

"LONG DISTANCE" REPORT ON L. AND P. S. RAILWAY; WHO IS W. S. MURRAY?

Described as Chief Engineer of New Haven Railroad, But Holds No Such Position—Refused to Come to London, But Makes a Report Just the Same On Data Furnished By Mr. Beck—Not an Argument in Support of Electrifying the L. and P. S. R.

On another page will be found a copy of a report secured by Mr. Beck from Mr. W. S. Murray, of the New York, New Haven and Hartford Railroad, whose president is now under the indictment of a grand jury.

Who is Mr. Wm. S. Murray? He is described in the London Free Press as chief engineer of the New York, New Haven and Hartford Railroad. But the head of the engineering department of the New York, New Haven and Hartford (familiarly called the New Haven), is the vice-president, Mr. E. H. McHenry. The chief engineer is Mr. Edward Gagel, and the consulting engineer is Mr. A. B. Corthell. What position, we ask again, does Mr. Murray hold? Why is he described as chief engineer? Mr. Beck in his communication to The Advertiser, does not claim that Mr. Murray is the chief engineer; he throws no light on Mr. Murray's position on the New Haven road.

We presume that Mr. Murray's report is the "information" of which Mr. Beck talked so grandiloquently to the city council, and which he apparently hoped would clinch his case.

What does it amount to? As Engineer Murray would not come to London to make personal inquiry, and based his report only on such data as Mr. Beck chose to give him, his findings are absolutely worthless.

Mr. Beck has a good deal of assurance in trying to foist this long-distance document on the people of London as though it had all the authority of Holy Writ. Mr. Murray has never laid eyes on the London and Port Stanley Railway; he knows personally nothing about the conditions of the problem. All he had before him were a blue print and some hand-picked statements of Mr. Beck. We advise readers to scrutinize his report; they will then ascertain for themselves how little bearing it has on the whole question.

For some weeks our local contemporary has been printing pictures designed to show how electricity is putting the steam railroads out of business. It has made much ado over the fact that the Grand Trunk and the Michigan Central use electric traction at the St. Clair and Detroit River tunnels. Why not explain that trains are taken through the tunnels not to save money but to save life? The gas and smoke of the steam locomotives caused many fatalities in the St. Clair tunnel; this was the sole reason why the Grand Trunk installed electric locomotives for tunnel work. The economic arguments are all in favor of steam.

Why has the Grand Trunk not electrified any other portion of its system? Or the Canadian Pacific? The latter company proposed some years ago to electrify its line from Quebec to Montreal with power from Shawinigan Falls, but after careful consideration the plan was abandoned. Today the steam road systems in Canada use electrified lines merely as feeders to their trunk lines. An electrified London and Port Stanley Railroad would be without belching of smoke would be a great hardship. Electric locomotives on the New Haven had steam trains through the Hoosac tunnel for the same reason that electric traction is used at the St. Clair tunnel. But the electric portions of the New Haven are electrified for only two reasons: 1. For terminal purposes, to avoid the anti-smoke ordinance in New York. 2. For radial railways to act as feeders to the trunk lines.

No portion of the main lines of the New Haven, except for terminals and tunnels, have been converted from steam to electricity. Why are these facts not frankly stated?

Declared for Sane Government in This City



Ald. E. F. Johnston.



Ald. J. G. Richter.



Ald. R. F. Blandford.

Six Aldermen Who Voted Against Plunging the City Into a Million Dollar Debt Without Civic Investigation.



Ald. W. E. Robinson.

