

UNIONIST HOPES BLASTED BY SPEAKER OF COMMONS

Refuses To Declare as Out of Order Premier Asquith's Motion to Rescind Decision of Committee—Prolonged Debate Is Expected.

[Canadian Press.] London, Nov. 23.—The hopes of the Unionists in connection with the home rule bill were destroyed by the Speaker of the House of Commons today. The Unionists desired the Speaker to declare out of order Premier Asquith's motion to rescind the decision of the committee of the House, which amended the home rule bill and defeated the Government on Monday.

Speaker James Lowther said the Premier's motion was unprecedented, but was quite in order.

The Premier then submitted his motion, and in support of it said if the House did not reverse the decision reached by the committee on the amendment of Sir Frederick Banbury, the Government would be able to proceed with the bill.

A prolonged debate is anticipated.

DIVORCE COMMISSION DIVIDES ENGLAND

Two Bitterly Hostile Camps Are Formed Following Radical Recommendations—Canon Doyle For It While Lord Robert Cecil Predicts Chaos.

[Canadian Press.] New York, Nov. 23.—A cable to the New York Herald from London says: England is dividing into two bitterly hostile camps over the report of the divorce commission. The supporters of the minority report hold that the easier and cheaper divorce recommended by the majority will have a demoralizing effect upon the home and the moral life of the country. There is unanimous indorsement of the provisions that the two sexes shall be on equal footing as regards the divorce, but the supporters of the minority insist that otherwise the grounds for divorce be not extended, and they object to the recommendation that causes the hearing of cases and the details not published until the trials are ended.

Many leaders in thought, however, declare the majority report to be a triumph for common sense. Sir Arthur Conan Doyle says: "The report brings hope to many who have long lost it. If adopted it will make marriage purer and holier than ever. The minority restates the old ecclesiastical position, which would have forbidden divorce utterly; only the crying needs of humanity were too strong for it." His contention is indorsed by Lady Troubridge, the novelist; Elizabeth York Miller, the author; Mrs. Pethick Lawrence, the suffragist; Mrs. Maurice Hewlett, and many others.

Cecil Against It. Lord Robert Cecil, speaking for the advocates of the minority report, says: "Continued on Page Eleven."

OHIO PORCELAIN COMPANY TO ESTABLISH A BRANCH

Electric Concern Bonds a Site Along Line of L. and P. S. R.—City Proposes to Loan the Firm the Sum of Twenty-Five Thousand Dollars.

Arrangements were practically completed Tuesday afternoon by Ald. Spittal and Mr. J. Grant Henderson, commissioner of industries, whereby the Findlay Electric Porcelain Company would establish a branch of their business in London.

Five acres of land in the vicinity of the London and Port Stanley tracks have been bonded, which will be used as a site. The factory will cover an acre, and will cost \$85,000 to build. A four-kiln plant will be constructed. A bylaw to loan the company \$25,000 will be submitted to the ratepayers in January. Representatives of the company were here yesterday from Findlay, Ohio. The branch here will be the only manufacturing establishment of the kind in Canada.

"It is a good industry," said Ald. Spittal. "It looks as if we have landed something worth while."

"This company is a strong one," said Mr. Henderson. "We are fortunate in securing them."

The London street railway have purchased seven acres of land near Sunshine Park from Mr. C. H. Mills for an amount between \$4,000 and \$5,000. The land will be used as a gravel pit.

THE ROSS RIFLE AND THE TWELVE-INCH GUN

Mayor Graham Came Out Flatly Against Electrification a Few Weeks Ago, But Mr. Beck Threatened to Run for Mayor.

Colonel the Honorable Adam Beck had concluded his address at the meeting of the board of trade Monday evening. His Worship Mayor C. M. R. Graham was next called upon. He rose, and with Spanish modesty, in effect, made the following remark:

"Coming after the gentleman who has just addressed you, I feel like a Ross rifle would when fired after a 12-inch gun."

