

INCINERATOR NOW USELESS AS HEAT PRODUCING PLANT

Engineering Advice Disregarded
and Cost of Crematory
Has Advanced.

SUGGESTION OF SAVING
WAS NOT CONSIDERED

Ald. Bennett Wanted to Have
Building Constructed to
the East

COAL CLOSE TO PLANT

Evidences of Bungling Continue
To Be Made Apparent
to Citizens.

As a steam producer, for heating
purposes, the expensive equipment of
the incinerator has "fallen down hard."
Handicapped by the varying fuel
qualities of the refuse that is de-
stroyed, and by lack of boiler space,
there can be no regulation of the
amount of surplus steam that can be
turned into the feed pipes, designed
to feed Victoria Hospital.

After a series of experiments and
tests by engineers both of Victoria
Hospital and of the incinerator plant,
supervised by H. P. Elliott, engineer
in charge of the installation, it has
been found impossible to secure any
normal or standard quantity of heat
that can be turned over to the hospi-
tal.

Can't Hope to Heat Hospital.
"We cannot supply any fixed amount
of heat," declared Chairman B. W.
Bennett, of the board of works this
morning. "We have gone into the pro-
position and it can't be done. Our
business is to destroy garbage, and
while the incinerator is doing that all
right, without regular coal fuel for
boilers and a larger boiler area, we
cannot hope to heat any one por-
tion of it, either."

The fact that without the recom-
mended expenditure of \$7,000 per
annum, the incinerator cannot be
used to provide the necessary heat,
is particularly interesting in view of
the fact that there was a year ago over
the location of the incinerator so
close to the Victoria Hospital. Led
by the board of health, the physicians
of the city unanimously condemned
the idea of having the building so close
to the hospital.

No Advice Was Asked.
Headed by Chairman Harry Clark
and Dr. F. L. Burdon, a deputation of
last year's board of health waited on
the council of 1912 and opposed the
location selected for the incinerator.
Only one alderman sided with the
board of health—H. W. Bennett. The
mayor suavely explained that the lo-
cation had been chosen because the
surplus heat from the incinerator
plant would adequately heat the hospi-
tal. Now the mayor's predictions have
been overtaken by the usual fate of
Graham prophecies—they have been
proven absolutely unreliable, for the
surplus steam cannot heat the hospi-
tal, nor can it attempt to heat it with
the addition of new boilers that will
be coal burners. This because no en-
gineering advice was asked or accept-
(Continued on Page Eleven.)

RUNAWAYS RIP OFF WHEELS A LA BEN HUR ON KING ST

Butcher's Pair of Horses Collide With Two Women—Farmer's
Wife Escapes Injury by Jumping From Wagon.

A thrilling reproduction of the
chariot race in Ben Hur was staged
on King street this morning, when a
pair of runaway horses belonging to
Mr. George Morris, butcher, of the
market square, the runaways went
Ben Hur's steeds one better in that
they ripped the wheels off two ve-
hicles, instead of one. Fortunately, no
one was injured.

The horses, which were being driven
by Mr. Herbert Morris, had been
standing with weight attached in the
lane of the Campbell carriage factory.
Suddenly taking fright at something,
they dashed out the lane and east on
Kings street. From that point to the
corner of Wellington street it was one
long chapter of narrow escapes for
drivers and pedestrians. At Talbot
street the horses reared and the wagon
flipped over.

Mr. James Jupp, of South Lon-
don, grocer, it was minus a front
wheel when the horses, past, but Mr.
Jupp escaped injury. Events pro-
gressed rapidly, with plenty of excite-
ment all round, until Wellington street
was reached. Mr. J. F. Jenkins and
his wife, market gardeners, were de-
livered vegetables on King street at
this point. Mr. Jenkins was in one
of the houses, and Mrs. Jenkins was
last turning her horse around when
the runaways came in sight. She had
barely time to jump when the crash
came. "The front wheel of the wagon
was driving was crumpled like
cardboard. The pole of the Morris
wagon snapped and the horses kicked
themselves free of the harness and
continued to the corner of Waterloo
street, where they came to a stop.

