

How Grand Trunk's Great Plans for London Were Destroyed

MR. BECK'S AMAZING ADMISSION CONFESSES THAT HE DESTROYED GRAND TRUNK PLANS FOR CITY

London Will Have to Pay Hundreds of Thousands of Dollars For What It Might Have Had For Nothing.

HOW LONDON WAS DEPRIVED OF NEW STATION AND ELEVATED TRACKS

No Municipality Ever Offered Such a Boon by a Railway Corporation—Minister of Power Owns Up to Having Lobbied Aldermen to Reject It.

There was a remarkable scene at the East End Hall last night when Lieut.-Colonel John W. Little confronted Mr. Beck on the platform and forced him to confess that he (Mr. Beck) was responsible for the blocking of the Grand Trunk's plans for the elevation of its tracks through London, and for the building of a new station, at no cost to the city of London.

As a result of Mr. Beck's interference, the city will be compelled to pay hundreds of thousands of dollars to carry through splendid improvements, which it could have had for nothing.

The people of London have wondered what influences were at work to balk the great plans for the city of London which the Grand Trunk had in hand. It is known that Mr. McGuigan, then manager of the Grand Trunk, expressed his amazement at the refusal of a boon which had never before been offered to a Canadian municipality. Until last night it was not known that Mr. Adam Beck was the man who influenced a majority of the aldermen to reject it.

MR. BECK TRIES TO EXPLAIN.

Mr. Beck attempted a lame explanation. He said that he had dined with the vice-president and two prominent officials of the company at Montreal, and was told by them that all they wanted was an elevation in the western part of the city and beyond, and that when they got that they would snap their fingers at London. Mr. Beck added that when he came home he told the aldermen the Grand Trunk was not sincere in its negotiations with London, and he tried to prevent the company getting what it wanted.

Is it likely the Grand Trunk head officials would give their hand away in this fashion if they were trying to trick the city?

On the strength of such a tale, the men in the council who took their orders from Mr. Beck, flouted the Grand Trunk, and the whole magnificent scheme was destroyed.

The fact of the matter is that Mr. Beck wrecked the project because he had not been consulted in the matter. He followed his practice of opposing every movement unless he is at the head of it.

The revelation has caused a profound sensation in the city which will have to dearly pay for its failure to grasp a golden opportunity.

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SAFE AND CAPABLE MEN TO VOTE FOR

The following candidates for the City Council may be voted for with the confidence that all matters will be considered by them in the best interests of the city of London:

**Ashplant
Bennett
Buchner
Blandford
Gerry
Johnston
Mitchell
Richter
Robinson
Ryan**

They stand for a square deal for everybody.

Take a Glimpse Into the Future, Mr. Shipper

(Time—Midnight, Dec. 31, 1913.)

The lease of the London and Port Stanley Railway to the Pere Marquette has expired. The Pere Marquette has taken its engines, its cars and its employees to St. Thomas. The Michigan Central has taken its entire equipment from the city.

Thirty cars of freight, which are sent from London daily over these roads, will lie on the freight sheds of other roads after the first of the year. They will travel ten miles, where they travelled one before, to reach their destination.

The road is about to be electrified. The railway companies are through with the city. They cannot operate over a road that is to be torn up and "scrapped," nor while wires are being strung overhead.

The London and Port Stanley Railway is tied up for one year. Some of them are thinking of moving from the city to start all over again to secure connections to equal those on 800 miles of railway, with which they formerly had practically a fast express service, and which formerly formed the backbone of their business.

Their travellers cannot compete with the firms of Hamilton during this year. Groceries and boots and shoes and hardware were formerly ordered by customers one day, and were in their stores the next morning. Now it would take days to reach the same destination by change of railroads and transhipment.

It is the most serious blow the wholesale and jobbing interest of London have had, but then a certain wise man wanted to save his personal reputation. He had put his foot into a trap, and he could not take it out, and he had been able to lead the people in chains.

The road is tied up for one year! There are no terminals, no connections—nothing but chaos! The people were directed to respond to the demand that their courageous candidates be not permitted to think for themselves.

Upon every London home is a mortgage of hundreds of dollars. There are thousands more required before the scheme reaches its supreme folly.

The city lost three trunk lines and \$5,000 a year—but that's a cheap price for responding so gracefully to the master's voice.

The same interest that threw this million dollar wildcat scheme upon the people, defeated the plan for a federal square. London is still scrambling for a city hall and for a way out of the Port Stanley Line muddle.

London's Wholesale Interests Threatened With Disaster

Interest in the municipal campaign centres in the choice of the Council.

Electors are told that certain aldermen yielded to the pressure of "private interests" in delaying the vote on the electrification scheme until fuller information could be elicited for the guidance of the ratepayers.

There is downright dishonesty in the pretence that these aldermen tried to "muzzle the people," or that the opposition to the proposal to rush the scheme to a popular vote was engineered by selfish interests, unless in this class are to be placed the manufacturers, wholesalers and jobbers, who are deeply concerned over the possible loss of steam road connections.

This is a critical time for London as a wholesale centre. The wholesale men of the city are genuinely alarmed.

