

## NEW YORK STATE CHAIRMAN SAYS HE TRIED SEVEN TIMES IN VAIN TO SEE ADAM BECK

Search of Investigators for Minister of Power Shows  
That He Was Absent Every Time  
They Sought Information.

CLAIM HYDRO BOOKS WILL PROVE THEIR  
FINDINGS; ASK MR. BECK TO SHOW THEM

Head of Commission Was Always at the Horse Show or Out of  
Reach When Probe Was in Session—A  
Sensational Statement.

Toronto, Jan. 21.—The Star says: T. H. Ferris, chairman of the joint committee of the Legislature of New York, which made such a damaging attack on the Hydro-Electric Commission of Ontario, has returned to the fray, following on the heels of the report of the report by Hon. Adam Beck, as "rot." He gives some pointed replies to the Minister of Power, and furnishes a copy of the evidence taken in Toronto by the joint committee. His letter follows:

"Editor of the Star:  
"Dear Sir,—I am in receipt of the Toronto Star of Jan. 16, in which I note your reporter's comment and Mr. Beck's characterization of our report as 'rot.' I inclose herewith a statement taken from the stenographer's record of the hearings, except as to one or two telephone messages, which are from my own memorandum. You will note by it that the New York committee waited on the Hon. Adam Beck at his office no less than seven times, and that he either avoided us or refused to give out the information."

"REPORT BASED ON OATH.  
"The statements made in our report, which I am sending you under separate cover tonight, and particularly the financial summary, are made up from sworn testimony, the witness frequently producing and putting in evidence sworn copies of original records of the Hydro-Electric Commission. There is no doubt but what the financial summary, as well as the other statements made in the report, are absolutely correct. I do not assume that your paper will publish the statement regarding Mr. Beck's failure to give us any information in full, but I think, in justice to the committee, you should publish a sufficient summary to enable the people of the city of Toronto to understand what it was Mr. Beck's persistent evasion that compelled us to get the testimony from other sources."

"(Signed) T. H. FERRIS.  
"P. S.—If Mr. Beck will show his books they will be found to agree with our figures. T. H. F."

The memorandum submitted by Mr. Ferris is in part as follows:  
"On May 13, 1912, the committee, having previously advised Mr. Beck that it would be in Toronto on that date, arrived at the King Edward Hotel. They notified the Hydro-Electric Commission that they were there, and were advised that Mr. Beck had left for Ottawa."

## ESCAPED THE TITANIC TO DIE ALMOST ON THE STREET

Miss Birgit Millured, Who Came to London Recently From  
Norway, a Victim of Heart Failure on the Way to Her  
Work in Beck's Box Factory This Morning.

Suddenly overcome with faintness, while going to work at 7:45 this morning, Birgit Millured, a 17-year-old Norwegian girl, who had been living with her aunt, Mrs. Wilfred Johnson, 41 St. Andrew street, West London, since last April, died ten minutes later in a near-by house where she was taken, and where Dr. Waugh was called to attend her. Always in the best of health and despite her scanty knowledge of English, enjoying life with youthful ardor in London, she had never complained of illness since coming to her new home. Her parents, three sisters and two brothers, live in the village of Randsfjord, about 100 miles from Christiania, Norway.

Was Going to Visit Home.  
One sister was to have joined her in London this coming summer, and she herself was already looking forward to returning to her native land to visit her home and parents at the time of the forthcoming world's fair in Christiania in 1914.

"I cannot bear to send word to her parents," said her aunt, Mrs. Johnson, this morning. "Her mother will be heartbroken."

Escaped the Titanic.

Miss Millured had planned to come to Canada last spring on the Titanic. Her father thought it would be safer and pleasanter for her to make the ocean voyage from England to New York on the world's largest liner.

She was about to purchase her ticket in Norway for the ill-fated vessel, when she met another girl from her native village, who was coming on another boat. The two young girls crossed the Atlantic together on the Allan

to attend the horse show and that he would see them in Ottawa. Thereupon they went to Ottawa, arriving there upon the 4th, upon which date Mr. Beck made his statement before the committee, which contained no specific facts or financial statements, and is in part as follows:

"I assure you that all that lies within our power to enable you to arrive at a conclusion as to the feasibility of your undertaking the scheme as adopted and outlined by this province will be made available to you, and that the engineers of the commission will be available and at your service while you are in the province connected with this work."  
"Before you leave Ontario, it will not be our fault if you are not thoroughly familiar, as well as thoroughly posted, so far as facts and figures are concerned, with the project as originated and as it exists at this present time."

