of the proposed \$700,000 electrification scheme.

Previously to this vote, eight aldermen lined up in favor of the scheme and passed a bylaw expressing approval, while Aldermen J. G. Richter, Hubert Ashplant, W. E. Robinson and B. W. Bennett expressed their disapproval of the scheme by their "nays" against the recommendation of the finance committee that a pro-electrification bylaw should be carried.

PROVED DEFICIT ON EVERY REPORT.

The determination of the majority of the council to signify their approval of the electrification scheme was a foregone conclusion. It was palpably a cut-and-dried scheme that was carried through to a successful consummation in the face of the fact that Ald. J. G. Richter proved conclusively that every report submitted by the experts showed a deficit, some of them as high as \$50,000. His statements were ignored by the aldermen, whose prejudices allowed them to cast no vote save in concert with the general program of Beck and Graham.

Further than this, two of the Labor men of the council—Ald. G. E. Rose and Ald. E. Stein—voted for electrification after it had been proven by Ald. B. W. Bennett that the Warfield and other electrification reports indicated the intention of making revenue out of the low wages paid by the electrified London and Port Stanley.

STATEMENTS ARE UNCHALLENGED.

The strength of the electrification faction was proven by the absolute ignoring of proven facts that none attempted to deny. Mayor C. M. R. Graham in answer to Ald. Richter's statements that the reports proved a deficit, left the chair to address the council. His reply, however, resolved itself into the declaration that Ald. Richter was prejudiced before he had gone into the question. Prejudiced or not, Ald. Richter's statements went unchallenged, and the aldermen himself retorted that he had not been prejudiced when that assertion was made by Mayor Graham.

COUNCIL GOES INTO COMMITTEE.

The electrification question was first discussed by the council as a committee of the whole. As soon as the aldermen assembled, Mayor Graham explained the purpose of the meeting, and the council resolved into committee to discuss the following recommendations of the finance committee:

1. That a bylaw be passed in accordance with Section 8 of the City of London Act, 1913, determining that the London and Port Stanley Railway be constructed and equipped as an electric road.
2. That after such bylaw referred to in Clause 1 has been passed, the city solicitor be instructed to prepare a bylaw for submission to the electors under the provisions of Section 9 of the said act, authorizing the corporation to borrow the sum of \$700,000, and issue debentures therefor for a period of 40 years from the date of the issue thereof, with interest at 5 per cent per annum, for the purpose of constructing, equipping and operating the London and Port Stanley Railway as an electric road.

UNANIMOUS FOR VOTE OF RATEPAYERS.

It was the first division of this report that caused the division of 8 to 4. The second was approved of unanimously by the council.

While the council was sitting as a committee of the whole, two amendments were offered, the first by Ald. Richter that as the reports all showed deficits, no action be taken to approve electrification, and the second by Ald. E. Johnston, who declared that the \$700,000 figures for rehabilitating the road as an electric one, were extravagant. He substituted \$490,000 as the cost, having cut out the cost of new steel and new ties, which he declared were good for the next ten years. Neither amendment was voted on, the motions in each case having been carried. Nevertheless Ald. Johnston voted for the electrification resolution.

A SPLENDID PRESENTATION.

Aldermen J. G. Richter and B. W. Bennett presented the anti-electrification case in no uncertain manner, Ald. Richter presenting an exhaustive statement of the financial aspect of the case, while Ald. Bennett dealt with the operating and wage side of the question.

Ald. Richter Analyzes the Situation In Great Style

"No 1 committee was not unanimous," said Ald. J. G. Richter. "I was the dissenting member, and I think I only right to make an explanation. No 1 committee does not, as a rule, differ much in its opinion. It is the 'Happy Family' of the council.

"My reason for being opposed to the question is the manner in which it has been sought to bring it about. I have objected to this manner since the city of London bill was first discussed in the committee and in the council. I object to the idea of the city of London running a railway and particularly to the way it is sought to bring it about in this instance.

NOT QUALIFIED TO HANDLE SITUATION.

"We have not the right facilities to operate the road, and why the council should want to undertake a work which it is generally conceded that we are not well qualified to handle is something that I cannot understand. For some unknown reason, there is a desire to bring about this condition of affairs, and run the road ourselves.

"This other peculiar position—the spending of \$700,000 on the rehabilitation of the road and its equipment for electricity or steam is something else to which I take exception. Under the Port Stanley act of 1903 it is distinctly stated that no further debt or incumbrance shall be created against the road until the existing debenture debt, which is something like \$1,300,000, is fully paid off.

NO AUTHORITY TO INCREASE THE DEBT.