Appropriate to Col. Beck's royal entry into the service of his country, this remark added a military flavor to the proceedings.

But what Mayor Graham went on to say in approval of the electrification scheme proved that he did consider himself in the relation of a Ross rifle compared to a 12-inch gun.

To Mayor Graham Col. Beck was the 12-inch gun that thundered so soon after Mayor Graham had been quoted in both the Free Press and The Advertiser as declaring himself against the electrification at a meeting of the

Port Stanley board on Sept. 7. This the Mayor flatly denies having done at the present time. He will no doubt blame these malicious, mendacious reports (including one from the paper that fought his battles).

Threat on the Mayoralty. The reason that Mayor Graham right-about-faced when Constantinople was almost in sight was that "the 12-inch gun" thundered a shot across bows and roared, "Heave to! Or the 12-inch gun will run for mayor." (See Free Press of recent issue.)

The Ross rifle considered that an encounter with heavy artillery, or what to him had the appearance of heavy artillery, would be disastrous, and it bowed the knee and changed sides, and cried: "Put London on (in?) the lake!"

The Advertiser's Report. The Advertiser of Sept. 7 in its report of the proceedings of the London and Port Stanley board's meeting had the following:

"We have to decide shortly what disposition we will make of the

Continued on Page Ten.

BUILDING PERMITS TO DATE TOTAL SUM OF \$1,027,356

Permits for November Thus Far Reach an Aggregate of \$300,000.

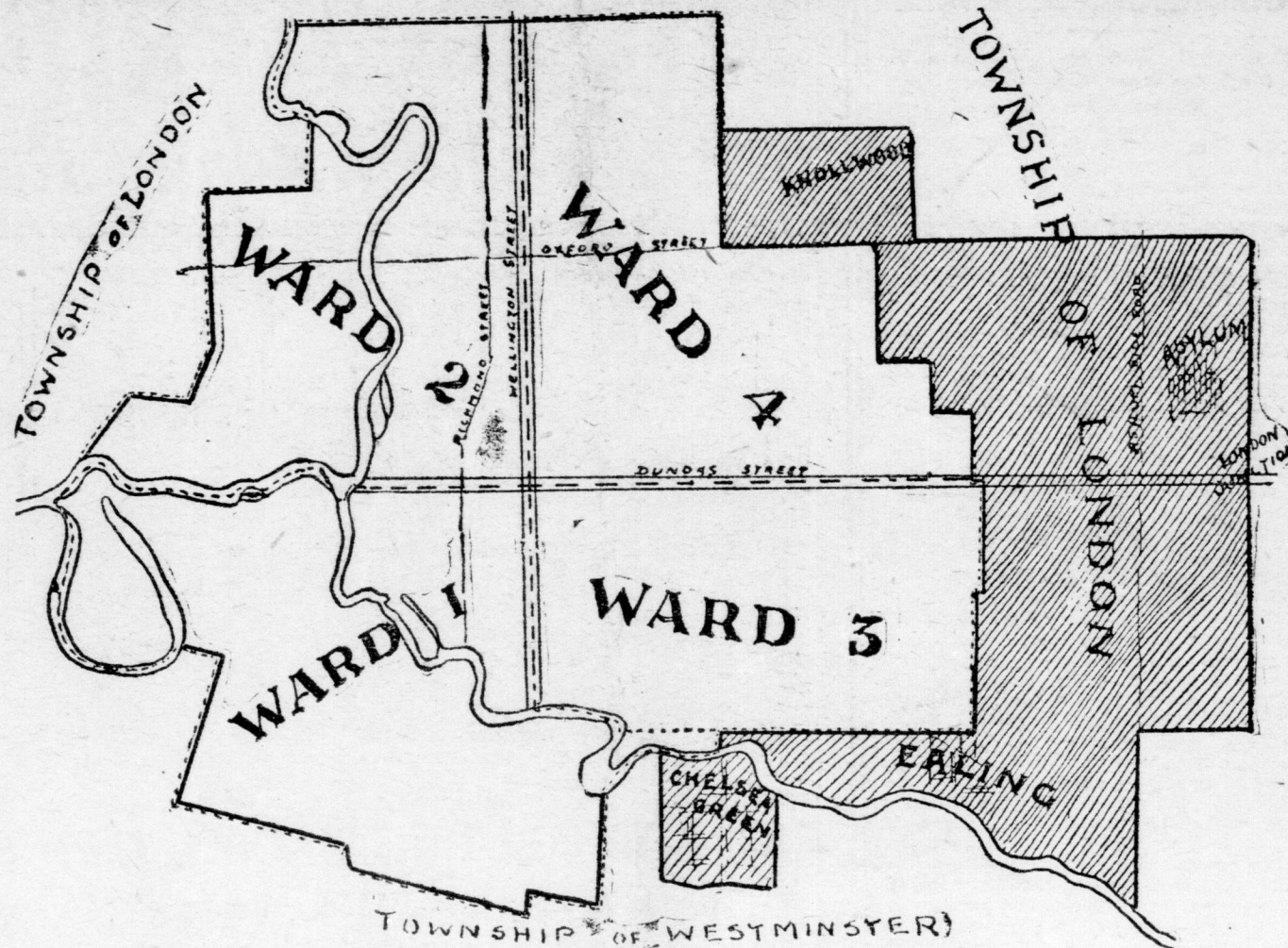
Building continues to boom, permits being in steady demand at the city hall. Already this month no less than \$39,115 worth of permits have been taken out. This brings the total for the year over one million dollars. To be exact, permits to the value of \$1,027,356 have been issued thus far in 1912. This is almost