If the Michigan Central leaves London—and the chairman of the board of directors, Mr. Ledyard, intimates that this will happen if the L. and P. S. R. is electrified—a deadly blow will be struck at the wholesale and jobbing trade of the city. The drift to Toronto will begin.

Take the block of wholesale houses on Richmond street, between King and York, and the other block on York street, between Richmond and Clarence. Every one of these leading wholesalers and jobbers opposed the submission of the electrification bylaw to a vote until the attitude of the Pere Marquette and Michigan Central had been ascertained.

The interests of these important establishments are the interests of the city of London. The position of London as a distributing centre has been built up slowly and laboriously. The city's situation in relation to Western Ontario has been a factor in this growth, but more important have been its excellent transportation facilities. It is the only city in Ontario, excepting one, touched by five trunk lines—the G. T. R., the C. P. R., M. C. R., Pere Marquette and Wabash.

The recent C. P. R. east-and-west extensions in the counties north of London, especially the line from Guelph to Goderich, have given Toronto wholesale houses direct connections with many places where the London wholesalers formerly had an advantage of 24 hours in the delivery of goods.

London still retains an advantage in Southern Ontario through the Michigan Central and the Pere Marquette. If these facilities are destroyed or impaired, the situation will become serious indeed.

Leading manufacturers share the apprehensions of the wholesale merchants. At least two of them, who are among the largest employers of labor in the city, say they will be compelled to move their plants if the Michigan Central and Pere Marquette services are tampered with. If any of the candidates are curious to know the names of these manufacturers, The Advertiser will supply them.

If the electrification scheme had been put to the people on Jan. 1, and had been approved, London would have faced a commercial crisis. Whatever the personnel of next year's council, it is inconceivable that the majority of the aldermen will refuse to make further inquiry before forcing the citizens to decide. There would be an overwhelming protest from the manufacturing and wholesale interests of London. Those candidates who are being paraded as ready to compel the citizens to decide the question without further light should be made to feel the resentment of the citizens at the polls.

THE WEATHER.

TOMORROW—FAIR AND MILD.

Toronto, Dec. 31—3 a.m.

Fresh to strong southwesterly and

westerly winds; fair and mild today and

on Wednesday.

Temperatures.

The following were the highest and

lowest temperatures during the 24 hours

previous to 8 a.m. today:

Stations. High. Low. Weather.

LONDON 36.5 32.5 Clear

Victoria 41 42 Clear

Calgary 24 15 Clear

Winnipeg 28 10 Clear

Port Arthur 28 22 Fair

Ferry Sound 34 28 Cloudy

Toronto 38 34 Fair

Ottawa 34 32 Cloudy

Montreal 36 34 Fair

Quebec 34 30 Fair

Father Point 34 28 Cloudy

WEST LONDON PEOPLE DENY RESPONSIBILITY

Progressives Did Not Get Out a Certain Slate.

The members of the West London

Boosters' Association today disclaimed

responsibility for a slate, which, they

said, was issued by a certain individual,

who, while only one member, has is-

sued the list, purporting to have the

indorsement of the association.

The list is one of aldermanic candi-

dates, and bears the names of William

C. Coles, William Spittal, G. E. Rose,

J. A. Tancock and J. Percy Moore.

REFUSED TO CALL MEETING ASKED BY LABOR MEN

Mayor Graham Continued to Show His Regard For Trades Council.

COUNCIL ASKED FOR A PUBLIC DISCUSSION

Petition Was Shelled After the Labor Men Refused To Be Stampeded.

Mayor Graham did not appear anxious to give the citizens information regarding the electrification of the London and Port Stanley, judging from his treatment of the Trades and Labor Council of this city.

It will be remembered that when the celebrated Beck report was presented for discussion, an effort was made to stampede the labor council into supporting the scheme.

Asked for Meeting.

They in common with others asked for further information, and to back up their contention sent a petition to Mayor Graham asking him to call a public meeting to present the facts of the case to them and other workingmen, who would have to pay the larger portion of the cost, in case the million dollars were expended in electrification.

Mayor Graham completely ignored the petition, and from that day to this not a word has been heard of the petition of the workingmen. Some people are wondering about it today.

Where Is the Petition?

"Where did that petition go to?" asked Mr. Harry Rymill today. "If they wanted to give the citizens information they had the opportunity, but they denied us that."

TEACHERS LAUGH AT STRIKE STORY

No Truth in the Report That They Will Strike Over Kindergarten Changes.

An effort is being made to stir up trouble in the teaching staff of the public schools, a local newspaper asserting that the teachers in the primary grades would go on strike in case single sessions of the kindergarten were introduced after the New Year.

In conversation with a number of the primary grade teachers today The Advertiser was informed by every one, that such a story was without the slightest foundation, that none of them had ever discussed such an eventuality, that it had never entered their minds at all.

"Why, it is utterly absurd," they declared unanimously. "It is a mere election scare of the worst type," declared Trustee W. T. Strong. "It is a foolish thing to say, and I do not think such tactics will do the advocates of such a thing any good."

\$100,000 FIRE

Winnipeg Department Had a Hard Fight in Oil Plant.

[Canadian Press.]