No Instructions Left.  
"After securing additional information at Ottawa, the chairman of the committee had a conference with Mr. Beck, and asked him to telephone to Mr. Gabey, their engineer. On the 10th the committee convened at the office of the Hydro-Electric Commission in Toronto, who were consulted, and they stated they had received no instructions from Mr. Beck. On the 17th the committee met again, and asked he hydro-electric office if they had any instructions, and were advised they had not, whereupon the chairman of the committee called Mr. Beck at Ottawa, and Mr. Beck advised him that he did not believe it would be possible for him to return to Toronto that week, and that he did not care to give any instructions over the telephone. On May 18 the committee adjourned, to meet again on June 10. On May 28, a letter was forwarded to Mr. Beck, advising him that the committee would be in Toronto on June 10, and asking him if he could give them the facts relative to the physical and financial operations of the commission. No reply was ever received to that letter."

No Financial Statement.  
"Immediately upon the arrival of the committee on June 10, he called at the office of the Hydro-Electric Commission and met Mr. Pope, the secretary. Mr. Pope advised us that Mr. Beck was in London and that he had received no instructions in regard to our meeting. He called up on the telephone and talked with Mr. Beck, and he stated that he preferred no information should be given until after he got to Toronto. An appointment was made to meet Mr. Beck on the 11th at 11 o'clock. On the morning of the 11th, Mr. Beck's Continued on Page Four.

## A Sudden Death



MISS BIRGIT MILLURED,  
Young Lady Late From Norway Who  
Died Suddenly on Her Way to  
Work at Albert Street Fac-  
tory This Morning.

## VARISITY HISTORY BRIEFLY OUTLINED AT CANADIAN CLUB

President Falconer, of Toronto,  
Gave Interesting Address at  
the Tecumseh House.

18 UNIVERSITIES  
NOW IN CANADA

Prospects Are Very Bright for  
Higher Education in the  
Dominion.

President Falconer, of the University of Toronto, was the guest of honor at the Canadian Club luncheon at noon today at the Tecumseh House, and gave a most interesting address on "Universities." Mr. Arthur White, first vice-president of the club, presided in the absence of Mr. Jared Vining, the president. There was a large attendance.

The modern university, Dr. Falconer declared, took its rise in the eleventh or twelfth centuries. It first sprang up in Italy, later in France, and about the same time in England. In the early days, there were two outstanding universities in Italy, Bologna and Salerno. In France, the University of Paris was the beginning of the university movement in that country, and in England, Oxford was first, followed shortly afterwards by Cambridge.

In the olden days, the university had not the same meaning that it has today. It was simply a meeting place of students who were met for study, under the guidance of a master. The students rarely finished their courses in one place, but migrated from place to place, a great teacher attracting a following. In these early days, the students were rather a riotous lot, and rows and difficulties were interminable. In some places license prevailed, and in many ways the universities were not held in the highest esteem, although highly profitable to the citizens and shop keepers, where the institutions were established.

The Modern Student.  
"The modern student is a well-behaved person as compared with his predecessors of the early ages," declared President Falconer. "We sometimes read a great deal about the outbreaks of the students, but one should not believe all that is read in the newspapers regarding them. These modern troubles are very minor when they are thoroughly investigated."

There were frequent migrations of students, and whole universities have been destroyed by such movements. About 500 years ago, nearly one-half a thousand students migrated from Prague to Leipzig, owing to the growth of the university.

CITY COUNCIL MEET  
G. T. R. MEN TOMORROW

Vice-Pres. Wainwright and a  
Number of Officials To At-  
tend the Conference.

Vice-President Wainwright, and a number of other officials of the Grand Trunk will interview Mayor Graham and the members of the city council at noon tomorrow to discuss the lease of the London and Port Stanley Railway and other matters.

No definite information could be obtained at the city hall today as to whether Mayor Graham and others saying that they had not received any definite knowledge regarding the matter. "We will hear what they have to say tomorrow," declared his worship.