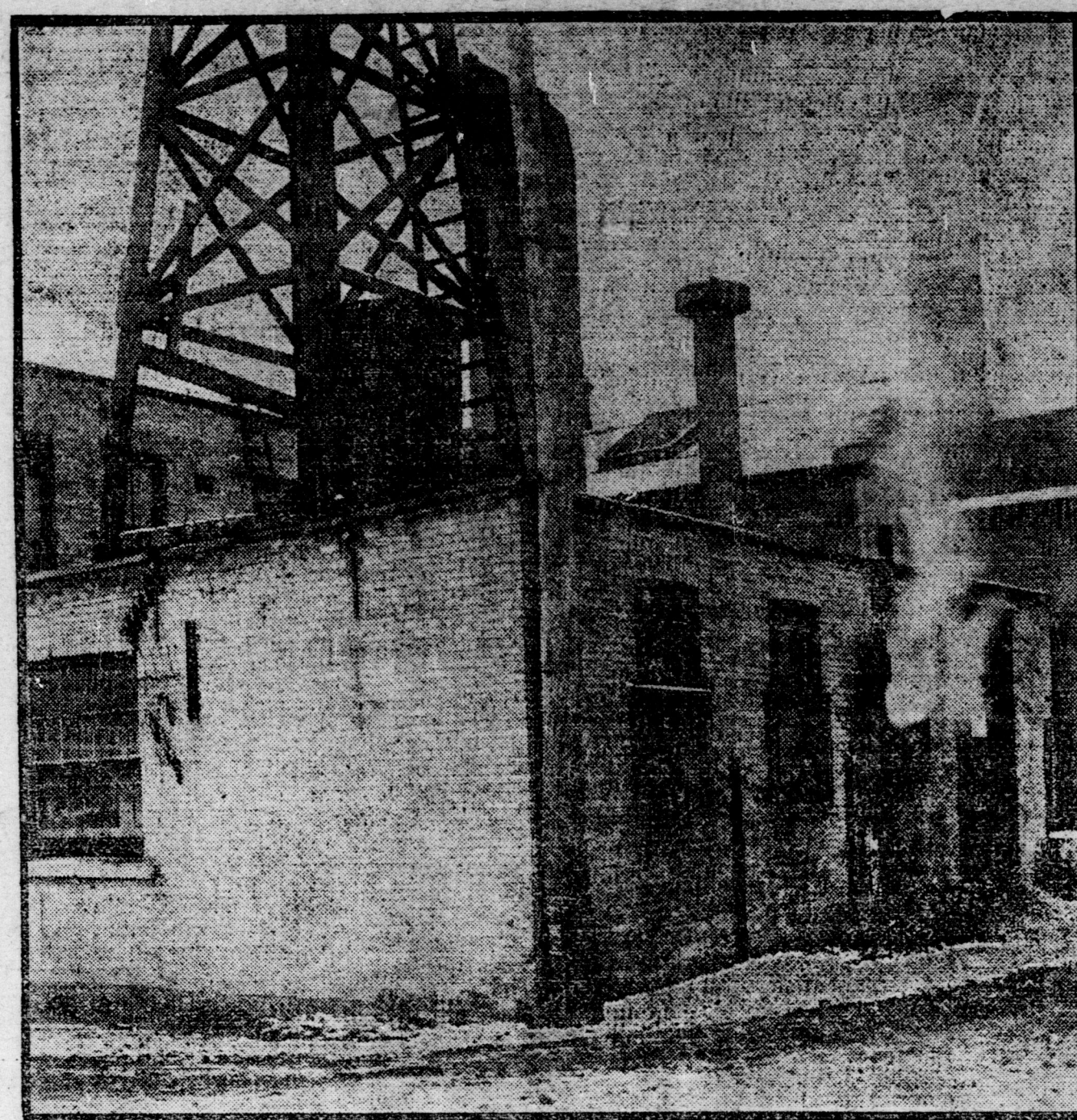


Ald. H. Ashplant.



Ald. B. W. Bennett.

A TRAITOR IN THE CAMP



By Staff Photographer.

The above illustration, taken a day or two ago, is from a photograph of the London Free Press private power plant, situated at the rear of the newspaper building.

The company operates this private power plant in direct opposition to hydro-electric power. The Free Press does not use one horsepower of hydro-electric power.

The Free Press shouts about "enemies of hydro," and is itself a false friend to Mr. Beck and to every reader before whom it sets itself as the chief supporter of hydro-electric in London.

The Free Press has said more against hydro-electric than any other newspaper in London, and it shows its real feeling for hydro by turning down every proposition the hydro solicitors have made to its management.

Furthermore, one of the chief owners of the London Free Press is largely interested in the Cataract Power Company, of Hamilton—the strongest opposition hydro-electric has. He is said to have a third interest in the London Free Press.

As a Cataract Power Company newspaper, is the Free Press seeking to ruin Mr. Beck in London while it pretends to support him?

The action of the Free Press toward Mr. Beck on the other issues are fresh in the minds of citizens. Its opinion of Mr. Beck then and its apparent opinion now are two different matters.

The London Free Press is a Jekyll and Hyde of journalism, and it is playing a double game with Mr. Beck at the present time.

