

Vote For Storm Sewers For the City's Good Health

VOTE FOR THE BREAKWATER TO PROTECT THE LIVES OF CITIZENS

CHURCHILL AGAIN INVITES GERMAN GOVT. TO CALL OFF ITS BIG NAVAL PROGRAM

Declares England Will Delay Its Proposed Expenditure of Millions for Battleships If Germany Will Do the Same

Thinks Whole World Would Profit by Good Example to Stop Mad Warship Building in Europe.

"While to all intents and purposes we have the right to enter the Grand Trunk depot, as long as we operate steam cars, we have not the right to run trolley cars." (Applause). — From Ald. Richter's speech.

MRS. PANKHURST TO BE DEPORTED ON FIRST BOAT

Special Board Refused To Allow Her To Enter United States.

GREATLY DISAPPOINTED

Leader of the Militants Declares She Was Only a Political Offender.

[Canadian Press.]
New York, Oct. 18.—Mrs. Emmeline Pankhurst, the English militant suffragette, leader, who arrived here today for a lecture tour, was ordered deported by the immigration authorities within a little less than three hours after the vessel upon which she came had docked.

The special board of inquiry, which decided her case, voted not to admit her to the country under bond, but to send her back to France forthwith.

Will Appeal.
Mrs. Pankhurst's lawyer, Herbert Reeves, announced his intention of appealing the case immediately to Commissioner General Caminetti. Pending decision by Mr. Caminetti, Mr. Reeves said he would seek to have his client admitted to this country under bond so that she may be able to fulfill her engagement to speak at Madison Square Garden tomorrow night.

Offers Bonds.
Mrs. O. H. P. Belmont, the New York woman suffrage leader, who was to have been Mrs. Pankhurst's host, was prepared to give bond up to \$100,000 for Mrs. Pankhurst's good behavior while in America. Under the ruling of the special board she will not be permitted to do so, and Mrs. Pankhurst must remain at Ellis Island until deported, unless the board's findings are reversed by the authorities at Washington.

Mrs. Pankhurst's deportation was ordered under section 2 of the immigration law.

This section provides for the exclusion of persons convicted abroad of a crime or crimes involving moral turpitude. The board held that Mrs. Pankhurst's conviction in England of conspiracy to commit arson brought her within this class.

Moved Quickly.
The militant leader's case moved with unexcelled celerity. She was interrogated by immigration inspectors on board the liner Provence, upon which she had made the trip from Havre, was detained but a few minutes aboard the vessel when it docked, was rushed in a special tug to the detention station at Ellis Island, and taken immediately before the special board of inquiry there. Her examination by this board lasted a little over an hour, and she was not represented by counsel.

Mrs. Pankhurst told the immigration officers that her purpose in coming to America was not to advocate the militant method for obtaining suffrage, but to lecture upon the history and the progress of the cause in England.

Continued On Page Four.

[Canadian Press.]
London, Oct. 18.—The invitation to Germany to indulge in a "naval holiday" was repeated today by Winston Spencer Churchill, first lord of the British admiralty, who in the name of the British Government, made a specific offer to delay the fulfillment of Great Britain's naval construction program next year if Germany would consent to do the same.

The first lord was addressing a great Liberal meeting at Manchester when in the middle of lamentations over the "serious misdirection of human energies" involved in the enormous expenditure on armaments, he remarked that the only way of effecting retrenchment was along the lines of an international agreement. Then he uttered the memorable proposition:

Naval Holiday.
"The proposal I put forward in the name of the British Government for a naval holiday is quite simple. Next year apart from the Canadian ships, or their equivalent, and apart from anything that may be required by any development in the Mediterranean, we shall lay down four great ships to Germany's two. Now we say to Germany: If you will put off beginning to build your two ships for twelve months we will put off, in absolute good faith, the building of our four ships for exactly the same period."