Coroner Hunter was summoned, but
he died soon after.
Dougherty was about 56 years of age
and leaves a wife and family. An in-
quest will not be held.

MYSTERY IN DEATH
OF CHATHAM YOUTH

People Heard Cry, and on Going Out
Found Ray Fennell Dead.

[Special to The Advertiser.]
Chatham, Oct. 29. — An inquest is
being held today into the death of Ray
Fennell, who was found dead on
Delaware avenue in this city late last
night.

Fennell was about 20 years old
and was employed by the city as a
teamster.
People near by heard a cry of alarm
from the young man, but when they
got to him he was dead. Dr. Char-
teris is the coroner in charge.

PAID \$10,000 WHEAT DUTY

Big American Firm Bought 100,-
000 Bushels of Canadian
Wheat.

WILL GRIND AT BUFFALO

[Canadian Press.]
Minneapolis, Minn., Oct. 29. — In the
face of a duty of 10 cents a bushel still
imposed, the Washburn-Crosby Com-
pany, of Minneapolis, in the first move
of the kind since the Underwood tariff
law was passed yesterday, bought
100,000 bushels of Canadian wheat and
will grind it in its mills at Buffalo, N.
Y. A certified check for \$10,000 was
made out for payment of the import
tariff.

OFFICIAL'S APT SMILE ON PROPOSED SEPARATION

"If I Had Butcher and Grocery
Store, I'd Know Which Was
Paying."

An apt smile of the present
waterworks-electrical department
separation question was voiced at
the city hall this morning: "If I
had a butcher shop and a grocery
store together, I'd want to find
out which was the best paying pro-
position," said an official. "If one
was supporting the other, then I'd
shut the dead one up. It's the same
in this question. Separate the
two departments and show which
one is really paying the best. The
people voted for the separation.
Now they are trying to tell us
people didn't know what they were
voting for. Well, if they did it's
up to the people, not to Bill Spittal
or anyone else."