"That being a Dominion act, and the London and Port Stanley being a Dominion road, the Ontario Legislature has no authority over it, nor can it override this act. In the city of London bill there is no mention of the city having any claim against the London and Port Stanley road for anything that might be expended, if we so expend this \$700,000.

"In so far as we spend the money in equipment, then, of course, the equipment is ours, but in so far as we spend it in anything else, then we are making the London and Port Stanley a present of that amount. I hardly think that the citizens of London would want to enter

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Points Scored and Unanswered Against the Electrification Scheme

Alderman J. G. Richter:

Port Stanley act of 1903 prevents further incumbrances against the road till existing debenture debt is fully paid off.

Road is a Dominion one, operating under Dominion charter, and action of the Ontario Legislature can, therefore, not override the Port Stanley act.

EVERY REPORT SHOWS A DEFICIT.

Car rental question ignored by Warfield in his estimates.

Improper provision made for depreciation.

ELECTRIFIED LONDON AND PORT STANLEY WOULD HAVE TO CARRY 750,000 PASSENGERS A YEAR, OR DOUBLE WHAT THE P. M. CARRIED IN 1912; PLUS WHAT THE TRACTION COMPANY CARRIED, PLUS 25 PER CENT OF THIS TOTAL, TO MAKE UP WARFIELD ESTIMATES OF PASSENGER RETURNS.

Capital charges would be \$117,000 yearly, instead of \$83,000, as estimated by Warfield.

No provision for car rentals.

Alderman B. W. Bennett:

Car rental question not touched by Warfield.

WAGES OF RAILWAYMEN IMPROPERLY PLACED, THE EXPERT APPARENTLY INTENDING TO MAKE PROFITS OUT OF THE EMPLOYEES.

Refusal of steam roads to operate over line unless standard rules and wages were in force.

Failure to provide alternative proposition for people.

Failure to provide for construction of transfer tracks in estimates.

ALD. BENNETT SAYS WARFIELD INTENDS TO MAKE PROFITS OUT OF WAGES OF THE MEN

Standard Roads Demand Standard Wages to the Railroadmen, and L. and P. S. R. Is Standard Road—Enormous Charges For Car Rental Are Not Provided.

It was Ald. B. W. Bennett, chairman of the board of works, who opened the ball at the city council Friday night. His opening statement was a query directed at Chairman J. P. Moore, of the finance committee, as to whether or not that committee had been unanimous in its recommendation, then before the council.

Chairman Moore replied in the negative. The vote, he said, had been 4 to 1. Chairman Bennett thereupon declared that the committee recommendation was not being properly put before the people. There should have been two alternatives, he declared, one to release the road to one or more of the big steam systems, at no expense to the citizens, and the other to spend \$800,000 in electrifying the road. The work of the experts in preparing voluminous reports on the operation of the system as a steam road was characterized as useless.

STEAM QUESTION NOT TAKEN INTO CONSIDERATION.

"The steam proposition didn't enter into this question at all," said Ald. Bennett. "You know as well as I do that it was a question of electrifying or nothing at all." He then turned his attention to the reports.

"Nothing at all has been said in this Warfield report about car rentals," he said. "There is a charge of 45 cents per day on all cars. There is a further penalty of \$1 a day after 30 days. There are always between 100 and 500 cars on the rails of the London and Port Stanley all the time, the number varying according to stormy weather. If the boat is tied up on account of storms, then the cars accumulate, increasing the rental that we would have to pay."

TO MAKE HIS PROFITS OUT OF THE MEN'S WAGES.

"This question has not been gone into at all, and there are other things as well. The comparison of wages is one of these. Apparently the Warfield report shows that he intends to make his profits out of the wages of the men."

"His average for steam railroad men is: Engineer, \$125 per month; fireman, \$65; conductor, \$125; baggage-man, \$75; brakeman, \$70. This is for an eight-hour day only, and he fails to take into consideration the fact that the railwaymen work more than this period per day, drawing overtime pay for it. He has not been fair in his report. His estimates for an electrical engineer is 26 cents per hour for an eleven-hour day; 26 cents cents per hour for conductors; 23 cents for head brakemen and 20 cents per hour for rear-end brakemen.

LESS MONEY THAN IS PAID TO LABORERS.

"You can't hire men at that rate. It

is less for brakemen than that paid to laborers.

MUST PAY STANDARD WAGES TO ALL MEN.

"I don't see how you can possibly get away from this phase of the question at all. You simply will have to pay standard wages, and cannot adopt the Warfield scale, that is calculated to make the revenue of the road out of the men."

"As to the Marshall report it is not a report at all. It is true that I recommended Mr. Marshall, and I still think that he is the best qualified traffic man in Western Ontario, but this report is not what we might expect from Tom Marshall. We want to be fair and give the people all the enlightenment that they are entitled to."