The citizens of London should beware of the beguiling influences of this newspaper for two reasons:

- (1) It does not use one horsepower of hydro-electric power, and classes all who do not as enemies; it is therefore a self-confessed enemy of Mr. Beck and his system.
- (2) One-third of the money power behind the London Free Press is the same money power that controls the Cataract Power Company, whose activities against hydro-electric have been the strongest known.

IS THERE A TRAITOR IN THE CAMP?

TURKS DRIVEN OUT OF NEUTRAL ZONE

Greeks Are Successful After Several Days of Fierce Fighting.

London, Dec. 27.—A special to the Times from Belgrade says: After four-days' fighting in the district between Baba and Datchi, ten miles north of Alessio, the Turks were driven out of the neutral zone on Friday. They lost several hundred killed and wounded, while the Serbian casualties numbered 200.

A Greek steamer has brought to Durazzo great quantities of war stores and twelve guns from Saloniki for the Servians at Alessio.

CLEGHORN COMMITTED. Toronto, Dec. 27.—Sprague Cleghorn, the Wanderers' hockey player, who assaulted "Newsy" Lalonde at the Arena Rink on Saturday last in the game against the Canadians, was committed for trial this morning. He was allowed out on bail of \$800, Percy Quinn being his bondsman.

THE WEATHER.

TOMORROW—FAIR.
Forecast.
Toronto, Dec. 27.—8 a.m. Today—Fresh to strong northwesterly winds; snow flurries and a little colder. Saturday—Westerly winds; fair.
Temperatures.
The following were the highest and lowest temperatures during the 24 hours previous to 8 a.m. today:
Stations. High. Low. Weather.
London. 38. 20. Snow.
Calgary. 46. 28. Cloudy.
Winnipeg. 16. 4. Fair.
Fort Arthur. 30. 4. Clear.
Toronto. 42. 32. Snow.
Ottawa. 36. 28. Cloudy.
Montreal. 38. 28. Cloudy.
Quebec. 32. 24. Cloudy.
Father Point. 28. 25. Snow.
Weather Notes.
A pronounced disturbance has formed near the middle Atlantic coast, and is likely to cause heavy gales in the Maritime Provinces.
The weather is now turning a little colder in Ontario, but at present there is no indication of any really cold weather. The temperature continues unusually high in the Western Provinces.

WHO PAYS THE SHOT?

The London Free Press is having a universal delivery of its evening edition in London tonight. Who is paying for it?

ALD. COLES IS CONFIDENT FEDERAL SQUARE WILL CARRY

Believes the Bylaw Will Have a Large Majority on Election Day.

Ald. Coles is enthusiastic over the prospects of the federal square bylaw carrying, and stated today that in his judgment, a good majority would vote in its favor.

Every day, he receives messages of encouragement, and is of the opinion that the citizens appreciate the possibilities of the scheme.

"In my opinion it means a lot for London," declared Ald. Coles. "It will retain the McCormick Company for London with double the capacity. They will erect three buildings, each three stories high, of the following dimensions: the first, 200 by 325 feet; the second 100 by 200, and the third 75 by 100, giving a floor space of 2,750,000 square feet. In addition, another factory manufacturing practically the same line of goods will build alongside their plant. The placing of the city hall on this block will mean that building amounting to \$2,500,000 will be commenced within a year or two. These facts are worth mentioning. London will boom in every particular. I want to state that this scheme is the only one having the unanimous indorsement of the aldermen. On all others, the council divided, but on this there was not a dissenting voice. We will obtain \$120,000 from the Government for a real scheme, one that will be a credit to London for many, many years."

"I believe the bylaw will carry by a large majority. Every day I meet scores of citizens, and have many more call me up to tell me that they are working hard for the proposition. I am hopeful that the majority will be straight at this writing."

TURKS START EXODUS; EUROPE TO ASIA MINOR
One Hundred Thousand Refugees Are to Take Up Agricultural Pursuit.
[Canadian Press.]
Washington, Dec. 27.—The exodus of the Turks from Europe virtually has begun, according to a report received at the Red Cross here from A. W. Peel, of the continental chapter of the organization. Mr. Peel reported that the Red Cross had already aided more than 100,000 Turkish refugees to leave Europe and to keep agriculture in Asia Minor. The families are agriculturists, and they represent, for the most part, the primitive portion of the Turkish population.