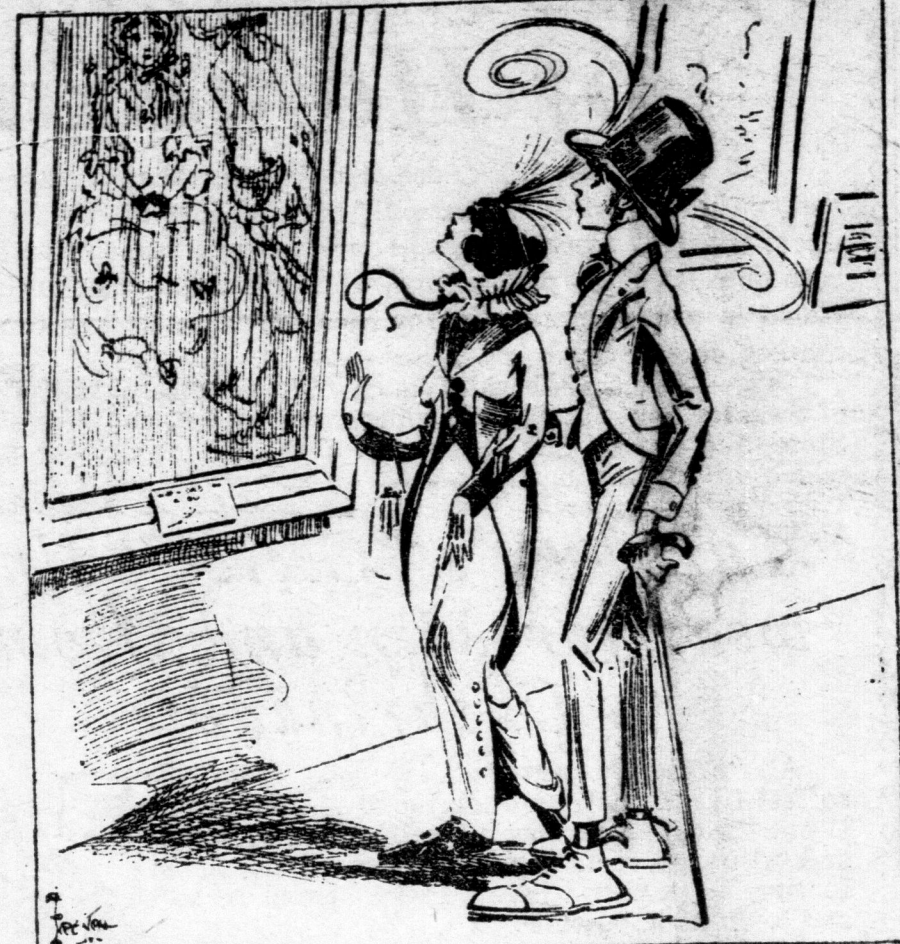
THAW'S LAWYERS ARE PUZZLED BY PETITION

Claim Many Changes Were
Made in Wording of Extra-
dition Document.

[Canadian Press.]
Concord, N. H., Oct. 29.—Counsel for
Harry K. Thaw declared today that a
study of the new petition for the extra-
dition of their client, filed by the gen-
eral representatives of the State of
New York, reveals some changes in
wording from the original petition
which they are unable to understand.
The new petition states that it ap-
pears "by the papers required by the
statutes of the United States," a new
phrase, that Thaw stands charged with
a crime for which the State of New
York "requires," instead of "insists,"
in the original petition, that he be
delivered over to its authority.
In the particulars named the new
document is said to depart from the
form prescribed by agreement among
the states for many years. It also
bears the privy seal of Governor Glynn
instead of the great seal of the state,
although it has not been claimed that
this change affects the standing of
the petition.

Condition Is Improved.—Mr. J. C.
Duffield, who has been ill at his home
in this city for some time, is rapidly
improving, although not yet entirely
recovered.

"Oh, Wad Some Power the Giftie Gie Us!"



Mrs. Fashion Plate—What quash styles they were.
Mr. Fashion Plate—Very quash.

RATEPAYER SAYS EX-ENGINEER HAS BEEN TREATED UNFAIRLY

In Letter to The Advertiser Declares Mac-
Lean, After 22 Years, Was Given Scant Con-
sideration—Still Suffering From Injuries.

The following communication, which
speaks for itself, has been received
by The Advertiser:

"I would like to make a correction
in the name given in Friday evening's
Advertiser, in connection with Engi-
neer MacLean's discharge, and also to
give the public a few facts they have
not known."

"The name of the engineer whom I
believe was referred to, and who was
injured in February, 1911, was Allen
MacLean, who for 22 years served as
an efficient engineer at the Spring-
bank pumping station. His injury was
due to negligence on the part of one
of the city's employees."

Son Interviewed Members.

"When his son, Prof. MacLean, of
Toronto University, came home, and
interviewed Manager Glaubitz, as to
how the accident occurred, and as to
what they intended doing about it,
at first he scoffed at him. Then when
he realized legal action might be
taken, he and other members of the com-
missioners made promises of what they
would do just as soon as it was possi-
ble for him to do any work, as they

were very anxious to keep the matter
quiet and out of the daily papers. Be-
lieving them to be men of their word,
the matter was allowed to rest.

Twenty-Two Years, With Two Weeks'
Vacation.

"But just as soon as the time when
legal action could be taken had elapsed
Engineer MacLean was ordered to
leave his home, and also told that they
had no position to offer him other than
that of a cleaner at the Horton street
station. That was all the city of Lon-
don had to offer a man who had stood
for over 22 years at the pumps, with
only two weeks' vacation, in all that
time, who had his certificate as an
engineer and who is still suffering
from his injuries."

Pensioning the Policemen.

"Policemen in our city are allowed
to retire after serving a number of
years, but has the day passed when
an honest and faithful servant of the
people has no place in the hearts of
the citizens? For what are we paying
taxes? Is it to support such men as
Glaubitz? Certainly it does not seem to
be to support the honest workman."

"A RATEPAYER."

CHARGES WILL NOT GO UP EXCEPT ON "LOADS OF WIND"

Cartage Companies Will Give Lower Rate on Heavy, Solid Freight
—All the Companies Will Continue in
Business.