MIGHT GET RICH AS FREIGHT EXPERTS.

"Later in the course of debate, when the question of car rentals was being bandied about and the per diem charges for the use of freight cars was the main topic under consideration, Ald. Bennett informed those aldermen who had such plausible excuses to offer for the per diem charges, that their ability to dispose of freight problems was considerably greater than the officials of the big roads, and suggested that possibly they had missed their proper vocations and an opportunity to secure big salaries as freight experts."

ALMOST ALL THE CARS LIABLE TO CHARGES.

Ald. Spittal's statement that because the larger portion of the coal was shipped east and west at Port Stanley, there would be no per diem charges, was shown to be absolutely valueless. The blockade at Port Stanley caused by the shutting of the cars, the second transfer in the St. Thomas yards, and the delay that might be caused in bringing them there, would leave the great majority of the cars liable to the car rental charges.

NO PROVISION IS MADE FOR TRANSFER TRACKS.

Ald. Bennett then touched on the question of transfer tracks. No provision had been made, he explained, for the costly transfer tracks that would be necessary at all transfer points if electrification went through. No steam road would send their steam engines in under electric wires, he explained, for the purpose of securing cars, and the transfer tracks would have to be electrified. At the present time there are no transfer tracks on the L. and P. S. or provision for any. Therefore,

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Their Arguments Went Unanswered



ALD. J. G. RICHTER, who proved a deficit from every expert's report.



ALD. B. W. BENNETT, who said electrification would sacrifice trainmen's wages.

G. W. ARMSTRONG TAKEN BY DEATH ALL TWO YEARS

For Many Years Prominent in London Business and Church Circles.

HE WAS AN EX-ALDERMAN
Served on the City Council For Two Successive Terms—A Writer of Verse.

The death of one of London's prominent citizens, ex-Ald. George W. Armstrong, occurred at his residence, 64 Elmwood avenue, early this morning. Mr. Armstrong had been suffering for some time from a general breakdown of his health.

Mr. Armstrong came to Canada about 35 years ago from Manchester, England, where he was born. His first business connection in this country was with the Robertson Company, of Toronto. Later he moved to Woodstock, although remaining with the same firm. From Woodstock he moved to this city and entered the brass manufacturing business, taking over the London Brass Works. For years, under his able management, the business prospered and grew. Last Christmas he decided to sell his interest.

Mr. Armstrong made many friends while in this city, and his popularity was widespread. About twelve years ago his friends persuaded him to enter the field of municipal politics. He ran for alderman in 1909 and was elected by a big majority. Later in 1910 he was again elected, and served the interests of the city faithfully and well.

Leading Churchman.
Previous to taking up his residence on Elmwood avenue the family resided on Dufferin avenue. Mr. Armstrong was then an active member of St. Andrew's Church. Later, when the Elmwood avenue residence was purchased, he became a prominent elder in Knox Presbyterian Church, where he worked diligently for his creed.

Mr. Armstrong was a lover of poetry and was the author of some verse of unusual merit.
He is survived by his wife and one daughter. The funeral will be private and will take place on Monday morning. Rev. Mr. Stuart, of Knox Presbyterian Church, will have charge of the services.

EAST MIDDLESEX LIBERALS ARE NOMINATING TODAY

Large and Representative Gathering at Hyman Hall To Select Standard Bearer for By-Election—Eight Names Placed Before the Convention for Consideration.

Liberals from far and near are gathered at Hyman Hall this afternoon to nominate a candidate to contest the seat for East Middlesex.

It is one of the largest and most representative meetings that has been held in Hyman Hall in some time, and shows that the Liberals of East Middlesex are ready to make a record fight for the seat. Delegates from all over the riding are present, and all are optimistic.

Lieut.-Col. Mayberry, M. P. F. for South Oxford, is a visitor, and will address the meeting.

At the opening of the meeting a resolution was passed expressing the sympathy of the East Middlesex Liberal

Association with the family of the late Peter Elson, former member of the riding, whose death brought on the present by-election.

Eight names were proposed as candidates, as follows: Mr. R. G. Fisher was nominated by Mr. W. H. O'Dell, of Belmont; Mr. W. H. O'Dell was nominated by Mr. Ezra Hunt; Mr. James Murray, of Wilton Grove, was nominated by Mr. Jas. H. Wheaton; Mr. Jas. Henderson, of Niagara, was nominated by Mr. Frank Ashman; of Rebecca; Mr. John Laidlaw, of Niagara, was nominated by Mr. Jas. Henderson; Dr. Routledge, Lambeth, was nominated by J. H. Elliott; Mr. A. M. Hunt, of this city, was nominated by Mr. U. A. Buchner.