KISSED CHILDREN  
AND ENDED LIFE

Life-Long Resident of St. Catharines  
Takes Dose of Carbolic Acid.  
[Canadian Press.]  
St. Catharines, Ont., Jan. 21.—Lewis McPherson, a life-long resident of this city, committed suicide in his bedroom at 10:30 last night by taking carbolic acid. At the instance of his wife he was summoned yesterday to appear in court charged with a breach of the liquor act. At 9:30 he walked downstairs, kissed his children, and then retired to his room, where he ended his life. His wife and three children survive.

## LONDON LIBERAL CLUB

The season of 1912-13 at the Liberal Club will be resumed on Friday evening next, when a smoker will be given at the club rooms, corner of Queen's avenue and Park avenue. A meeting of the executive of the club will be held at 7:30 o'clock, and the smoker is announced to commence at 8:15. A general invitation is extended for the entertainment, which will consist of progressive euchre and music. The smokers in the fall were well attended, and it is expected that there will be a large number present next Friday.

## GRAND TRUNK RAILWAY ESTABLISHES A NEW DIVISION AT LONDON

Asst.-Supt. W. R. Davidson Is Made Supt. With Headquarters  
in This City—Conductor William Durkin, of Hill Street, Is  
Promoted to the Position of Trainmaster of This Division.

Official announcement of changes in the staff of the Grand Trunk Railway in this vicinity, which have been mooted for several days, was made this morning, confirming the statement in The Advertiser yesterday to the effect that Mr. W. R. Davidson has been made superintendent of a new London division, with headquarters in this city.

Mr. Davidson, who is now trainmaster here, will have control of 500 miles of the company's lines in Western Ontario, and the establishment of the new division means that much of the company's business, which is at present transacted in Toronto, will be disposed of by the superintendent here. The division is to extend from Sarnia to Hamilton, from Hyde Park to Wingham on the London, Huron and Bruce; the Petrolia branch; the nineteenth district, from Kingscourt Junction to Glenora, and Glenora to Komoka; the twentieth district, from Harrisburg to Tilsonburg Junction, the Goderich and Buffalo line, Tavistock to Port Rowan and Port Dover.

Mr. Davidson was formerly with the Missouri Pacific Railway, and is a native of Wichita, Kansas. He has been located in London as trainmaster for the past couple of years, and has made a very great number of friends. He is known as an experienced railwayman of much ability.

Walter White, now chief train dispatcher at London, is also to receive a promotion, and will go to Palmerston as trainmaster under Charles Forrester.

Mr. Durkin is Trainmaster.

Robert H. Fysh, now road foreman of engines, with headquarters in this city, has been notified that he is promoted to be trainmaster at Brantford. Mr. Fysh is one of the first men to be elevated from the power department to the position of trainmaster.

Mayor Graham, who is president of the road, said that engineers sent out by an English company, which Mr. Harold Richardson represents, informed him, after inspecting it, that the line was too short for them to consider, and refused to make any kind of favorable report on it to their company.

"The mayor then explained that the spending of between \$500,000 and \$800,000 on the electrification of the road was, in his opinion, too big a proposition to handle on account of action taken by all large corporations in fighting municipal ownership."

"If we go ahead and electrify the road," he said, "there will be a concerted stand taken by all the trunk lines, to boycott our line. The Lake Erie Coal Company does not want to do business with the city for carrying freight now, as was at first intimated to me, and in that move I can see that these corporations are already fighting us. If we can make a good arrangement with any of the trunk lines to take this line, and give us a differential freight or lake rate with a cheap fare into London from all points between here and Port Stanley, I think it would be a good proposition."

RECOUNT IS GRANTED  
IN LONDON TOWNSHIP

Judge Macbeth Sets the Date  
of the Scrutiny as February 21.

Judge Macbeth this morning granted a scrutiny of the ballots cast in the recent local option contest in London Township, to take place Feb. 21. Mr. Jared Vining, on behalf of Mr. Harold Richardson, presented three affidavits claiming irregularities, and the money necessary to cover the expense of the scrutiny, and his honor immediately granted the request.

Mr. John M. Gunn, on behalf of the temperance people, asked for a delay in order that the judgment of the supreme court on the appeal from the village of West Lorne on a similar petition might be received. The court will announce their verdict on Feb. 18, and his honor granted the request.

THE WEATHER.  
TOMORROW—STATIONARY.  
Forecasts.  
Toronto, Jan. 21—8 a.m.  
Today—Fair and moderately cold.  
Wednesday—Stationary or a little higher temperature.

