

EIGHT NEW MEN ELECTED TO CITY COUNCIL ONLY FOUR OF THE OLD ALDERMEN RETURNED

Citizen Municipal League
Slate Made a Clean
Sweep.

ALD. BEATTIE
ELECTED MAYOR

By a Majority of 1503—Vote
Was Slightly Smaller One
Than That Polled a
Year Ago.

MAYOR.
Beattie 3,834
Ferguson 2,321
Majority for Beattie 1,503

WATER COMMISSIONERS.
A. T. McMahon 3,818
Phil Pocock 3,546
Wm. Wyatt 2,924

DEFEATED.
R. F. Matthews 1,987
Samuel Stevely 1,777

ALDERMEN.
R. C. Eckert 3,168
J. A. Tancock 2,717
Hubert Ashplant 2,677
J. G. Richter 2,430
H. Pocock 2,447
J. H. Jeffries 2,416
W. J. Underwood 2,317
A. J. Morgan 2,080
W. J. Stevenson 1,959
J. H. Saunders 1,866
G. E. Fitzgerald 1,800
G. E. Rose 1,799

DEFEATED.
Neil Cooper 1,751
W. A. Wilson 1,685
William Gerry 1,661
John Dunkin 1,652
C. G. Moorhead 1,603
H. Kilbourne 1,404
Geo. Wood 1,397
Joshua Garratt 1,327
W. S. Davidson 1,126

BOARD OF EDUCATION.
G. N. Weekes 2,972
J. A. Hunt 2,544
J. G. Balfour 2,499
J. W. Teasdale 2,204

DEFEATED.
W. A. Wilson 1,959
A. S. Macgregor 1,541
J. T. Westland 1,187
J. C. Spence 946
W. R. Colby 735

BYLAW CARRIED.
Board of Control—For 3,131,
against 2,215; majority for 916.

BYLAWS DEFEATED.
Underground Bylaw—For 516,
against 2,781; majority against 2,265.

Storm Sewers—For 892,
against 2,517; majority against 1,625.

Garbage System—For 1,063,
against 2,421; majority against 1,358.

Ald. Beattie was elected mayor of the city of London by the large majority of 1503 on New Year's Day. There was an upheaval in the council, for the eight old members who sought reelection, four were defeated and four elected. The four aldermen chosen were, by the way, at the bottom of the list.

The Water Commission. The three candidates brought out for water commission by a petition of the citizens—Messrs. A. T. McMahon, Phil Pocock and Wm. Wyatt—polled a very heavy vote and won easily. His Worship Mayor Stevely and ex-Alderman Matthews were the defeated candidates.

The contest for the board of education was rather a keen one, and a large vote was polled for the candidates. The discussion over the kindergarten reorganization was quite an important factor in the result. Both the advocates of double sessions won—Mr. G. N. Weekes and Mr. J. A. Hunt. Two single-sessioners, Dr. Teasdale and Dr. Balfour, were also elected. Of the four, three are anti-vaccinationists.

The Citizens' Municipal League had considerable success in its maiden venture. Of the nine candidates endorsed by the league for the council seven were elected—Messrs. Hubert Ashplant, James Fitzgerald, Jas. H. Jeffries, Henry Pocock, John G. Richter, J. A. Tancock and William Underwood. Messrs. John Dunkin and Harvey Kilbourne were among the defeated.

The league also endorsed Messrs. McMahon, Pocock and Wyatt for the water commission.

One of the features was the very large vote polled by Mr. R. C. Eckert. This was his first venture into the municipal arena. He is an advocate of Sunday cars.

The slain. Among the fallen of the old brigade are Ald. Neil Cooper, with more than a decade of service in the council; Ald. Gerry, who has served well nigh 20 years; Ald. Garratt, who has been in the council for almost as many years, and Mayor Stevely, with 11 years of municipal experience.

As stated before, eight of the new aldermen have never held public office. They are untried men, an experiment in truth, and their work will be watched with interest. Ald. Saunders, Ald. Stevenson, Ald. Fitzgerald and Ald. Rose, while they have not had as much experience in civic affairs as some of the defeated candidates, have each seen several years of service.

Continued on Page Ten.



MR. PHILIP POCKOCK,
One of London's Big Businessmen,
Elected to the Water Commission.



MAYOR-ELECT BEATTIE,
Who Was Returned Saturday by a
Majority of 1,503.