Winnipeg, Dec. 31.—Until after 1 o'clock yesterday afternoon, a steamer

and crew of firemen were busy subduing

the blaze which, starting early in the

morning, entirely gutted number one

warehouse of the Imperial Oil Company,

entailing a loss, uninsured, of over

\$100,000. The company's officials state

it will be impossible to estimate their

loss exactly until a stock inventory has

been taken.

Whether this stable houses the high

jumpers of the Free Press or its de-

livery horses is not known. Suffice it

to say that it is admitted that The Ad-

vertiser still contends that The Free

Press does not use hydro-electric in

the operation of its plant.

The Advertiser was talking about

power, not light, as the Free Press

LEADING BUSINESSMEN SUPPORT STAND TAKEN BY THE SIX ALDERMEN

Petition Circulated by Prominent Citizens and Signed By Wholesalers and Manufacturers Within a Short Time This Morning.

Calls for Men in Council Pledged to Look After Connections of M. C. R. and Pere Marquette—Vital to the Interests of Largest Taxpayers in the City.

A prominent merchant of London in a few minutes circulated a petition today, in which the attitude of Ald. Bennett, Johnston, Richter, Ashplant, Robinson and Blandford was commended, and a request made that more information be secured and a conference held with the Pere Marquette.

The signers of this petition are among the heaviest ratepayers in London. The merchant who put it into circulation stated that he was strongly impressed by the representations of businessmen who thought the situation was so grave as to demand instant action, and the document was circulated in as speedy a manner as possible. Had he had more time he could have secured many more names. Some of the wholesalers and manufacturers were out when he called.

The prayer of the petition is as follows:

We, the undersigned, merchants and manufacturers of the city of London, beg to say that we heartily approve of the action of the aldermen who voted in favor of the resolution to delay the submission of the question of the electrification of the London and Port Stanley Railway until the advice of independent experts had been obtained and time given to consider the effect thereof, and until some conference had been had with the Michigan Central and Pere Marquette, important railways now terminating in London. We hope the electorate will not put in a set of men who will rush the question to a vote of the people without these precautions.

T. B. ESCOTT & CO.

R. C. STRUTHERS & CO.

McMILLAN, CALDER & CO.

BRICKENDEN & McCORMICK

JOHN MILLS, LIMITED.

HOBBS HARDWARE CO.

LONDON CROCKERY CO.

JOHN MARSHALL & CO.

W. L. MARA.

McCORMICK MFG. CO.

LONDON BOLT AND HINGE

WORKS.

JOHN McNEE & SONS.

ROBINSON, LITTLE & CO.

ELLIOTT, MARR & C.

M. MASURET & C.

WESTERN WIRE AND NAIL

CO.

REID BROS. & CO.

H. T. REASON & CO.

NATIONAL DRUG AND

CHEMICAL CO.

H. A. SABINE & CO.

JOHN CAMPBELL & SONS.

THE IDEAL CONCRETE

MACHINERY COMPANY.

READY-TO-WEAR, LIMITED.

A. TALBOT & CO.

The effect of the petition is to ask citizens to vote for the men who refused to be rushed into the expenditure of one million dollars without ample information as to connections, the most vital point in the whole situation. It means the loss or holding of London's entire jobbing and wholesale business.

These men were:

RICHTER

BENNETT

BLANDFORD

BUCHNER

GERRY

JOHNSTON

ROBINSON

ASHPLANT

MITCHELL

RYAN.

Other candidates pledged to give the other railways and electrification scheme thorough investigation are:

Vote for all of these men and save the wholesale business for the city of London.

EXTRA! THE FREE PRESS HAS USED \$1.17 HYDRO IN STABLE!

In the most amusing sidelight of the whole campaign, the London Free Press purports to "accept" a challenge issued by The London Advertiser that the Free Press did not use hydro-electric power in the operation of its plant.

The Free Press produces a bill of the hydro-electric department—a receipt for the magnificent sum of \$1.17—for light supplied to 331 Wellington street.

The fact is that the Free Press has a stable—where the high jumpers are kept at 331 Wellington street, and the man who looks after the stable lives at that number.

Whether this stable houses the high jumpers of the Free Press or its delivery horses is not known. Suffice it to say that it is admitted that The Advertiser still contends that The Free Press does not use hydro-electric in the operation of its plant.

The Advertiser was talking about power, not light, as the Free Press

knows well. Ask Mr. Glaubitz the difference. "We'll stand behind you, Adam, until you are black in the face," shouts the Free Press.

The bill bears the date of Dec. 2, 1912. Was this light put in so that the Free Press could pose as a real friend of hydro?

The Free Press omits to state, as Mr. Beck stated last night, that the Free Press had recently wired its plant and changed its motors in order to enter into a five-year contract with a private lighting company in London.

Mr. Beck says this has nothing to do with electrification. But it has to do with the Free Press' relation to Adam Beck.

As to the Free Press connection with the Cataract Power Company, The Advertiser states that Mr. W. J. Southam, one of the leading figures in the Cataract Power Company, is a large shareholder of the London Free Press.

London's Mercantile Interests Are Profoundly Alarmed