Downward instead of upward
changes in cartage tariffs for heavy
shippers will be the real result of the
change in the cartage regulations of
the big trunk railways at the first of
the year, according to local freight
agents. The main change in the cartage
system will be in the accounting
end of the business, the clerical work,
now looked after by the railroads, be-
ing taken over by the companies them-
selves. It is asserted, however, that
the same lines of credit to responsible
firms and the same system of account-
ing will be continued with the differ-

ence that it will be the cartage com-
panies and not the railway corporations
that will send out the bills and make
the collections.
The tenancy of the new tariffs will
be for a lower rate for heavy solid
freight, the only increases being on
what is technically termed "loads of
wind." In this latter class are furni-
ture and other bulky articles that have
little weight. They are being hauled
now at a loss, it is claimed, and the
change will only be a better equaliza-
tion of rates on heavy, compact freight
and big, bulky, light freight.

MINISTERIAL ALLIANCE WILL CONDEMN "RITUAL" CHARGES

Sympathies of Clergymen With Jewish People, and Formal Reso-
lution Is Likely To Be Passed by the
Clergymen.

It is probable that at the next meet-
ing of the Ministerial Alliance in this
city that a resolution, deploring the charge
of "ritual murders," which has been raised
against the Jews of Russia in the famous
Belis trial, will be adopted.
A strong resolution of that character
was adopted Tuesday by the Hamilton
Association, but owing to pressure of
other business at the last meeting of the

London association, the matter was not
brought up. "But I am sure the London
association would endorse the resolution
of the Hamilton ministers," said Rev.
McCone this morning. "We had so much
to dispose of at the last meeting that
the matter was not brought up," he con-
tinued, "but I am certain the London
clergymen are in sympathy with the
protest that has been raised."

LONDON'S GREAT GROWTH IN BUILDING IN SIX YEARS

Building continues to soar above last year's figures. This month's
total is now \$46,943 greater than the entire record for October, 1912.
With the exception of one year (1910), the figures for the past six
years, on file in the city building inspector's office, show a wonderful
growth in building.

Year.	Permits.	Value.
1908	342	\$ 810,170
1909	684	850,134
1910	882	905,074
1911	1,029	1,036,836
1912	1,159	1,125,108
1913	1,283	1,431,134

*Ten months only.

BRYAN ASKS EUROPE TO DEFER ACTION UNTIL U. S. DEFINES ATTITUDE

Gives No Hint as to What Government Intends to Do in Mexico
—General Diaz Still on Board American Battleship—Four
Gunboats To Be Rushed to Vera Cruz to Relieve Cruisers
There Now.

FEDERALS HOLD MONTEREY AFTER HOT FIGHT

[Canadian Press.]
Washington, D.C., Oct. 29.—Secre-
tary of State Bryan said today that a
formal note had been sent to all the
European governments asking them
to suspend the formulation of a policy
toward Mexico until the United States
had defined its attitude.
While Great Britain, France, and
Germany, he said, had already been
heard from, it is expected that the
other governments will follow the
three great powers in awaiting the
decision of the United States as to
the next step in bringing peace in
Mexico.

Conferred With Bryan.

President Wilson had an early con-
ference with Secretary Bryan today.
There was, absolutely no comment
forthcoming however from executive
quarters as to just what was in-
tended by the United States, but it
was generally agreed in official circles
that some positive action looking
toward a solution of the problem would

be in line with the expectations of
the powers. Steps to secure a new
election would involve negotiations
with the constitutionalists and there
is a confidence among administration
officials that if guarantees for a free
campaign can be arranged through
the establishment of a provisional au-
thority at Mexico City acceptable to
the constitutionalists, the latter are
likely to fall into line.
Diaz is a Problem.

Secretary Bryan said that the state
department had not decided what dis-
position would be made of Gen. Felix
Diaz, a refugee aboard the battleship
Louisiana.

The sailing today of four American
battleships from Hampton Roads to
relieve those at Vera Cruz marks the
first step on the part of the United
States towards complying with the
recent declaration of Huerta that for-
eign ships had been too long in Mex-
ican waters.
The battleships Rhode Island, Vir-

ginia, Nebraska, and New Jersey, of
the third division of the Atlantic
fleet, will relieve the four vessels of
the second division, which has been
on duty in Mexican waters for several
months, and they are expected to
come north upon the arrival of the
ships which leave Hampton Roads to-
day.