FACTS ABOUT NEW COUNCIL IS A REPRESENTATIVE BODY

Where the Mayor, Water Commissioners, Aldermen and School Trustees Were Born and Began Life—Interesting Story of the City Governors.

Ald. Beattie, mayor-elect, is a native Londoner. He was educated here, and later took a law course at Osgoode Hall. For some years he was connected with the Anglican Synod as secretary-treasurer. Later he resigned, and practiced his profession. He has been a member of the council for four or five years, and was looked upon as an able and upright servant. He is an Anglican in religion, and a Conservative in politics.

Water Commissioners. Mr. A. T. McMahon, commissioner-elect, was born in London township, but has resided in London since 1872. About 20 years ago he established the business of McMahon, Granger & Co. He has been chairman and member of the court of revision for many years. He has never been elected to public office prior to this year. He is a Presbyterian in religion and Conservative in politics.

Mr. Philip Pocock, commissioner-elect, was born in London Township in Belmont. Some 30 years ago he came to London. He came to London in 1870, and shortly after started in the boot and shoe business, under the name of

Pocock Bros. In 1885 the London Shoe Company was organized, and he became president and general manager. He is also a director of the Dominion Fire Insurance Company, and a member of the London Health Association. He has served two years on the court of revision, last year being chairman. He is a Liberal in politics and a Catholic in religion.

Ex-Ald. William Wyatt was born in Hull, Quebec, but came to London when but two years of age. He has lived here ever since. Some 38 years ago he engaged in the hardware and tin-smith business. Some time ago he retired. He was alderman for 10 years, some of which time he was chairman of the board of works. He is a Methodist in religion and a Conservative in politics.

Aldermen. Mr. R. C. Eckert was born and raised in Belmont. Some 30 years ago he came to this city and started a grocery business, where the staff was busy balancing accounts. This is a very busy time with banks, and necessitates working overtime. Prosecutions may follow.

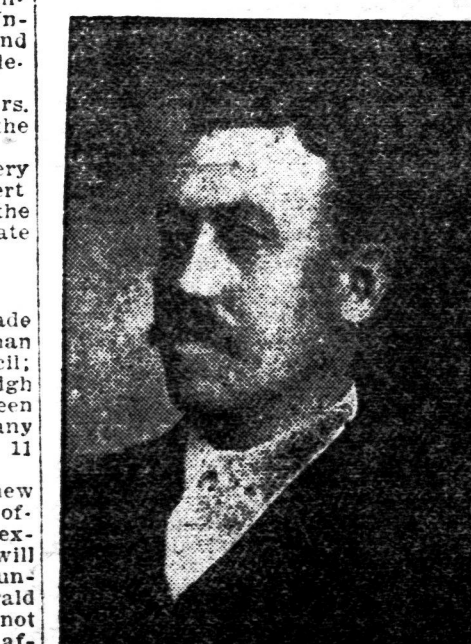
MASHER KILLS HUSBAND OF INSULTED WOMAN

William Keller, of Detroit, Gives
Up Life in Attempt to Avenge
Wife's Wrong.

Detroit, Jan. 3.—William Keller, a teamster, was shot dead by a "masher" who had followed Mrs. Keller from down town to her home, 519 Fort street, and whose arrest the husband was attempting to bring about at 7:10 last evening. Peter Keller, a brother, chased the man and a companion for half a mile, but was distanced. The police at once put out the drag net in the hope of capturing the man who did the shooting.

The Keller brothers had been summoned from the home of Peter Keller, 513 Fort street west, by the woman, who is now a widow. She told them two men had followed her and her sister-in-law home. In their shirt sleeves the brothers rushed into the street and pursued those who had followed their wives. On the Twelfth street bridge William caught and struck one man and Peter caught the other. Before they could even ask questions, the one held by William Keller drew a revolver from his pocket and fired, the bullet entering the left eye and causing almost instant death.

The hunted men are believed to be Italians, and because of this, Little Sicily was filled with patrolmen and plain clothes officers all last night.



MR. DONALD FERGUSON,
Who Was Saturday Defeated in the
Mayoralty Contest.

HURLED INTO RAVINE

St. Thomas Man Has Narrow Escape
—His Horse Killed.