SLICE OF THE BECK ESTATE TO BE SOLD IS A RUMOR

Property on Wellington Street May Be Used for Residential Sites.

to cutting it up into lots. Between \$50 and \$80 a foot will be asked for the property, it is said, and a number of restrictions as to the class of residences built, etc., will be imposed.

The property has a frontage of 297 feet, but it is not known whether all will be disposed of or not. The whole property contains over four acres, but is assessed at only \$25,000. Its real value is asserted by real estate men to be well over \$100,000. It was rumored some time ago that Mr. Beck would dispose of all his property here and remove from London. Whether this is his intention at the present time the property is being made preparatory could not be learned.

Free Press Caught At More Trickery

Trickery has been part and parcel of the Free Press' election fight, since the first, but the consummation of its deliberate dishonesty was reached this morning in its alleged report of the council meeting of Friday night when by a unanimous vote of the council the electrification bylaw was sent on to the people. The penalty of those who had the temerity to vote contrary to the wishes of the Free Press—Ald. Richter, Bennett, Ashplant and Robinson—was that their names were held up in large type as being opposed to allowing the question to be decided in favor of the people—this in the face of the fact that the council records prove that every alderman named by the Free Press as voting against the bylaw going to the elector-

ate, cast their ballots in favor of the bylaw going to the ratepayers.

Journalistic Acrobatics.
By a system of journalistic acrobatics the Free Press ignored the fact that the council were unanimous in deciding to have the bylaw go to the ratepayers, and printed the untruths that Ald. Richter, Robinson, Ashplant and Bennett voted against such a move.

Low-Down Tactics.

"It was simply part of their lying, low-down tactics," declared Ald. Richter this morning when discussing the matter. "Every alderman in the council was in favor of sending the bylaw to the people and the Free Press are well aware of the fact, yet it deliberately went out of its way to print the statement that we voted against the people having a voice in the question."

POLICE THINK SCHMIDT KILLED HELEN GREEN

Woman Wrote Murderer That She Could Not Live With-out Him.

[Canadian Press.]
New York, Sept. 19.—Detectives rummaging through the effects of Anna Ammiller, confessed murderer of Hans Schmidt, confessed murderer of Anna Ammiller, were strengthened today in their belief that he had planned other murders by finding complete sets of health department blanks necessary to dispose of bodies, from death certificates to undertaker's permits.

Such blanks are issued by the department only to physicians in good standing whose records have been

rigidly investigated. How Schmidt got them was unknown.

With the finding of these blanks the police redoubled their efforts in the search for Helen Greene, who vanished a month ago after writing Schmidt that she could not live without him. The whereabouts of this woman concerned the detectives more today, perhaps, than any other feature of the case.

Three Killed in Rock Island Wreck

[Canadian Press.]
Topeka, Kas., Sept. 20.—Passenger train No. 40, on the Chicago, Rock Island and Pacific, was derailed two miles west of Manhattan, Kas., this morning. According to meagre reports three persons were killed and twenty injured.

Got 10 Years for Killing Laborer

[Canadian Press.]
Sault Ste. Marie, Ont., Sept. 20.—Found guilty of the murder of a man, slayer, Napoleon Lamerand and Edward Boulton were today sentenced by Justice Middleton to serve ten years in Kingston Penitentiary, while Young, the third prisoner, was discharged, the grand jury finding no bill against him. The proceedings followed the killing at Oha, on the night of Aug. 17, of a Russian laborer during a wedding celebration.

THE WEATHER.

TOMORROW—MUCH COOLER

Forecast.

Toronto, Sept. 20—8 a.m.

Today—Southeast winds; rain before

night.

Sunday—West and northwest gales;

showery at first, then clearing and much

cooler. Danger of frost on Monday.

Temperatures.

The following were the highest and

lowest temperatures during the 24 hours

previous to 8 a.m. today.

Stations. High. Low. Weather.

LONDON..... 58 50 Cloudy

Canary..... 59 39 Clear

Winnipeg..... 44 36 Cloudy

Perry Sound..... 48 40 Clear

Toronto..... 59 52 Cloudy

Ottawa..... 64 48 Cloudy

Montreal..... 60 50 Cloudy

Quebec..... 62 48 Clear

Father Point..... 48 24 Clear

Weather Notes.

The disturbance mentioned yesterday

is now centred over Lake Michigan, with

increased energy, and is likely to move

rather slowly eastward.

The weather is fair throughout the Do-

minion, except near Lake Superior.

Sharp frosts have occurred in the West

ern Provinces.