A Good Example.
Mr. Churchill then expressed the opinion that if Great Britain and Germany took the lead the other great countries would follow suit, and they would all be just as great and as sound as if they had built the ships at present project. If Austria and Italy did not build the obligation, he declared, would be removed from France and Great Britain and the fact that the Triple Alliance (Germany, Austria-Hungary and Italy)—was building no ships would make the proposal possible without the slightest danger or risk. The first lord then added: "Isn't it likely that so great and memorable an event would produce an effect on the naval construction of the United States and Japan? Scores of millions would be rescued for the progress of mankind."

Important Proposal.
He continued: "That is the proposal I make for the year 1914, or if that year is thought to be too near, for 1915."

Mr. Churchill declared himself impervious to the objections which would be raised by armament firms here and in other countries. "They must be our servants and not our masters," he said.

The first lord warned his hearers that apart from such an agreement "the naval expenditure of next year will be substantially greater than that of this year. Whatever may be necessary for the safety of our country and the maintenance of our influence all over the world will have to be done."

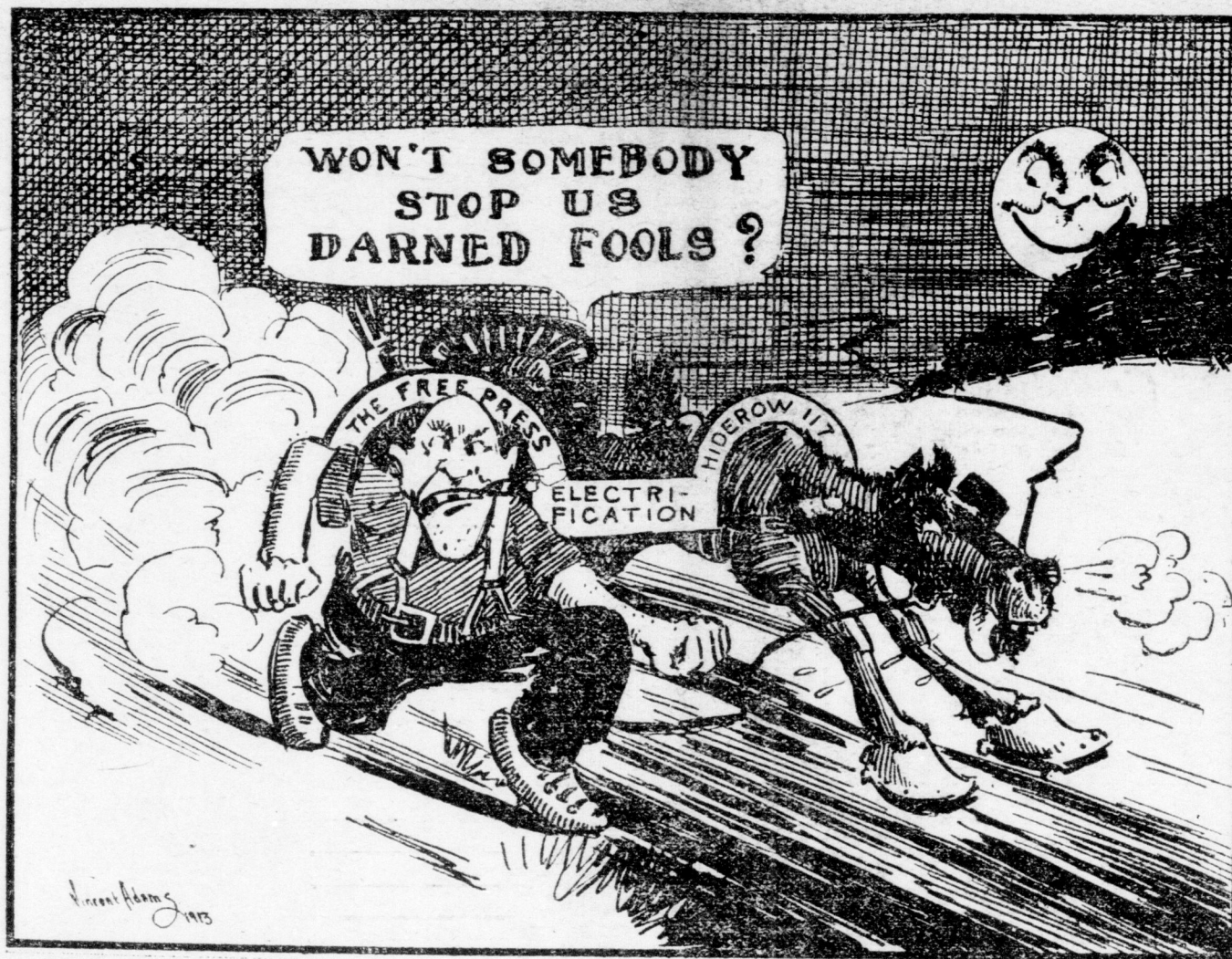
Mr. Churchill thought the fact that the situation in Europe was much clearer now than it had been for some time, strong evidence of a desire for peace and the greatly improved relations between Great Britain and Germany rendered the moment favorable for the resumption of the consideration of the suggestion of a naval holiday "to which friendly reference was made in a speech by the German Imperial Chancellor."