St. Thomas, Ont., Jan. 2.—Mr. John Kains, retired farmer, of this city, had a narrow escape from death yesterday when his horse leaped into the deep ravine at the end of Chester street. The horse turned a complete somersault when he plunged over the steep bank and was killed instantly, but Mr. Kains, when dragged from under the cutter, was found to be not seriously injured.

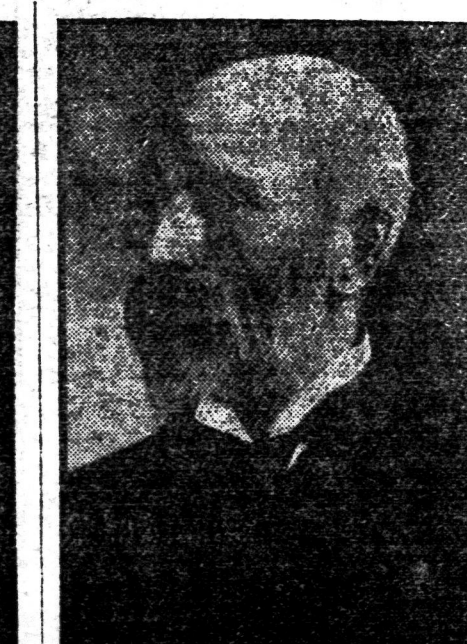
LORDS DAY ALLIANCE AFTER THE BANKS

Winnipeg, Jan. 2.—Representatives of the Lord's Day Alliance secretly visited the offices of a number of local banks, where the staff was busy balancing accounts. This is a very busy time with banks, and necessitates working overtime. Prosecutions may follow.

FELL DEAD IN DEPOT

Middlesex Woman Died While Purchasing a Ticket.

St. Thomas, Ont., Jan. 2.—Mrs. Sarah Jane Copeman, of Belmont, who had been visiting her daughter, Mrs. Wm. Barrett, was purchasing a ticket for Detroit at the Michigan Central Railway depot last night when she suddenly fell to the floor and before her friends could reach her she had passed away. Deceased, who was 66 years of age, was the widow of the late John Copeman, of Belmont.



MR. ADAM McMAHON,
Elected to the Water Commission.

161 PLACES ARE VOTING TODAY ON QUESTION OF LOCAL OPTION

Many Municipalities in Middlesex and the District Are Interested
—Two Will Decide the Matter—Reduction
Bylaw in Hamilton.

Today is municipal election day throughout the Province. Toronto and London voted on New Year's Day, the only cities in the Province to do so. All the other municipalities hold their elections today. A great deal of interest is being taken in the local option campaign. In Western Ontario a very large number of votes will be taken, with prospects of success in many.

Throughout the Province 161 municipalities are voting on local option, and the temperance party are hopeful that at least half this number will adopt local option.

A list of the towns, villages and townships in Western Ontario where a vote is being taken, with the number of licenses at stake, is given below—
Towns—Galt 3, Brantford 4, Clinton 6, Dresden 3, Essex 4, Hespeler 2, Leamington 5, Parkhill 3, St. Marys 8, Wingham 5, Strathroy 5.
Villages—Brussels 5, Ailsa Craig 2, Blythe 2, Bayfield 2, Delhi 2, Dunlop 2, Exeter 4, Kingsville 2, Oil Springs 3, Teeswater 3, Tiverton 1.
Townships—Adelaide 2, Bayham 6, Blenheim 4, Brantford 2, Brooks 1, Bonney 2, Burford 2, South Colchester 2, Delaware 1, North Dorchester 2, Downey 3, Duganoun 1, South Dum-

fries 1, Dunwich 2, Elmira Erasmos 3, Hay 3, Hildes 3, Lobo 2, London 12, Malden 2, Oxford 2, Oxford 2, South Sandwich 2, Sombra 5, Stephen 8, Tilbury West 3, Tuckersmith 2, Turberville 1, Walsingham 2, Westminster 4.

The list is rather an imposing one, and shows that in Western Ontario the local option wave is creating quite a little interest.

Two cities are voting on the question—Brantford and Peterborough. There is considerable feeling in both these cities, and both sides are claiming a victory. In Brantford the question is involved in other issues, and in many quarters it is thought that local option will carry.

Hamilton is voting on a reduction bylaw. A very strenuous campaign, under the direction of Sam Small, has been under way for some time. It is thought a reduction will carry.

Many Places Voting.
There are a large number of municipalities voting on local option today," said Mr. D. A. McDonald, secretary of the Temperance League. "I know that 161 municipalities are asking for an expression of opinion. We expect at least 61 to carry the bylaw."