as much as was issued in 1911 altogether. Last year they totalled \$1,026,880, the difference being very slight, as can readily be seen.

The total to the end of November, 1911, was \$549,327, so that this year is nearly \$200,000 ahead for the same period last year.

Among the permits taken out this month were by Timbrell & Co. for alterations to their store on Dundas street, \$3,000; J. M. C. Moore, two-story red brick residence on Dufferin avenue, \$5,000; M. M. Ferguson, stable on Waterloo street, \$2,500 and Hyatt Bros. three-story brick houses on Hyatt avenue costing \$2,200 each.

THE LOCAL ANNEXATION PROJECT



The annexation project, which comes before the Ontario Railway and Municipal Board on Friday, is illustrated by the map above. The white space represents the area within the present boundaries of the city. The shaded portions are the suburbs—Knollwood, London Junction, Ealing, and Chelsea Green, in Westminister—which it is proposed to add to the city.

Area and Population. The area of the city proper is 4,478 acres. The area of the suburbs mentioned is between 1,800 and 1,900 acres, or nearly 50 per cent. of the area of the city of London. The new area is distributed roughly as follows:

Ealing 690
London Junction 585
Asylum grounds 300
Knollwood Park 200
Chelsea Green 100
The population of the portion of London Township embraced in the scheme is 2,255, of which the asylum represents 1,237. The population of Chelsea Green is about 400.

The Township Assessments. The assessments of the three districts of London Township for 1911 were:
Ealing \$283,750
London Junction 335,895
Knollwood 63,215
Total \$682,860
The assessment was raised to \$884,685 for the present year, an increase of \$201,825; but the city council of London has agreed to take in these suburbs on the assessment of 1911—the township assessment of \$682,860.

SKY IS CLEARING OVER THE BALKANS FOR GREAT POWERS

All Capitals Working to Prevent a Clash Between Austrians and Servians.

RUSSIA DECLARES SHE WILL NOT GO TO WAR

Turkey Is Again Reported To Have Made a Direct Appeal to Allies for Conference.

[Canadian Press.] London, Nov. 13.—A much more hopeful feeling prevails today in regard to the international situation created by the Balkan war. It is still full of difficulties, but the attitude of all the powers, in working for a peaceful settlement, or of the Servian army, who recently had frequent interviews with the German ambassador to Russia, must have received assurances that Serbia's demands would receive consideration, and that if they could not be granted in full, she would be awarded something in return for the sacrifices she has made.