**TRACK SANK 40 FEET
WITH BIG WORK TRAIN**

Express Had Passed Over Dangerous Place Only Few Minutes Before.

[Canadian Press.]
Fort William, Oct. 18.—The Canadian Pacific Railway tracks sank to a depth of 40 feet for a distance of 500 feet under the weight of a work train, consisting of an engine and ten cars last night near Gosport siding. It is said that the days of the construction of the Canadian Pacific Railway line through this vicinity, an engine attached to a string of cars, sank through the grade and was never recovered. Some probability that the wreck of last night is at the same place is given by the finding of logs of old spikes and rusted rails along the track at this spot. A westbound passenger train had passed over the spot 20 minutes before the grade gave way.

HEADING FOR DESTRUCTION!



BIGAMY CHARGE AGAINST DOCTOR OF SANATORIUM

Physician Temporarily In Charge of Institution Placed Under Arrest.

WEDDED SOCIETY GIRL
But Buffalo Woman Claims To Have Married Him Five Years Ago.

Dr. Wm. H. Ross, who has been temporarily in charge of the Byron Sanatorium, during the absence of the superintendent, Dr. Craig, was arrested Thursday night and is now in the county jail on a charge of bigamy. On Sept. 17 of this year Dr. Ross went through a form of marriage at Toronto with Bernice N. Blackley. He brought his bride to the sanatorium, where they have since resided. Thursday last a woman turned up in London claiming that she was married to Dr. Ross in Buffalo in 1905. She went to Crown Attorney McKillop with her story, and as a result of his investigations Dr. Ross was placed under arrest. He comes up for a preliminary hearing before Squire Chittick at 3 o'clock this afternoon.

The woman who laid the charge against him was formerly Miss Bridget Ryan, of Buffalo. She claimed that she and Dr. Ryan had been living apart for the past five years, and she knew nothing of the second marriage until she read an account of it in one of the Toronto papers. She brought the clipping with her to London. It stated that the wedding had taken place on Sept. 26 at the Deer Park Presbyterian Church, by Rev. George T. McLeod. Mr. McKillop telephoned to Mr. McLeod and confirmed the details of the wedding.

ALD. RITCHER THINKS MR. BECK SHOULD GET CHINESE DICTIONARY

Father of Electrification Cannot Express His "Utter Degradation" of Man Whom People Placed at Head of the Polls—Meetings Petering Out.

Hon. Adam Beck's attacks upon Ald. Richter at the East End Town Hall last night and at the McClary factory yesterday are not worrying Mr. Richter.

He thinks that Mr. Beck is distinctly "peevish" over something, possibly because Mr. Richter dared to examine the reports on electrification as an alderman, and as a citizen and because he dared to present these reports to a meeting attended by at least 300 ratepayers in the Auditorium Thursday night.

Sixty to Hear Mr. Beck.
At the meeting last night addressed by Mr. Beck there were not more than sixty persons present, at a liberal estimate.

At the meeting in West London on Thursday night there were not more than 35 persons present.

The bottom seems to have dropped out of the electrification meetings.

"Mr. Beck says there are no words in the English dictionary to describe the utter degradation of this awful man, meaning me," says Ald. Richter. "Perhaps if Mr. Beck would secure a Chinese dictionary he might find suitable epithets. Of course, I have no right to express my views in this matter. I am the agent of the C. N. R. and other things for doing so. I'm afraid we'll just have to leave it to the tender mercies of the ratepayers, Mr. Beck."