ORGANIZE BUYERS' EXCURSIONS AND ALSO A 100,000 CLUB

Water Commissioner Pocock Contributes \$500 to Buyers' Excursion Movement—Looks Like a Live Year for London
—Will Inaugurate a Boosting Campaign.

A 100,000 club will be organized in the city. The advantages of the city will be put forward in a most attractive manner, and a publicity campaign will be inaugurated. Whether or not a publicity agent will be named is a matter for future action.

It will be a "Boosters' Club." For some time a number of leading businessmen have had under consideration the organization of such a club, and it is fully believed that before spring it will be perfected, with a number of the leading citizens in control.

Chubs of this sort are very popular in the United States and Canada. In the Canadian West a very large number of them are to be found, and they are meeting with great success. The object will be to induce manufacturers to settle in London, and in other ways to keep the city of London abreast of the times.

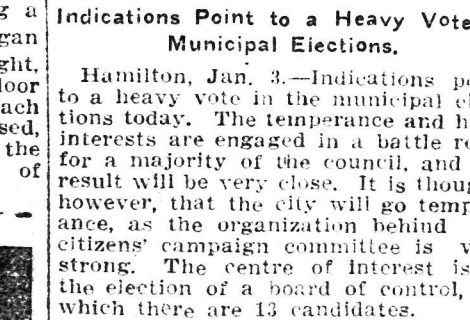
Buyers' Excursion. In connection with this it is intended to run buyers' excursions. The club will establish a fund for the purpose of inducing the steam railways and traction companies to give excursion rates to the city.

In many cities large firms run such excursions. The rate is a 2-cent excursion rate, for instance, from certain places, the recipients of such tickets agreeing to go to the firm which sends the tickets, and to buy goods to the value of \$10.

Purchasing is optional, but the scheme is looked upon with favor as an advertising medium, and as a "booster" for the city.

Contributes \$500. To start this fund, Mr. Phil Pocock agreed to subscribe \$500. This is the first contribution.

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MR. R. C. ECKERT,
Who Heads the Aldermanic Poll.

A BATTLE ROYAL AT HAMILTON

Indications Point to a Heavy Vote in Municipal Elections.

Hamilton, Jan. 3.—Indications point to a heavy vote in the municipal elections today. The temperance and hotel interests are engaged in a battle royal for a majority of the council, and the result will be very close. It is thought, however, that the city will go temperance, as the organization behind the citizens' campaign committee is very strong. The centre of interest is in the election of a board of control, for which there are 13 candidates.

There are many other questions of importance, but these two questions overshadow them.

The Power Problem. The power problem will not be dealt with by the council. That will be entirely for the water commissioners to deal with. The threatened litigation between the city and the London Electric will have to be dealt with. The water question is also to be dealt with, so taking it all in all there is something to be done.

As for the board of education, the completion of the work of reorganization of the kindergartens along the line of double sessions, the matter of enlarging the collegiate or building others, the construction of a new school at Colborne Street School, and many other problems are up for solution.

"The question of track elevation is the important one," said Mayor Beattie. "The power matter is out of our hands. I have not canvassed the situation closely, but economical government has been demanded, and we will have to do our duty."

TRACK ELEVATION THE BIG PROBLEM

The City Council Will Endeavor
to Settle the Matter This
Year.

POWER QUESTION TO FORE

But This Matter Is Entirely in the
Hands of the Water Commissioners—A Busy Year.

The council will have quite a busy year.

The most important problem to be settled is undoubtedly the question of track elevation and a new Grand depot.

For some years this matter has appeared in every inaugural address, and great things were promised. This year, it is said, it will be settled beyond all question. The Dominion railway commission have taken the matter up, and a decision will be rendered within a short time.

It has not yet been decided as to whether or not a special committee will be appointed to deal with the subject, but such a committee is certainly one of the possibilities.

Probable Committee. There is a mass of information and detail to arrange for the city solicitor in connection with it. Mayor Beattie, Ald. Eckert, Ald. Richter and Ald. Ashplant will probably be on this committee.

The matter of sewers is another important question. Although the ratepayers Saturday defeated a storm-sewer bylaw, there is no question that the present sewer system is not in a satisfactory condition. The report of Mr. Willis Chipman, the consulting engineer, will be ready within a very short time, and that will form the basis of debate.

