

BRITISH CABINET LOSES ON HOME RULE CLAUSE BY A SNAP DIVISION

Vote Against Cabinet 228 to 206 in Committee
on Section To Give Control of Customs
to Irish Parliament.

ASQUITH CONSIDERING SITUATION BUT IS NOT LIKELY TO RESIGN

[Canadian Press.]
London, Nov. 11.—The Cabinet was defeated today by a vote of 228 against 206 in the committee on the home rule bill.

A motion by Premier Asquith for consideration of the bill was adjourned.

There has been considerable opposition by members on the Ministerial side of the House of Commons to the financial provisions of the home rule bill. Some seventy Liberal members have given voice to their objection to the Irish Parliament being given control of the customs, as they argue that such control would enable the Irish Parliament to introduce protection.

The followers of William O'Brien only this morning announced their intention of withdrawing from the House during the proceedings of the committee on the finance clauses of the bill.

The Government is considering its position in view of the adverse vote in committee. The cabinet does not necessarily have to resign, and is unlikely to do so in face of the international crisis.

The defeat was sustained on an amendment proposed by the Unionists to a financial clause of the home rule bill while it was under discussion in committee of the House.

THREE ALTERNATIVES.

The Government is now faced with three alternatives. The cabinet can resign, it can drop the home rule bill, or it can bring forward a motion to recommit the bill and obtain the opinion of the full House on the vote which was taken today after it has given due notice of its intention to do so.

The general opinion is that the Government will move for the recommitment of the bill, and will not resign in view of the fact that the division was unexpected, and occurred on Monday, when many of the supporters of the Government had not returned from their week-end vacations.

Herbert Samuel, the Postmaster-General, in opposing Sir Frederick Banbury's amendment to the home rule bill, said it would mean that the total sum payable to Ireland would be limited to \$12,500,000 a year. The revenue from Irish taxation would be \$47,000,000, estimated on the present basis of Irish revenue, and the amendment would mean that the sum handed back to Ireland would be \$12,500,000 for services which cost \$30,000,000 a year.

UNIONISTS CHEER.

When the result of the vote was announced, the Unionists present cheered wildly.

Premier Asquith, when he came in, quietly announced that the sitting would be adjourned.

Snap divisions during the meetings of committees of the House of Commons are not unusual, although this is the first experience of the kind of the present Government. Arthur J. Balfour, when he was Premier, suffered in this way several times during his last Parliament.

RUSSIA MAY LAUNCH WAR IF THE BULGAR ARMIES ENTER SULTAN'S CAPITAL

Europe Entering Most Critical Week Since War
Began, and There Are Grave Fears
of General Struggle.

London, Nov. 11.—Europe is facing one of the most critical weeks in her history. It may end in a war, in which the whole of Europe will be involved or it may be remembered as a week in which diplomacy succeeded in solving problems that appeared insolvable to many.

THE DANGER POINT.

The Bulgarian army is on the point of entering Constantinople, and this will be resented by Russia. At the same time the Turkish capital is threatened by massacre from within. On the other side of the Balkan peninsula there is an acute conflict between the aims of Austria-Hungary and Serbia, which if it is not arranged might start a general European outbreak.

ONE HOPEFUL SIGN.

The most hopeful sign at the present moment is the fact that moderating influences are being brought to bear by Germany, the close ally of Austria-Hungary and by Bulgaria, the comrade in arms of Serbia. Both of these nations are now exerting themselves to avert a conflict.

CONFERENCE AT BUDAPEST.

Dr. S. Daneff, speaker of the Bulgarian chamber of deputies, and one of the most influential politicians in Bulgaria, after audiences with his sovereign, King Ferdinand, King Peter of Serbia, and with the Serbian premier, is now in Budapest, where the aged Austrian emperor, Francis Joseph, his foreign minister, his minister of war, and his chief of staff are gathered. It is believed that Dr. Daneff is the bearer of important proposals in regard to Serbia's claims, and that these definite suggestions for which Austria has been waiting are now under consideration.

ALBANIA'S INTEGRITY.

The views of Austria-Hungary concerning the future of European Turkey are pretty well known to include access to eastern markets, the integrity of Albania, including the Adriatic coast of that country and compensation for Roumania, which has always claimed that when Bulgarian territory is extended her borders should likewise spread.

Guechoff Denies.

Sofia, Bulgaria, Nov. 9.—Premier Guechoff, of Bulgaria, said there is no truth in the report cabled abroad that the Turkish Government has proposed to Bulgaria to begin peace negotiations without the mediation of the powers.

Precarious Situation.