Temperatures.  
The following are the highest and lowest temperatures during the 24 hours previous to 8 a.m. today:  
Stations. High. Low. Weather.  
London ..... 30 ..... 14 ..... Clear  
Victoria ..... 42 ..... 36 ..... Rain  
Calgary ..... 22 ..... 25 ..... Clear  
Winnipeg ..... 4 ..... 20 ..... Cloudy  
Port Arthur ..... 24 ..... 4 ..... Fair  
Parry Sound ..... 34 ..... 14 ..... Clear  
Toronto ..... 48 ..... 20 ..... Fair  
Ottawa ..... 38 ..... 22 ..... Fair  
Quebec ..... 22 ..... 24 ..... Cloudy  
Father Point ..... 22 ..... 20 ..... Snow  
Minus (—) means below zero.

The depression which was approaching Ontario yesterday morning is now centered in the Lower St. Lawrence Valley. It has caused high winds from the Great Lakes to the Maritime Provinces, attended by rain and snow.



TRAINMASTER WM. DURKIN.

ter, formerly of London, who is superintendent at Stratford.

H. Ross McLennan, night chief dispatcher at London will go to Hamilton as chief dispatcher from that point.

Mr. Durkin is Trainmaster.

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Mayor Graham ON ELECTRIFICATION.

(London Free Press, Sept. 7, 1912.)  
After opening the meeting Mayor Graham, who is president of the road, said that engineers sent out by an English company, which Mr. Harold Richardson represents, informed him, after inspecting it, that the line was too short for them to consider, and refused to make any kind of favorable report on it to their company.

"The mayor then explained that the spending of between \$500,000 and \$800,000 on the electrification of the road was, in his opinion, too big a proposition to handle on account of action taken by all large corporations in fighting municipal ownership."

"If we go ahead and electrify the road," he said, "there will be a concerted stand taken by all the trunk lines, to boycott our line. The Lake Erie Coal Company does not want to do business with the city for carrying freight now, as was at first intimated to me, and in that move I can see that these corporations are already fighting us. If we can make a good arrangement with any of the trunk lines to take this line, and give us a differential freight or lake rate with a cheap fare into London from all points between here and Port Stanley, I think it would be a good proposition."

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THE CITY COUNCIL

If the M. C. R. exercises the option to purchase the terminals, what can you substitute for them?"

Will the G. T. R., as Mayor Graham suggested, let you run down their southern track to Richmond street?

## ALD. RICHTER ACCUSES MAYOR OF ATTEMPT TO PREVENT VOTE OF PEOPLE ON ELECTRIFICATION

Declares Mr. Graham Introduced Motion to Railroad  
Deal for \$890,000 Through Provincial  
Legislature.

PLANNED SECURING POWER TO RAISE  
MONEY WITHOUT ASKING RATEPAYERS

Ald. Richter charges that Mayor Graham, at the meeting of the London and Port Stanley Board, introduced a motion to secure power for the city to take a lease of the road, and to secure money for electrification, and that there was a deliberate attempt on the mayor's part to force the matter through without a vote of the ratepayers.

Ald. Richter states that the motion, which was immediately altered by Ald. Moore, did not provide for a vote of the ratepayers, and that the attempt was apparent and deliberate. Ald. Moore says it showed a lack of foresight, but that he does not believe it was deliberate. In view of the mayor's whole uncanny attitude in the matter, Ald. Richter says it was nothing short of an attempt by Adam Beck, through his chief servant in the council, to rush the scheme through without consulting the wishes of the people.

Mayor C. M. R. Graham was this morning directly accused by Ald. J. G. Richter of attempting to put a deal through the London and Port Stanley Board Monday, whereby the question of electrification would have been taken completely out of the hands of the people.

Ald. Richter stated that the first proposal presented by Mayor Graham to the board would have meant that after the Legislature has agreed to the expenditure of \$890,000, it would not have been necessary to put the question to the people of London.

Appeals to Him as "Rank."

"It was one of the rankest things that has occurred in London," said Ald. Richter. "The motion introduced by the mayor was evidently an attempt by Mr. Beck to railroad the whole thing through without any mandate from the citizens. It would have meant that if the council saw fit they could have gone ahead in a few weeks and started work on the electrification proposition."