A Torrent of Abuse.

Possibly no other public man was subjected to the abuse heaped upon Ald. Richter by Hon. Adam Beck yesterday, and last night. Mr. Beck left nothing unsaid that would brand Mr. Richter as everything that was reprehensible.

Mr. Beck is extremely angry at everyone who ventures to disagree with him, but he has never so completely lost control of his feelings as in the present campaign.

He and "his little curtain-raiser" can give a wonderful exhibition of the furies at work.

But the public does not seem to be much interested in raving. It prefers logical discussions of the questions from a business standpoint, and the speech of Ald. Richter at the Auditorium was the first dissection of the question that has been given.

James F. Hill Was Not Hurt in Wreck

[Canadian Press.]
Winona, Minn., Oct. 18.—A bad wreck occurred today on the Burlington road at Nelson, Wis., when northbound express train No. 75, with James F. Hill in his private car at the rear, ran into a local southbound passenger train. Fireman Elliott, of Des Moines, of the local, was instantly killed. Several others were slightly injured. Mr. Hill was not hurt.

The London Free Press Has Signed a Five-Year Contract With the Helena Light and Power Co.

If ever impostor was unmasked in the city of London, that impostor is the journal that is trying to force electrification upon the people of London.

"Do as we say, not as we do," has all along been the implied slogan of this newspaper's campaign.

It has signed a contract with the Helena Light and Power Company for a term of five years, while at the same time it has been viciously attacking this company as a private interest.

What need the Helena Power Company fear from Hydro if the interests that attack it at the same time patronize it?

If the very ones who assail this company still stick to it, there is slight chance of other customers, who are not serving a master slavishly, withdrawing their business.

The Advertiser has repeatedly stated that the Free Press is a hypocrite, and that its support of electrification is not sincere, that there is a hidden motive which the public is left to puzzle over.

THE PUBLIC IS SUSPICIOUS OF THE LONDON FREE PRESS, because the Free Press cannot explain its relation to the Helena Power Company, nor has it attempted to explain that relation.

REAL ISSUES OF CITY HAVE BEEN IGNORED BY THE ELECTROPHOBES

Storm Sewers and Breakwater Practically Smothered In Electrification Verbiage—Board of Control Has Never Been Mentioned By "Pros."

While Mayor Graham, as chief spokesman for the electrification scheme, has touched on the necessity of storm sewers and the West London breakwater at various meetings he has addressed in the city, the "touching" has been lightly and expeditiously accomplished. Five minutes has been the limit for the discussing of the two by-laws that mean more to London and Londoners than the building of twenty lines between London and the lake.

Danger to West London.
Without the breakwater, West London is threatened with dire calamity. The already weakened embankment has given ominous warnings of another repetition of the disastrous July flood. It is imperative for the safety of the entire West London section that a permanent cement-faced breakwater be constructed to ward off the flow of waters from the spring freshets that every year threaten to inundate the entire low-lying section of the city west of the Thames. As has been pointed out by Ald. J. G. Richter and others in their speeches for the breakwater, while the breakwater construction does mean an increased taxation, yet the greater security for West London will allow assessments in that vicinity to be raised, as the property becomes more valuable through safety, and therefore the expense of the proposition will fall but lightly on the other sections of London.