Paris, Nov. 9.—The European situation is considered in official circles

OTHER WAR NEWS ON PAGE TEN.

WILL THEY LET HIM IN?



Thirty Killed and Fifty Hurt in Southern Railroad Wreck

Freight Train Crashes Into Crowded Passenger Train
on a Sharp Curve Near City of New Orleans,
Causing Thirty Fatalities.

[Canadian Press.]
New Orleans, Nov. 11.—Thirty persons were killed, and more than fifty were injured in a wreck on the Yazoo and Mississippi Valley Railroad early today, when a freight train crashed into an excursion passenger train bound from New Orleans to Woodville, Miss.

The wreck occurred near Montz, La., about 27 miles north of New Orleans. A train carrying many of the injured and a number of the dead arrived in New Orleans this morning at 8:15. The more seriously injured were placed in the Charity Hospital.

BOY FELL TWENTY-TWO FEET NARROWLY ESCAPED DEATH

Frank Daniel, a young boy who lives at 231 Queen's avenue, while playing with a number of other boys at the new Masonic Temple on Queen's avenue, fell from a ladder to the floor beneath, a distance of 22 feet.

The lad fell on his head and was unconscious for some time following the accident.

Dr. McNeill was called to attend the patient, latest reports stating that he is able to be around again.

His escape from death was miraculous.

London and Port Stanley Railway Its Record Under Lease By G. T. R.

[Second Article.]
The annual rental received by the city in the lease of the London and Port Stanley Railway, made with the Great Western in 1872, was \$20,000, and the lease was to run for twenty years. The Great Western, in addition to paying the rent, had to use their own rolling stock, and practically rebuild the road. Iron bridges replaced the old wooden ones, and freight, passenger cars, and engines, took the places of the Murray Anderson and Lawrence Lawason, the two engines, built at Schenectady, that did service as long as the city ran the road, but which had to be sent to the hospital permanently.

What the Grand Trunk (which absorbed the Great Western) spent is not known. They must have spent hundreds of thousands of dollars. It is not supposed they made any profit, because they were not anxious for a renewal.

What proportion of the twenty thousand dollars the city had to give back for permanent improvements the city accounts will show, but it was not all profit.

It is a fair conclusion that if the city had when the lease to the Grand Trunk expired again assumed municipal control it would have cost every

STREETS OF LONDON SO BAD THAT PEOPLE ARE KEPT AWAY!

Mud and Pitch Holes Everywhere
Are a Disgrace to a
City of 50,000 People.

CITY ENGINEER BRAZIER MAKES AN EXPLANATION

Says That Under the Municipal
Act All Council Can Do Is
Avoid Dangerous Roads.

The condition of the streets of London at the present time is something terrible, the blind lines in no township in Ontario being any worse than the main thoroughfares of the city.

The old-fashioned corduroy roads of comparison, and not a concession of side line in Middlesex County is to be compared with the streets of London. A westerner informed The Advertiser that they were like Winnipeg's in 1890, before modern street improvements were invented. At that time a team of oxen could not drag an open buggy through Main street. In some of the roads, particularly in South London, the same conditions hold.

Some Awful Roads.
A few of the worst might be mentioned—all leading thoroughfares, too—and they are:

Hamilton road, from Maitland to Egerton street.
Adelaide street, from Hamilton road to York street.
Rectory street, from Hamilton road to the G. T. R.

Ridout street, from York street to city limits.
Wharfedale road, from York street to city limits.

Wortley road, from York street to city limits.
These are simply a few of the leading highways. One might fill out a catalogue and mention Emery, Bruce, and a score of other streets in South London. King street is a terrible mess, and Wellington, Waterloo south, Maitland and others are very bad in spots.

One might make it general and state that all the streets in London are badly in need of repairs or rebuilding.

To Show the Citizens.
"I am going to suggest a personally conducted tour of the city streets," a farmer on the market stated to "The Advertiser." "I think I will secure a number of your leading citizens, engage one of those sightseeing busses, a rubber-neck bus, you city folks call them, and take them around the city. Just to see how really bad the streets are. You cannot make fun of our roads now. There is no comparison between the condition of your streets and the city and drive through the country. There is not as bad a road in the whole county of Middlesex as the Wharfedale road. I want to tell you that the condition of your streets is interfering with business between the city and county. We do not care to drive over the streets—they are so bad. Good roads are the best asset a city can have, and London's greatest need."

City Engineer Brazier.
City Engineer Brazier stated that the fault was not the department's. According to the recently-revised municipal act, the council could merely

Continued on Page Eleven.