CAN'T SEE STRAIGHT

Free Press Heading and Article Do Not Agree.

In a heading last night, the Free Press claimed to have eight aldermanic candidates committed to submitting electrification. In the article only seven candidates were quoted. It is very difficult for the Free Press to see straight at this writing.

MISS INGRAM WEDDED

Niece of Bishop of London Marries Toronto Gentleman.
St. Thomas, Dec. 27.—Howard McClellan, of Toronto, was on Christmas Day wedded to Miss Blanche Ingram at her home, at Gravesend. Miss Ingram is a niece of the Lord Bishop of London, England.

BILINGUAL SCHOOL BOARDS PROTEST TO GOVERNMENT

Premier Whitney Asked to Withdraw Regulation 17, Regarding Teaching of French in Ontario Schools—Sir James and Dr. Freeland Clash.

[Canadian Press.]

Toronto, Dec. 27.—Two hundred and fifty bilingual school boards were represented in the delegation which waited on Sir James Whitney and the members of his cabinet this morning to protest against regulation No. 17 regarding the teaching of the French language in the separate schools of the Province of Ontario. Besides Sir James Whitney, Hon. R. A. Pyne, minister of education, Hon. James Duff, minister of agriculture, Hon. J. J. Foy, attorney-general, and Hon. Dr. Reaume, minister of public works, were in attendance to receive the deputation which was headed by Trustee Samuel M. Genest, of the Ottawa public school board. It numbered about 50.

The Protest.

Mr. Genest, who was the first speaker, asked that regulation No. 17 should be withdrawn because it was in direct opposition to regulation No. 15, and had been promulgated without proper authority. It was also contrary to the spirit of the letter of the act of British North America. He declared that regulation No. 17 would be detrimental to education generally. The objection of the separate schools to having Protestant inspectors appointed over bilingual schools was not intended as a personal objection. He also declared that the training of teachers for English-French separate schools should be under the direction of principals of their own religion.

Dr. Freeland, of Ottawa, said the Irish people objected to the regulation on the ground of sympathy and expense. They sympathized with the French because the Irish had their own language stolen from them, and it was an extra expense because it delayed the studies of the Irish children. He contended that the regulation should be turned completely around. He intimated that he wanted to be brief, as this would be a discussion to follow.

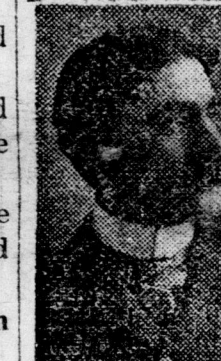
"There will be no discussion on our part," said Sir James. "We are here in a receptive mood to learn what objec-

tions you have to our regulations. We cannot in the brief time at our disposal this morning discuss the question."

Whitney's Stand.
Sir James declared that the Government had not, and never would depart an inch from doing not only their duty but absolute justice to the French Canadian people of Ontario. They would do this, notwithstanding any steps that might be taken by agitators who would stir up religious or racial strife, and if making this statement, he did not refer to anyone present. They had no intention of doing away with the French language. However, the people of Ontario, while they were willing that there may be public and separate schools, would not be willing that a third system of racial schools should be established. Bilingual schools were not separate schools, and the question of Protestantism or Catholicism did not enter into the matter at all. He had never heard of any Protestant children feeling hurt because a Catholic inspector entered the school he was attending in the discharge of his duty. Dr. Freeland and Mr. Genest attacked the part of the regulation limiting the time of teaching French to an hour, and Sir James declared that a wrong construction was being placed on it as it referred to teaching the language as a subject.

Mr. Genest expressed the idea that an inspector could limit each division of a school to even five minutes of French instruction. When Sir James had further emphasized the fact that religion played no part in the discussion, Dr. Freeland said: "You will agree then that the idea is to Anglicize the children?" "That statement is so absurd, and shows so much ignorance, that I will not treat it with enough respect to answer it," was the retort of Sir James. Dr. Freeland declared he objected to be designated as ignorant, and Sir James explained that it was only ignorance on this point that he had referred to, and he had nothing to withdraw. He promised the deputation that himself and other members of the cabinet would give careful consideration to their request, and would do what was right by all.

What the Candidates Say



Ald. W. G. Coles.

