

## MICHIGAN CENTRAL HOLDS KEY TO SITUATION IN OPTION ON STATION, BUILDINGS, TRACKS AND LANDS MR. BECK PROPOSES TO USE FOR HIS TROLLEY TERMINALS

Chairman of Board of M. C. R. Directors Announces That His Line Will Not Have Anything To Do With Electrified Road—Solar-Plexus Blow for Scheme—Could Electric Cars Enter Grand Trunk Station?—New Charter Would Be Required Before They Could Do So.

### CITY IN 1896 GAVE M. C. R. THE RIGHT TO BUY ALL OF L. & S. E.

Proposed Terminal of Traction System in Hands of Company That Opposes Trolley Line to Lake—Unexpected Development.

### ONE POINT THAT PROMOTERS HAVE OVERLOOKED IN THEIR ESTIMATES

Option Includes Depot, Roundhouse, Freight Sheds, Tracks, Land and All Rights and Privileges Now Enjoyed By the Leasing Company.

#### The City's Option to the M. C. R.

(Extract From Agreement Between L. and S. E. Board and M. C. R.)

Tenth. It is also hereby further agreed that at any time during the life of this agreement, the said Canada Southern Company (now the Michigan Central), shall, if all the covenants on its part shall have been kept, have the privilege of purchasing the said lands and the said buildings thereon, at a sum not exceeding the actual cost thereof, which is hereby declared to be the sum of seventy-five thousand dollars (\$75,000.00). And in the event of the said Canada Southern Company's purchasing the said lands and buildings, then the title thereto shall be vested in said Canada Southern Company, or at the option of said Canada Southern Company, in such trustees as it may appoint, and the said Southeastern Company will, in consideration of such purchase transfer and assign to said Canada Southern Company, or to such trustees for it, all rights which the said Southeastern Company has acquired or may hereafter acquire to traverse the streets of the city of London, and also such other rights and privileges in respect of said streets, as have been granted or may be granted by the corporation of the city of London to the said Southeastern Company.

The above is an extract from the agreement of the city of London, the agreement being dated July 23, 1896, and expiring Jan. 1, 1914. The name, Canada Southern Railway, of course, now stands for the Michigan Central Railway.

With an option to buy the station, roundhouse, freight sheds, trackage and lands of the London and Southeastern Railway, the M. C. R. holds the key to the electrification scheme in London.

The promoters of the electrification scheme have planned to use the present M. C. R. station, trackage and buildings as a terminal point, the announcement having been made by Mr. Beck at the first meeting of the board of trade.

#### M. C. R. WOULD REFUSE TO RUN.

Now H. B. Ledyard, chairman of the board of directors of the Michigan Central Railway, writes to Mr. J. W. Little, secretary of the London and Southeastern, that:

1. If the London and Port Stanley Railway is electrified, it would be impracticable for the Michigan Central to continue to operate its trains with steam locomotives.
2. That it would not be in the interests of the Michigan Central to agree that its traffic between St. Thomas and London in both directions should be handled by the parties controlling the electrified line.

#### CAN BUY LINE FOR \$75,000.

It will be seen that if the Michigan Central pays \$75,000 any time before January 1, 1914, that the London and Southeastern Railway becomes the property of the Michigan Central.

The station, tracks or land would not be available as a radial terminal as proposed by Mr. Adam Beck.

The letter from Chairman Ledyard is conclusive in making known the attitude of the Michigan Central to the proposed electrification of the road.

#### THE DANGER TO SHIPPERS.

At the present time the Michigan Central carries more than twenty cars of freight from London every day. For shippers to lose its connections on the M. C. R. which maintains what amounts to an express service for them over 200 miles of railway would be fatal to a great portion of London's business.

"If we lost the M. C. R. or interfered with its service in any way London would be a good place to move from," said one of the largest wholesalers in London, in discussing the situation.

#### EFFECT ON THE C. N. R.

The option held by the M. C. R. would have an effect on the C. N. R. offer to London, but as the two companies are known to be on friendly terms, it is likely that an arrangement could be come to, whereby the station would be enlarged and used by both companies.