Rear-Admiral Fletcher will con-
tinue to command the squadron in
Mexican waters because of his fami-
liarity with the situation. It is ex-
pected that the ships of the third divi-
sion will reach Vera Cruz next Mon-
day.

No Election News.

Only meagre reports have reached
the state department of the recent
elections. Consular dispatches report-
ed the city of Monterey still in the
Federalists' hands after severe fighting.
Small groups of Federalists arriving at
Matamoros reported disastrous defeat,
after four days of fighting about ten
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Fined for Selling Weed Seeds to Farmers

The first conviction of its kind
in London was made this morn-
ing when Mr. Albert Hookaway,
flour and feed merchant of King
street, was found guilty of sell-
ing seed containing noxious weed
seeds to a Belmont farmer.

A second charge was preferred
against Mr. E. D. Hookaway,
but was dismissed. W. J. W.
Lennox, Government Inspector,
laid the information.

Mr. Hookaway told the court
that the seed had been sold by
his son, accidentally, before be-
ing examined for weed seed. He
was fined \$1 and 85 cents costs.

33 DYNAMITERS ASK NEW TRIAL; GOVT. TO FIGHT

The Labor Union Officials Who
Helped McNamara Brothers
Want Verdict Set Aside.

MANY HEAVY PENALTIES

Frank M. Ryan Faces a Term
of Seven Years in
Prison.

[Canadian Press.]
Chicago, Ill., Oct. 29.—Another chap-
ter in the nation-wide story of the
dynamite plots, which extended
throughout the country and culminated
in the fatal explosion in Los An-
geles in 1910, was written today when
the case was called before the United
States circuit court of appeals.

Thirty of the thirty-three labor
union officials who were adjudged fully
guilty with the McNamara brothers in
promoting explosions, ask that the
present court set aside the verdicts
rendered at Indianapolis last Decem-
ber, and that they be given a new
trial. Opposed to them, the Federal
Government asks that the convicted
men be sent back to prison at Leaven-
worth, Kas., to serve out their terms.

A sentence of seven years, the heaviest
penalty of all, hangs over Frank
M. Ryan, who is out on \$70,000 bond
pending this appeal. He was given the
longest term, Judge Anderson said, in
Indianapolis said, because he was presi-
dent of the International Association
of Bridge and Structural Iron Work-
ers' Union, out of whose funds the ex-
penses of the dynamiters were paid.
Six years' imprisonment is the pen-
alty which Olaf Treitmo, of San Fran-
cisco, and each of six others ask to be
set aside. Treitmo is a labor leader
prominent on the Pacific coast. He
and the six other men were given the
second longest terms because they were
found guilty of voting to appropriate
the union's funds for dynamiting non-
union work, or actually aiding John J.
and James B. McNamara in explosions
on the Pacific coast.

All Long Terms.
The other prison terms, most of
which have been suspended, pending
the appeal, vary from four years to one
year and one day.
Three days of the present court are
to be devoted to the hearing of the
appeals and the Government's opposi-
tion. It is likely that when the argu-
ment is concluded, Judges Kohlsaat,
Baker and Saffern will have the peti-
tion under advisement and render
their decision at some later date. It is
understood that should the present
appeal be adverse to the convicted men
it would be carried to the United
States supreme court.

DEMAND FOR INCREASE IS CONSIDERED EXORBITANT

Provincial Premiers Want Big Share of Customs
and Excise Revenue—Remarkable Attitude in
Regard To Incorporated Companies' Stocks
and Bonds.

CASE IS NOW PENDING IN THE COURTS

[Special to The Advertiser.]
Ottawa, Oct. 29.—There appears to be
two "jokers" in the resolutions prepared
by the Provincial Premiers for adoption
by the Dominion Government.

The demand for 10 per cent of the cus-
toms and excise revenue of Canada is
regarded in the first place as exorbitant.
It would mean more than doubling the
Provincial subsidies. Canada now pays
the provinces about \$11,000,000 a year.