Ald. W. G. Coles, who has devoted many hours of time to, and who is the father of the federal square scheme, is offering for re-election his services to the city, and for the reason that he should be the man to carry out the plan he has in mind.

Mr. Coles stated in favor of giving the C. N. R. every consideration in the road's offer to the city of London, and that he would make that one of his reasons for seeking re-election.



Ex-Ald. W. Gerry.

Ex-Ald. William Gerry gave the city the benefit of his sound common sense for many years, and is again offering himself for the council.

Mr. Gerry is not a volunteer, but he is a thinker whose vote generally is cast in the citizens' interest.

Mr. Gerry is opposed to the electrification scheme in its present form, and would have more information secured. He believes it is vital to London to keep the M. C. P. and other connections, which would be sacrificed by adopting the Beck scheme.

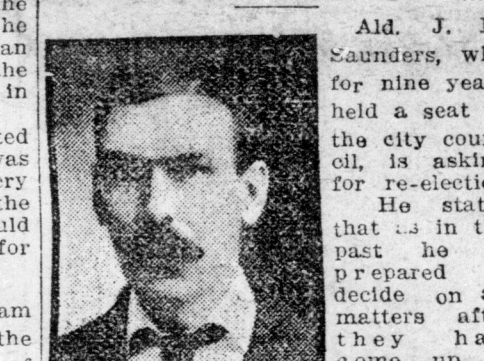
He believes that the C. N. R. should be given every possible consideration, and is ready to hear anything from them. He believes they should give the city more information as to their proposals, and will ask for it, should he be re-elected.

Mr. U. A. Buchner, who is offering himself as an aldermanic candidate, is a prominent barrister, and a large taxpayer in the city of London, taking an active citizen's part in municipal affairs.

Mr. Buchner stated today that he stood open to submitting electrification to the city in its present form, chamber, and is making no promises.

U. A. Buchner.

After thorough investigation by the city it would be a different matter. "But in addition to submitting electrification I would also be in favor of submitting the offer of the C. N. R. to the ratepayers," said Mr. Buchner. "They offer the city a square deal. The other scheme takes something away. I will stand on that platform if the citizens are good enough to elect me."



Ald. J. H. Saunders.

Ald. J. H. Saunders, who for nine years held a seat in the city council, is asking for re-election for a second term. He states that as in the past he is prepared to decide on all matters after they have come up in the council, and he had considered proper time to consider them.

He will not commit himself in any way to the propositions which are before the people. When they come up in the council will be time enough, he says. Then if he finds them good he will support them, and if they are not in the city's interests he will oppose them.

Mr. Harry Ryan, who is asking the citizens to elect him to the council for the first time, stated today that he was not in favor of submitting the electrification proposal to the citizens before it had been thoroughly investigated by the city council.

Mr. Ryan stands for a progressive city council, with full consideration for the C. N. R., or anything else that would be of benefit to the city. He has been in the city practically all his life, and at present has the time to devote some attention to municipal affairs. Among the new-comers it would seem that he stood an excellent chance for election.

"Good Roads and More Industries." Ex-Ald. F. G. Mitchell is before the electors on a "good roads and more industries" platform, and there seems to be every likelihood of his re-election. He believes in meeting any problem that are to be faced in the council chamber, and is making no promises.

Harry Ryan.

SOUTH LONDONER OVERCOME BY GAS IN HIS BATHROOM

Mr. Stanley Seltzer, of 25 Beaconsfield avenue, South London, only escaped death from asphyxiation by what appeared to be a providential occurrence at his home, when he was found unconscious from the inhalation of gas. The services of a physician were necessary to restore him to consciousness, and the effects were also quite serious.

The young man went to the bathroom at his home and lit the gas in an instantaneous water heater. After waiting for a few moments, he turned out the gas and proceeded to bathe. While he was in the room for a considerable length of time, no particular attention was paid until the telephone, which is on the second floor of

the Seltzer home rang. Mr. William Seltzer, a traveller, answered, and in ascending the stairs detected quite a strong odor of gas.

After answering the 'phone, which conveyed only some very trivial message, Mr. Seltzer rapped at the bathroom door, to ask his brother if the gas were leaking in that room.

Obtaining no answer, he forced an entrance, and found Stanley Seltzer lying unconscious. He was black in the face, and his death appeared imminent.

The members of the family were content to accept the telephone incident as the timely intervention of Providence.