The tracks of the London and Southeastern Railway extend from Clarence street to Burwell street.

The promoters of electrification planned to enter the city over the London and Southeastern Railway, and it was to be the station for a system of radials.

It will be used by the electrification interests now—if the M. C. R. says so.

Another point raised in connection with the present situation is "Would the Grand Trunk permit electric trains to enter its station?" There is nothing in the present charter the company holds to permit the operation of an electric line.

### MAJOR BEATTIE, M.P. BACKS UP COL. HUGHES

Member for London Sees No Wrong in Going Back on Federal Grant.

The Advertiser wired Major Thomas Beattie, M. P. for London, who is now in Ottawa, asking if he thought Col. Hughes, minister of militia, had given London a square deal in going back on his offer of a grant of \$120,000 for a federal square in London. The major replied:

Ottawa, Dec. 4, 1912. London Advertiser, London, Ont.: More strange if school board should refuse Strathcona grant than that minister should refuse federal square grant. T. BEATTIE.

### WOMEN LOSE THEIR HOSPITAL POSITIONS

Matter Affecting Victoria Will Be Taken Up By T. and L. Council.

The Trades and Labor Council of London will at its next meeting take up a matter affecting Victoria Hospital. On Monday last five Chinamen took the places of the women and girls who had been employed for some years in the laundry.

The Chinamen are under the control of Charles Fox, an intelligent foreigner, who lately returned from a visit to his native country, and who has for some years conducted a score and laundry on Clarence street, this city. Superintendent Heard was seen by The Advertiser this afternoon in regard to the matter. He stated that the hospital authorities had been driven to the move by the unsatisfactory conditions prevailing in the laundry for some time.

"In a hospital," Mr. Heard told The Advertiser, "cleanliness must be observed at any cost or any sacrifice, and frequently we have been seriously embarrassed in regard to laundry work by inefficiency and the difficulty of controlling the women and girls. We had no intention of treading on anyone's toes, and have done only what we deemed in the best interest of the institution and the patients."

Some of the women who lost their positions have complained to members of the Trades and Labor Council, and the matter will be taken up at the next meeting of that body.

### LONDON BRAKEMAN HURT NEAR PARIS

Accident to William Wilson, of 135 Dreeaney Avenue.

William Wilson, 135 Dreeaney avenue, a brakeman on the Grand Trunk, sustained internal injuries in an accident when he was thrown from the top of a box car at Lynden Junction, near Paris, this morning about 2:30 o'clock. Wilson, who has been employed as brakeman for about eight months, ascended to the top of a moving box car in order to put on the brake so as to prevent the car striking other stationary cars on the same siding. He was too slow, and the collision caused him to lose his balance and he was tossed to the ground. The brakeman was unconscious all the way back to London, where medical aid was procured.

### BARBER DID NOT APPEAR

East London Man Is Wanted on Non-Support Charge.

The name of an East London barber, whose wife swore out an information a week ago, charging him with non-support, was again called in vain at the police court this morning, the defendant failing to turn up. It is alleged by police that he had been drunk for some time. The matter was enlarged for another week, and a warrant will be issued, if necessary, to bring him into court.

Lewis Lepoit, an aged man who ran away from the county house of refuge at Strathroy some time ago, and who has been in jail for the past week on remand, on a vagrancy charge, was again before the magistrate. He was further remanded, and in the meantime efforts will be put forward to have him again admitted to the institution at Strathroy. His case was taken up at the county council yesterday afternoon, and was referred to the jail committee with power. Several drunks were disposed of in the usual way.

### THE WEATHER.

TOMORROW—RAIN.

Forecasters. Toronto, Dec. 4—5 a.m. Today—Moderate southwest winds and mild today. Thursday—Increasing southeasterly winds, with rain.