A dispatch from Berlin confirms this action of Russia.

Germany's Position. Germany, according to this dispatch, regards the Albanian situation with entire confidence. She thinks it would be better that Servian troops should not enter Durazzo as such an act might provoke an Austro-Italian naval demonstration. Even that, however, is contemplated by Germany without anxiety.

It is understood that Count Von

Continued on Page Eleven.

which is to hold good for fifteen years. If the scheme goes through.

The Comparative Tax Rate. The township tax rate in 1911 was 9 mills on the dollar; this year it is 15 mills on the dollar. Neither figure includes school taxes, which last year were 7 1/2 to 10 mills in Ealing, 4 9/10 to 6 1/10 in London Junction, and 4 9/10 to 6 1/10 in Knollwood. The city has offered them a tax rate of 15 mills (including schools), for 15 years. Under this arrangement the annexed London Township districts, with an area of 1,775 acres, would pay into the city coffers in taxes \$10,250 in round numbers, being 15 mills on \$682,000. The city proper, with an area of 4,478 acres will pay in taxes this year \$628,467, being 22 1/2 mills on an assessment of \$283,750. \$283,539, allowance being made for certain exemptions. The assessment figures of Chelsea Green are not available.

The City's Responsibilities.

To give this great additional area fire and police protection, new roads, sewers, sidewalks, and all the services which the city itself enjoys, will involve a large initial outlay. Even on local improvements a considerable percentage of the cost comes out of the general rate. In addition to the expenditures at the outset, the cost of maintenance will appreciably swell the city's annual expenditure. The bulk of this must be paid by the taxpayers within the present city limits. It is surprising that so little attention has been paid to a project which will enlarge the area of London by nearly 50 per cent., and will increase the annual expenditure far beyond the revenue received from the new territories. If the annexed suburbs are to receive the same treatment as the rest of the city.

FOURTEEN PERSONS KILLED IN A HEAD-ON COLLISION

Passenger Train and Freight on the C., H. and D. System Came Together at a Suburb of Indianapolis Early This Morning.

[Canadian Press.] Indianapolis, Nov. 13.—At least fourteen persons were killed and fifteen seriously injured at three o'clock this morning, when an inbound Cincinnati, Hamilton and Dayton passenger train ran into a freight train at Arlington avenue, Irvington, a suburb. The train was coming from Cincinnati at the rate of 40 miles an hour.

The Dead. Fred Hutchinson, fireman, passenger, Madison, Va.

C. Imholt and wife, theatrical people, of Los Angeles, Cal.

Albert Allen, of Los Angeles, Cal.

Bert White, brakeman, freight, Indianapolis.

Joseph L. Palmer, Eta-Wah, Tenn.

Charles Clancy, aged 13, Jackson, Ky.

John Clancy, aged 52 years, Jackson, Ky.

Mrs. Clifton Clancy and infant son.

J. Dawson, porter of the passenger train.

Two unidentified men.

One unidentified woman.

Fifteen seriously injured were taken to the Deaconess Hospital in this city.

The wreck caught fire, but was put out before any damage was done.

Most of the dead were found in the wreckage of the first car, which telescoped the baggage car. The engineer of the passenger train is supposed to be in the wreckage.

Firemen and police worked at the wreck two hours before the first body was found. Holes were chopped in the tops of the cars and the injured supplied with water, for which they cried pitifully.

What London Most Needs in Way of Electric Traction

The building of the London and Lake Erie Railway and Transportation Company as an electric line was the first entering London. It is the kind of line that London most needs to build it up. It is a pity that the lines from Sarnia to London, from Stratford to London, from Ingersoll to London, from Lucan to London and from Aylmer to London are not built. That would do London and its businessmen incalculable good, and they could all be secured for less than half the advocates of electrification of the Port Stanley propose to spend on it. Is the proposition a sensible one? The summer being such a wet one they were seldom needed. It is fair to assert that extra accommodation is not needed between London and Port Stanley, that the existing facilities are ample.