"In two or three months at any rate we might have expected to see gangs of men at work. The mayor deliberately tried to get this through the board, and it is to the credit of those aldermen who are proclaimed as his supporters that they would not permit so monstrous a thing to be done."

Afraid of the People.

"Are they afraid of submitting this thing to the people? It would appear so from the tactics that are being pursued."

"What was the wording of the original motion?" was asked by the reporter.

"It was to the effect that the Legislature validate the expenditure. After that the council could have gone ahead and started the thing going without ever once consulting the people."

An Outrage to Attempt It.

"I cannot imagine how any man, Mr. Beck included, could so far misunderstand the general calibre of average businessmen, as to think that the council would permit such an outrage to be perpetrated. There are no people."

LONDON POLICE IN A PANIC  
OVER SUFFRAGETTE PLANS

Fear Wrath of the Militant Ones if Amendment to Franchise  
Bill Is Defeated in the Commons—Lives of Ministers  
Believed To Be in Danger.

London, Jan. 20.—There are dark rumors about London tonight as to what the militant suffragettes intend to do when, as they fear, Sir Edward Grey's amendment to the franchise bill giving votes to women may be defeated in the House of Commons on Friday. The dislocation of the electric street cars by tampering with the underground conduits and a wholesale dislocation of the telephones are the mildest retaliatory actions hinted at. It cannot be over the situation, and precautions, which are described as unparalleled, are being made on the strength of the information that the lives of the Government ministers may be threatened.

Although the leading militants do not sanction killing, it is pointed out by those close to the police authorities that the peril lies in the individual action of the hysterical women, and the profession that they are ready to die for the "cause."

Ministers Guarded.

Every member of the cabinet is more closely guarded than ever and to the extent of very irritating personal surveillance. "What has been done before will be child's play as compared with what is to come," is the lurid threat of the headquarters of the militants.

Sir Edward Grey's amendment to the franchise bill would eliminate the adjective from the specification "male person" to whom the bill as drafted of the country.

words in my vocabulary too strong to condemn it."

"It would seem," said the reporter, "that this thing might have been put through if you had not jumped on it."

"I don't know that it would," replied Ald. Richter. "Ald. Moore quickly made an amendment to it. He secured pen and ink at once and placed in the motion that a vote must be taken. It was so altered eventually that it had to be thrown away, and Ald. Moore wrote another."

Motion Has Disappeared.

The Advertiser called City Clerk Baker to ask if he had the document. Mr. Baker said that it had not come into his hands finally, and that he believed that Ald. Moore might have put it in his pocket.

Ald. Moore, on being interviewed, stated that he did not know what had become of the original typewritten proposal. It had been considered altered by himself with ink, and finally he wrote a new motion.

"What was the effect of the original motion?" the reporter asked.

"To the effect that power be got to take a lease of the road and to expend certain moneys for electrification," was the reply.

Nothing About a Vote.

"Did it say anything about taking a vote?" was another question.

"It did not," said Ald. Moore. "What was the intention?"

"I do not think it was the intention of anyone to put the thing through without taking a vote," said the alderman.

That it was not the intention of Ald. Moore or a majority of the members of the board was apparent. Ald. Richter charges that it WAS an attempt on the part of the mayor to push the thing through without a vote of the ratepayers.

A Lack of Foresight.

Ald. Moore said that it might have shown a lack of foresight, but that he could not believe it was deliberate. Ald. Richter, however, denounced Sir Edward Grey's "vote-catching amendment," and the Laborites' far more sweeping amendment. He said they would put the empire in the hands of the women and make Great Britain the laughing stock of the world.

The Right Hon. Charles Edward Henry Hobhouse, chancellor of the Duchy of Lancaster, and a member of the cabinet, applauded Lord Curzon, declaring that the majority of the women in England were against suffrage. The Right Hon. Walter Long, formerly a member of the cabinet under the Unionists, contended that if any women are enfranchised they must all be enfranchised, with the result that if they are divided political, like the men, their numbers will inevitably give them the government of the country.

## FELL DOWN CELLAR

John McDonald, of Ingersoll, Tripped on Untied Bag

Ingersoll, Jan. 21.—John McDonald, janitor at the postoffice, was painfully hurt today when a heavy bag fell into the cellar, he tripped on an untied bag on the first step, and fell head-first to the bottom, landing on a cement floor. His nose, face and forehead were very badly cut and scraped, but it is believed that no bones are broken.