Temperatures.	
The following were the highest and lowest temperatures during the 24 hours previous to 8 a.m. today:	
Stations.	High.
LONDON	26.5
Victoria	48
Calgary	42
Winnipeg	22
Port Arthur	36
Paris	34
Toronto	39
Ottawa	22
Montreal	24
Quebec	22
Father Point	25
Low.	
LONDON	29
Victoria	38
Calgary	29
Winnipeg	18
Port Arthur	30
Paris	34
Toronto	39
Ottawa	22
Montreal	24
Quebec	22
Father Point	25

A disturbance now centred in Dakota is likely to move quickly to the Great Lakes. The weather has turned much colder in the Western Provinces, where a snow-fall has been general. The temperature has risen again in Ontario and the Maritime Provinces, but continues fairly low in Quebec.

### ONE THING MR. BECK FORGOT TO CONSIDER



THE M. C. R. STATION, PROPOSED AS A RADIAL TERMINAL.

The Michigan Central holds an option, good until Jan. 1, 1914, on the above station, together with freight sheds, roundhouse, tracks and lands, at present used by that railroad in London. Mr. Beck was not aware of this option, as he planned to use these terminals for his electrified road.

### COL. HUGHES WIRES MAYOR, GLAD STORY IS INCORRECT

Mr. Graham and Ald. Coles Now Think the City Will Get the Grant—Vote To Be Taken on Federal Square in January—One Story as to Why Col. Hughes Flunked.

THE TELEGRAM. "Mayor C. M. R. Graham, London, Ont.: "Your telegram of yesterday received. Very glad to hear newspaper report regarding cadets, sent me by militia officer, is erroneous. "SAM HUGHES."

Mayor Graham this morning received a telegram from Hon. Sam Hughes, Ottawa, to the effect that he was glad to hear that the "information contained in the London papers" regarding the attitude of the board of education was incorrect. He further stated that a military man from London had called his attention to the matter. While the message did not state explicitly that the offer of \$120,000 for the Government's portion of the federal square still held good, Mayor Graham took it for granted that such was the case, and announced to Ald. Coles and other aldermen that the bylaw would be submitted, and the citizens could rely on the Government making good the offer made to Mayor Graham and Ald. Coles in writing.

### BALKAN PEACE MEETING TO BE HELD IN LONDON

Meantime Belligerent Armies Will Retain Positions, But Besieged Turk Fortresses Will Not Be Permitted to Revictual—Greeks May Modify Position.

[Canadian Press.] Sofia, Dec. 4.—The peace plenipotentiaries representing Turkey, Bulgaria, Serbia and Montenegro will begin their work in London on Friday of next week.

The armistice signed last evening at the village of Baghche on the Tchataldja lines took the revised form drafted by Dr. S. Daneff, speaker of the Bulgarian Parliament. It contains the following conditions:

1. The belligerent armies shall remain in the positions they at present occupy.
2. The besieged Turkish fortresses shall not be revictualled.
3. The revictualing of the Bulgarian army in the field shall be carried out by way of the Black Sea and Adriatic, commencing ten days after the signature of the armistice.
4. The negotiations for peace shall begin in London on Dec. 13.

### MAYOR GOES TO DETROIT TO INTERVIEW MICH. CENTRAL

His Worship Declares That He Is Anxious to Have the Canadian Northern Matter Cleared Up at Once If L. and P. S. R. Is Satisfied.

Mayor Graham left for Detroit this morning to interview Mr. H. B. Ledyard, chairman of the board of directors of the Michigan Central Railway, as to whether or not that company would have any objections to the Canadian Northern leasing the terminals now occupied by the Michigan Central.

His worship stated that he was anxious to have the C. N. R. matter cleared up right away. If the London and Port Stanley board are satisfied with the offer of the railway company, the deal can be consummated on Dec. 30, and the C. N. R. would then be in a position to take over the line at the expiration of the lease, Jan. 1, 1914.

### CHAIRMAN LEDYARD OF M. C. R. SAYS HIS COMPANY COULD NOT OPERATE OVER ELECTRIC LINE

Head of the Big Road, in Letter to the London and Southeastern Railway, Declares It Would Be Impracticable to Allow Other Parties to Handle Traffic Between St Thomas and London.