Now, then, if electrification is needed, if at all, only during the

THREE HOURS' DRIVE OVER CITY'S AWFUL STREETS

Advertiser Reporter Found Thoroughfares of London To Be In a Most Deplorable Condition—Roads Leading Into City Are a Disgrace—Some Pointers for Council and City Engineer.

Not in many years have the roads of London been in such a deplorable condition as at present. It is doubtful if in the history of the city there has ever been worse.

Outside the pavements, there is scarcely a good street here, and motor drivers, cartage companies, bicyclists, and other vehicle owners, lead in their condemnation of existing conditions. Nothing like the pitch-holes of London can be found anywhere, it is stated, in the province. The township of Middlesex can give the city pointers on road-making apparently.

An Advertiser reporter took a three-hours' drive about the streets yesterday, and were it not for the fact that he has a sound constitution, he would now be shattered beyond all possibility of recovery. As it is, he is as sore as "Bill" Taft, from the shaking up. He thought that a Swiss cheese was the best word in the matter of holes, but the roads here make the aforesaid Swiss cheese look like solid ivory. A vessel rocked in the storm is like sleeping in a trundle bed as compared with a ride in an automobile or a buggy on the streets of London.

A Disgraceful Condition. A city is judged largely by its streets, particularly the thoroughfares leading from the outside. There are six or seven streets leading into London, and not one of them can be compared with any road in the country. Take the Wilmotville road, for an example. This is travelled a great deal, particularly in the summer time, four-

ists from Detroit and that direction coming into the city along this highway. In the spring and summer it was a very bad road, full of ruts, and as rough as a road could possibly be. Between the Grand Trunk bridge and the city limits, this highway was abominable. But that condition is not a circumstance compared with what it is today. The holes, instead of being filled with gravel during the summer, have increased in size and number with the traffic, until the Wilmotville road is almost impassable. It is one of the worst streets in the city.

Ridout Street Is Very Bad. Ridout street is another leading highway. Early last year, the residents petitioned for a pavement, and the city's portion of the street is one of the worst streets in the city. It was much better then than now. The street railway tracks form a depression, in many quarters, while the city's portion of the street is one series of holes, some nearly a foot deep. It is a much-travelled thoroughfare, and its condition is being widely commented upon.

It is not necessary to mention the other streets in South London more than casually. They are in a fearful condition. Elmwood avenue is a quarter of an automobile having been mired there the other day. Every street is fair, but a score of the others are nothing more nor less than sideroads in the country, and not half as good as the majority of these. South London has not what can be termed a first-

Continued on Page Four.

Fasted Forty Days and Forty Nights

A rather interesting story is told of Mr. James Lighthart, an aged St. Thomas blacksmith, who died a few days ago at Victoria Hospital here, following a lengthy illness.

Mr. Lighthart, who was 87 years of age, had been a man of exceptionally fine physique, and only a few years ago undertook a fast that very few people have ever accomplished.

During a term of forty days and forty nights he did not taste food, it is said, and completed his long ordeal in good physical condition. The remains were interred at St. Thomas, where a son resides.

FOUR BYLAWS TO LOAN MONEY TO INDUSTRIES

People Will Be Asked to Provide \$81,000 For the Purpose.

Four bylaws to loan money to industries will be voted on by the people in January. They will be brought up at the meeting of the manufacturers' committee this afternoon, and probably sent on to the council. They are as follows:

Dennis Wire and Iron Works \$25,000
Findlay Electric Porcelain Company \$25,000
The C. N. W. Shoe Company \$25,000
To purchase factory sites on the L. and P. S. R. \$6,000

The Dennis Wire and Iron Works are enlarging their plant, and will commence the manufacture of a new line of goods.

"I think all four should receive the hearty support of the citizens," said Ald. Spittal. "All will grow and develop, and put London in the forefront of industrial centres."