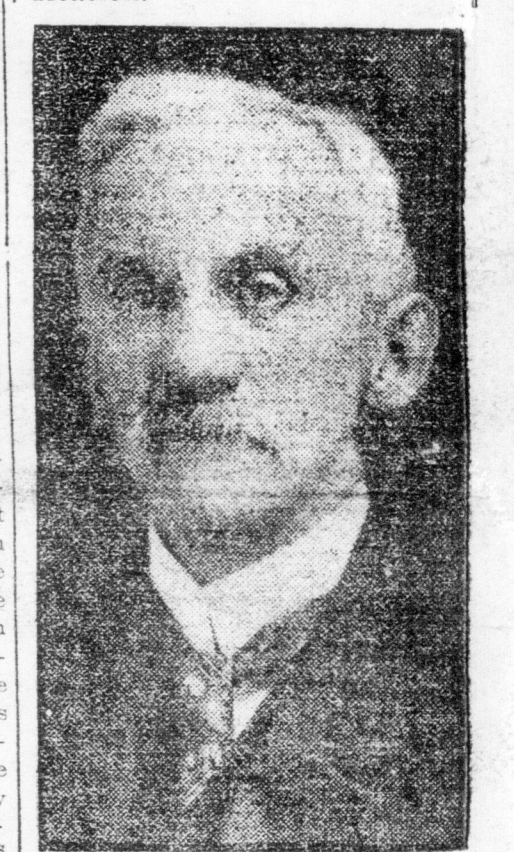
Must Have Storm Sewers.
As for storm sewers, they are imperative. It really matters little whether the citizens vote for or against them. They have to come. If the storm sewers are voted down it will only be a comparatively short time before the Provincial Board of Health steps in and orders the installation of the sewers on the grounds of sanitation. The use of the present sanitary sewers, as storm water drains, has so overflowed the former, that they have become almost useless for the purposes they were designed for, when a heavy rain-storm visits the city. As a sequel has

come the flooding of thousands of cellars by "back sewage," and a consequent endangering of health. To prevent this, the health authorities will order some other disposition of the storm water, and the only one possible is the installation of storm sewers.

The Only Way to Good Roads.
London can never expect good roads till adequate provision has been made for the drainage of surface water. The only manner in which this may be done is by the construction of an entirely independent system of sewers that will have no connection with the sanitary sewerage system, whatever.

Continued on Page Eleven.

MR. R. C. STRUTHERS, prominent wholesaler, who strongly opposes electrification.



Questions For the Mayor---No. 4

My Dear Mayor—I am sorry to trouble you so much, but am anxious to get this question straight. If you buy the 25 passenger cars, which I am sure is none too many, and the 25 freight cars, which will no more than handle the large business which Mr. Storer says we are going to do, it seems to me that these cars will be breaking down occasionally and need repairing. I notice the big railroads have repair shops at many points, where they repair their cars.

I have looked in Mr. Storer's report, but do not see anything in there about repair shops. If we are going to run our road we must keep our cars in repair. Should we not make provision for small repair shops, either at Fort Stanley or London? I understand small shops can be erected and equipped for about \$25,000. Do you not think we should do this thing right and provide for these shops now? The people will have to pay for them some day. Please let me hear from you right away.

TAXPAYER.

EXPLAIN!

The London Real Estate Owners' Association, at a meeting on Friday night, passed the following resolution:

"Resolved, that in the opinion of the R. E. O. A. it is up to the board of works to explain to the citizens what mission the board of works auto was on when the garbage inspector was nearly killed in the vicinity of St. Thomas."

THE WEATHER.

TOMORROW—FINE AND COOLER.

Forecast.

Toronto, Oct. 18—5 a.m.

Today—Fresh to strong northwest

winds, fair, and turning cooler.

Sunday—Fresh westerly winds, fine and

cooler.

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 46 Cloudy

Victoria 50 46 Rain

Calgary 48 28 Cloudy

Winnipeg 63 22 Clear

Port Arthur 44 22 Cloudy

Parry Sound 52 48 Cloudy

Toronto 57 46 Cloudy

Ottawa 58 48 Cloudy

Montreal 54 48 Clear

Quebec 52 44 Cloudy

Father Point 42 40 Rain

Weather Notes.

The disturbance which was in Illinois

yesterday has moved northeastward

across the Great Lakes, while that off the

Atlantic coast has remained stationary.

Spend Money On New Railways.

—Ex-Mayor Rumball



Ex-Mayor F. G. Rumball, who has been quoted frequently as favoring electrification, has made public his views on the matter as follows:

"We already have an electric line to Lake Erie. Why spend hundreds of thousands of dollars on another? If the city has money to spend on railways, why not encourage lines through territory now uncovered?"

Vote Against Electrification; It Will Mortgage Your Home