At a special meeting of the directors of the London and Southeastern Railway held yesterday afternoon, it was decided that the terminals of the company would not be leased to the C. N. R., or any other railway, unless the Michigan Central were agreeable to the transfer. Incidentally several members of the board denounced the scheme to electrify the L. and P. S. R. as being a most unwise proposal.

When the board met, Mayor Graham explained that at the meeting of the London and Port Stanley Board held previously, the C. N. R. had made an offer to lease the London and Port Stanley Railway, and also the London and Southeastern terminals, which are used by the M. C. R. He wanted to know what the board had to say to the proposition.

Favorable Boat Rates. Mr. J. M. Dillon, who presided, thought that the C. N. R. should guarantee to give favorable boat rates to the West, or it would be as good business to give the road to the G. T. R. or C. P. R.

Mayor Graham explained that the rates were guaranteed to Port Arthur, but not farther west. After that the other railways had something to say regarding the rates. His own personal opinion was that the amount offered as rental was not enough. At the present time, the city obtained about \$21,000 from the road, while the C. N. R. offered but \$20,000.

#### Electrification Is Absurd.

"While electrification is not the theme to be discussed, it is inseparably linked with the London and Southeastern Railway," said Col. Little. "I want to say that in my judgment, electrification is absurd in the extreme. London depends largely on the trade of Western Ontario, and if that trade is lost, London might as well close up. We must retain that trade. It is more important to us than the trade of the Canadian West. I am persuaded that if we electrify the road, we will lose these connections absolutely. Just to show you that I know what I am talking about, I will read a letter received by me from Mr. Ledyard, chairman of the board of directors of the Michigan Central Railway."

### ELEVEN MEET WITH DEATH IN OHIO RAILWAY CRASH

Rear-End Collision Between Passenger Trains Near Zanesville Causes Filled Coach To Be Telescoped With Serious Loss of Life.

[Canadian Press.] Zanesville, Ohio, Dec. 4.—Eleven dead, one probably fatally injured, and four others seriously injured, is the wreck score as a result of a rear-end collision between Cincinnati and Muskingum Valley passenger train No. 43 and Cleveland, Akron and Columbus passenger train No. 125, in which the rear coach of the Cleveland, Akron and Columbus train was telescoped. The revised list of the dead follows: Mrs. B. A. Emerson, of Zanesville, and her two children, a boy and a daughter, 2 and 5, respectively. Jacob Burgy, Zanesville, father of Mrs. Emerson.

Henry J. Haskell, travelling salesman, Zanesville. Henry Babbian, woolen manufacturer, Dresden. Max Harris, Lodi, Ohio. L. H. Blaney, Zanesville, brakeman on C. and M. V. train. Henry Bartles, Albion, Mich. Wilbur Ludwig, Zanesville. Mrs. Nellie Taylor, Zanesville. Burgy, Ludwig and Mrs. Taylor died at the Good Samaritan Hospital in this city between four and five o'clock this morning. The unidentified man of last night was identified today as Henry J. Haskell, a travelling salesman, of Zanesville, who is known all over the state as a leader of the Gideons.

### ONTARIO RY. BOARD WILL DEAL WITH PETITIONS DEC. 12

The Ontario Railway and Municipal Board will settle the question of the annexation of Pottersburg and Ealing on Dec. 12.

On that date, City Solicitor Meredith and City Clerk Baker will go to Toronto, and present the matter before the members of the board. There is a difference in the figures of Mr. Baker and Mr. Grant, clerk of London Township. According to Mr. Baker's figures, the petitions have a majority of about 30 names. Miss Grant figures that they lack 11 names of having a sufficient number, and will so report.

Mr. Baker has counted the names of those who are undoubtedly property holders, and have been for some time. Miss Grant has struck off every name about which there was any doubt, whatever. As a result, there is a difference of over forty names in the accounting of the two officials. The Ontario board will have to decide. Mr. Meredith and Mr. Baker are preparing affidavits, statements, etc., to be presented to the board. Mr. T. G. Meredith will make a plea for annexation himself. Mr. W. R. Meredith will represent London Township before the board, and Miss Grant will also attend.