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C. P. R. EXPRESS DITCHED BY BROKEN RAIL AT DRUMBO THREE PASSENGERS INJURED

Crowded Train Had Narrow Escape From Complete
Destruction in Accident Forty Miles East
of London Last Night.

COACHES WERE SPILLED BY WAYSIDE

Passengers Badly Shaken Up—Some Slightly Hurt, But the
Majority Escaped Injury of Any Character—Auxiliaries
Cleared the Tracks By Noon.

THE WRECK.

Train—C. P. R. express No. 3, due in London at 10:50
from Toronto.

Cause—Broken Rail.

Place—Dempsey's Siding, four miles west of Drumbo,
and 47 miles east of London.

Injured—Mrs. W. Fulton, this city, severely shaken
up; John Mordon, of Des Moines, Iowa, nose
broken; Mrs. John Walsh, of Detroit, cut over
eye. No one seriously hurt.

Time—9:54 last night.

[Special to The Advertiser.]

Drumbo, January 3.—While running at full speed through a cut five feet deep, C. P. R. express No. 3 struck a broken rail at Dempsey's Siding, four miles west of here, at 9:54 last night and was wrecked.

Three persons were slightly injured by being thrown from their seats.

John Mordon, of Des Moines, Iowa, nose broken.

Mrs. John Walsh, of Detroit, slight cut over eye.

Mrs. W. Fulton, of London, wife of Mr. W. Fulton, C. P. R. ticket agent, severely shaken up.

The train was made up of Mogul engine No. 1100, a baggage car, a smoker, a day coach and two Pullmans, and was in charge of Conductor J. Anderson, of Toronto, with Engineer W. Pickrell, of West Toronto, in the cab.

COACH ROLLING.

"The coach was rolling about so that we did not know whether it was going to turn upside down or not," he told The Advertiser. "It lurched from side to side, and jumped as it struck the ties, and finally telescoped the rear end of the baggage car. Fortunately no one was at that end, and the end of the baggage car came through about as far as the first seats, completely demolishing the toilet room. There was a shower of splinters, and then a big jar, as the car came to a stand, directly across the tracks. The lights in our coach did not go out. I was surprised to note so little excitement and confusion."

LONDON PEOPLE ABOARD TRAIN.

Among those on the train from the city were Mr. and Mrs. W. Fulton and children, Mr. and Mrs. J. I. Carling, Engineer James Obermeyer, George Tetter, of the City of London, and George Sullivan, of the downtown office of the Bank of Toronto, Charles Bernhardt, of the Bank of Toronto in the Island City, Miss It. Houghton (West London), Mr. and Mrs. W. Daville, Victor Smith and C. Richardson.

MR. AND MRS. CARLING.

Mr. and Mrs. J. Innes Carling were among the passengers in the first Pullman, and when the emergency brake was put on, Mr. Carling was thrown out of his seat into the aisle.

"There was a severe shock as the baggage car went on," Mr. Carling told The Advertiser. "and then immediately afterwards a terrific bumping and jolting. It lasted for what seemed some little time, but was in reality only a few seconds, and then the car turned over on its side, and snow came in from broken windows. There was a good deal of confusion, and some of the passengers, who had retired, were thrown out of their berths. No one in our car was badly hurt, although many were shaken up considerably. The lights went out in all the cars except the Pullmans."

A FAVORABLE SPOT.

"If the country had been searched for a favorable spot in which to have an accident, a better one could not have been found."

Both at the entrance to the cut and at the end where the engine was, the banks went down very steeply, while in between, where the cars lay, the banks were at least five feet high. "We were within a few hundred yards of a high bridge, and had the cars gone over there they would have dropped 40 feet to the bottom."

CARS WITHSTOOD THE IMPACT.

"All that saved the cars from telescoping was the splendid manner in which they were put together. They withstood the shock perfectly. After the engine broke away, of course, the steam was shut off, and it was not long before the cars began to get cool, and we had a long cool wait while the other cars and auxiliary were coming."

MR. FULTON, AGOARD.

"I went up to see the engine and the other cars. The engineer said we were going a good 60 miles an hour when the accident happened. The C. P. R. people did everything possible for the comfort of the passengers."

MR. FULTON, AGOARD.

Among the London people on the train were Mr. and Mrs. W. Fulton.

(Continued on Page Eight.)