WILL LODGE PROTEST AGAINST ANNEXATION

Railway Board Will Be Asked by Citizens to Delay Their Sanction.

At the meeting of the Ontario Railway and Municipal Board here on Friday, the petition to consider the applications of Portersburg, Ealing, Knollwood Park and Chelsea Green to be annexed to the city, a petition extensively signed by citizens, will be presented, asking that the matter be delayed until next year, in order to allow the ratepayers to decide on the matter.

A number of the aldermen have been approached by parties interested, and asked to delay the whole proposition until next year. However, there is no regular meeting of the council between now and the session of the board, it is improbable that the aldermen will consider these requests. The petition will be presented to the railway board on Friday, no matter what action the council takes.

The petition is now being circulated, and a number of businessmen have signed it. It will be considered by the board.

The London Township Council will be represented, and will oppose the annexation.

THE WEATHER.

TOMORROW—FAIR AND COOL.
Toronto, Nov. 13.—S.A.M.

Today—Strong winds and gales, shifting to northwest and west, with rain or snow.

Thursday—Decreasing westerly winds; generally fair and cool.

Temperatures. The following were the highest and lowest temperatures during the 24 hours previous to 8 a.m. today:

Stations High Low Weather
London 50 60.5 Rain
Winnipeg 28 22 Cloudy
Port Arthur 32 22 Cloudy
Perry Sound 44 30 Rain
Toronto 57 38 Cloudy
Ottawa 50 32 Snow
Montreal 52 34 Cloudy
Quebec 42 30 Cloudy
Father Point 34 24 Cloudy

Weather Notes. The depression which was in Kansas yesterday redeveloped during the night, and now covers Michigan as an important storm causing stormy conditions on the Great Lakes.

Snow is falling locally in Northern and Eastern Ontario.

LIKE THROWING A MILLION INTO BOTTOMLESS PIT

Mr. William Gray Thinks Electrification Dangerous to Best Interests of London.

WHAT IS CITY'S GAIN BY HYDRO-ELECTRIC?

"We'll Pay More in Bonusing Industries in Ten Years Than We'll Save in a Hundred."

With all the vigor he could summon and expressing himself as being loyal to the best interests of London, Mr. William Gray, president of the Conservative Association, who was the Conservative candidate in the Dominion elections of 1905, placed himself on record today as being absolutely opposed to the electrification of the London and Port Stanley Railway.

"I have been in the South for five months," said Mr. Gray. "But I have had the London papers every day, and I have been following matters of public interest closely. I may say that I am exceedingly glad to have come back to the city at the present time in order that with all my strength I may oppose the latest scheme of the man who has a bee in his bonnet on electricity. I mean to do everything in my power to convince citizens that they should vote against the proposed scheme. I am convinced it would be like throwing a million dollars in a bottomless pit."

London Won't Go Back. Mr. Gray expressed his loyalty to everything in the interest of London. In the last few years he has been in everything that was beneficial, and he thought the city was on the eve of the greatest prosperity it ever had. He hoped to be able to soon give the city some material evidence of his interest. He did not believe that Londoners as a whole had allowed the city to run down. The growth of the city was a matter of pride to him.

"Do not let anyone tell you that we are on the verge of ruin," counselled Mr. Gray. "Some people would have us believe that unless we electrified the Port Stanley railway, the city would right about face and dwindle to a village. Let me say to these alarmists that the first thing London is noted for is its stability. It is the soundest city in Canada, and I believe the only danger of retarding its growth is by assenting to the throwing away of citizens' money on such schemes as this line."

New Means of Locomotion. "Perhaps the citizens of London are not all aware of it, but at the present time in the South the best engineers of America are at work on a new means of securing locomotion for railway traffic that will put electricity in the discard. The scientists of the country are convinced that this discovery will revolutionize the entire business of transportation. It will make the electrical transmission line a thing of the past; it will do away with all overhead construction."

Continued on Page Ten.