A Big Increase.
Should the demand for 10 per cent be
granted, the federal treasury would next
year pay the provinces about \$24,000,000.
Putting the subsidy upon the basis of a
percentage of customs and excise is held
to be a move to buttress protection.
Should provincial subsidies depend upon
customs, any government would have to
think more than twice before interfering
with the tariff in a way which might re-
duce customs taxation.

Stocks and Bonds.
The other proposal with something be-
hind it, is the demand to have stocks
and bonds of provincially incorporated
companies placed upon the list of securi-
ties in which British trustee funds may
be invested.

The demand is regarded as remarkable,
because the Dominion Government now
has a case in the courts to prevent the
provinces incorporating companies to do
business throughout Canada.

Exactly Opposite.
The conference is, therefore, asking the
Dominion Government to legitimate some-
thing it has been fighting in the courts
for five years.

The Government will undoubtedly agree
to change the style and title of Lieut-
Governor, and to pay these officials larger
salaries. One of the first men to benefit
from this may be Hon. Frank Cochrane,
who will probably succeed as Governor
of Ontario.

The conference is also dealing with
the Government's highways bill, and
owing to its political character, a
unanimous recommendation is hardly
to be expected.
The measure, which has been twice
rejected by the Senate, gives the
Dominion power to construct high-
ways in any province with the consent
of the province.
The objection of the Liberal Gov-
ernments is that they want the ad-
ministration of the fund in their own
hands.

Grand Trunk Will Not Begin Work This Year

The Advertiser this morning wired
Mr. J. E. Dalrymple, vice-president of
the Grand Trunk Railway, as to the
probability of work on the company's
Port Burwell line commencing this
year.

Mr. Dalrymple replied as follows:

Montreal, Oct. 24.
London, Ont.
Replying your message date,
expect receive from Canadian
Stewart Company shortly particu-
lars their recent survey Port Bur-
well line. You will appreciate
season too far advanced for any
work to be undertaken this year.
J. E. DALRYMPLE.

SAILED FOR HOME.

[Canadian Press.]
New York, Oct. 29.—After a stay of
several months in the United States
the Prince of Monaco sailed today on
the steamer France for Monte Carlo,
taking with him a coat of tan acquired
while hunting in the Rocky Moun-
tains.

THE WEATHER.

TOMORROW—RAIN AND SLEET.
Forecasts.
Toronto, Oct. 29—8 a.m.
Today—Light winds and cloudy today.
Thursday—East and north-east winds,
with rain or sleet.

Stations.	High.	Low.	Weather.
LONDON	45	40	Cloudy
Victoria	50	40	Clear
Calgary	30	22	Cloudy
Winnipeg	22	6	Clear
Port Arthur	40	16	Cloudy
Perry Sound	42	24	Cloudy
Toronto	52	44	Cloudy
Ottawa	52	42	Cloudy
Montreal	54	44	Cloudy
Quebec	48	42	Cloudy
Father Point	44	38	Fog

The disturbance which was over the
Great Lakes yesterday has passed east-
ward to the Gulf, and another, also of
feeble energy, is now moving toward the
Lower Lakes, followed by the western
high area and cold wave.
Rain has been quite general from On-
tario to the Maritime Provinces, while from
Lake Superior westward the weather has
been very cold, with light local snow-
falls.

Woman's Daring and Courage Saved Lives of Thirty-Seven

[Canadian Press.]
Philadelphia, Oct. 29.—A woman's daring and courage in a terrific
hurricane off Cape Hatteras saved the big American bark John Ena,
from destruction and the lives of the crew of thirty-seven men. The
heroine is the wife of Captain Charles V. Olsen, master of the craft.

On Oct. 21 the bark, which had been within 100 miles of this port
three weeks ago, and had been blown back nearly to Bermuda, ran into
a hurricane off the coast of North Carolina.

Startled by a particularly heavy sea, Mrs. Olsen looked out of the
captain's office in time to see the terrified sailor at the wheel desert
his post. She rushed on deck and crept along till she clutched the
wheel. With almost superhuman strength she swung the heavy wheel
over and brought the ship about.

Captain Olsen worked his way back over the wreckage and found
his wife clinging to the wheel. Her bravery and quick action had
saved the bark and its crew.