LOOKS LIKE ATTEMPT TO KILL TRACTION CO., SAYS T. H. SMALLMAN

Financier Declares His Unqualified Opposition to
Scheme for Electrification of London and
Port Stanley Railway.

CITIZENS HEAVILY ENOUGH BURDENED WITH DEBT AT THE PRESENT TIME

Where Is the Money Coming From? Asks Capitalist in Regard
to Scheme for Radials Over the Province—
Vigorous Criticism of Pet Projects.

Mr. T. H. Smallman, one of London's leading capitalists, in an interview with The Advertiser this afternoon, stated that he was strongly opposed to the proposal to electrify the London and Port Stanley Railway at an estimated cost of \$890,000.

TO KILL THE TRACTION COMPANY.
"I do not know what Mr. Beck's intention can be unless it is his desire to kill the business of the London and Lake Erie Transportation Company," said Mr. Smallman. "This is a concern that started business in good faith, and has been of enormous benefit to the city of London. Do the citizens propose to raise their hands and render all this enterprise of no account, and tell the men who put their money in it, because of their faith in London, that they mean to completely cripple their business?"

A VALUABLE ASSET TO LONDON.
"The London and Lake Erie Company is one of the best things London has. It were better to help them than to hinder them.

"I want to say this also," said Mr. Smallman. "I believe that this city at present has enough debt saddled upon it, and I think that the last thing the citizens want to spend more money upon is the London and Port Stanley Railway.

"We have been reading of great schemes for radial lines, and have seen maps printed. That's all very well. But that only is the means that is being taken.

WHERE WILL THE MONEY COME FROM?
"If it is going to require a million dollars to reconstruct a road that is only 25 miles long, how many millions will it require to construct these other lines? And who is going to put up the money? That is what I should like to know."

Enormous Increase in Area
of City Under Annexation

Extent of City Would Be Increased Nearly Fifty Per
Cent. and Population Would Not Reach Fifty
Thousand According to Figures.

The proposal to annex a number of the districts adjacent to London has been going ahead without much close examination and with little outspoken opposition. The magnitude and seriousness of the proposal have not been brought home to citizens, the only arguments against the scheme having come from London Township.

A glance at the acreage and population affected in the annexation scheme should serve as a means of making citizens do some hard thinking.

The acreage of the city of London as given in the municipal year book of 1912, is 4,478. The acreage of the district which the city proposes to annex is between 1,850 and 2,000 acres, counting a portion of the grounds of the London Hospital for Insane. Ealing comprises 690 acres, London Junction 585 acres, Knollywood Park 300 acres, and Chelsea Green 100 acres.

The portion of the London Asylum grounds south of Oxford street, embraced in the annexation project, covers about 300 acres. By annexing all these districts London would add to its area by nearly 50 per cent.

The gain in population would be 2,418, without counting the asylum inmates, who number 1,237. The city's population would not, therefore, be brought up to the 50,000 mark at once. It has been estimated that the upkeep of the new districts would entail an initial outlay of \$300,000, for street improvements, police and fire protection, etc. The annexed districts would receive a 15 mill rate for 15 years on the township assessment of last year, which are several hundred thousand dollars lower than this year's.

There is every reason why the citizens of the suburbs should favor annexation, but ratepayers of London are in a different position.

The prize tickets at the New York State Fair in Syracuse.

It was while in New York last summer that he met Millionaire Aldrich and disposed of a few of his prize birds to him.

The Columbus man thought so much of the Canadian fancier's stock that he has bought all the poultry that Mr. Rawnsley owned, and has engaged him to become manager of his poultry farm. Mr. Aldrich's farm comprises 24 acres, and he owns 2,500 birds.

Mr. Rawnsley has just returned from Columbus, where he spent a week overlooking his position. He leaves for the States on Friday next.

THE WEATHER.
TOMORROW—FAIR AND MILD.
Forecasts.

Toronto, Nov. 11—8 a.m.
Today—Moderate to fresh southerly winds; fine and mild.
Tuesday—Fresh to strong southerly winds; mostly fair and mild, but some local showers.

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

Stations.	High.	Low.	Weather.
LONDON	51.5	36	Clear
Calgary	28	14	Clear
Winnipeg	34	28	Cloudy
Port Arthur	46	32	Fair
Perry Sound	46	34	Fair
Toronto	46	36	Fair
Ottawa	40	30	Clear
Montreal	40	34	Clear
Quebec	34	30	Cloudy
Father Point	32	26	Clear

Pressure is highest over the Southern States, and lowest from Kansas to Lake Superior.
The weather is everywhere fine, except on the British Columbia coast, where it is raining.



MR. T. H. SMALLMAN.