

MEXICANS ARE DETERMINED TO SETTLE THEIR OWN AFFAIRS

Huerta, in Frank Statement, Outlines Policy To Be Pursued—All Foreigners To Be Protected—Huerta Will Not Run For President.

[Canadian Press.] Mexico City, Oct. 24.—In addition to hearing read a lengthy statement, wherein President Huerta set forth the policies of his administration, the members of the diplomatic corps, who gathered at the palace yesterday, heard him give his personal word that he was positively not a candidate for the presidency. Further, he heard him say that should the election next Sunday show him to have a majority of the votes, he would consider it to be his duty to instruct congress to declare all such ballots void.

Explains Action. President Huerta also gave his own explanation of his action in dissolving congress. He went over all of the grounds set forth in his manifesto issued after the dissolution, and added that proof that the deputies had engaged in fostering revolution had been found in their desks and upon their persons.

In his statement, General Huerta gave his most solemn assurance that the sole use that he has made, or will make, of his power as interim president, is, first, to establish peace in the republic, and second, to comply with the law of his country in holding fair elections, so that the choice of the Mexican people, whoever it may be, shall be installed in power.

General Huerta said that his government was determined at all costs to protect the lives and interests of foreigners in Mexico, but that the Government was equally determined that the domestic affairs of Mexico shall be settled by Mexicans themselves.

SERIOUS SITUATION.

English Markets. Washington, Oct. 24.—Developments of a few hours today in the relations between the United States and Mexico emphasized a gravity of affairs more ominous than at any time since President Wilson's administration began. Absolute silence was the order in official quarters.

The release of the Ward liner Moro Castle, after peremptory demands by the United States, terminated a delicate situation. Orders were in preparation to the United States to the American warships lying off Vera Cruz, to insist on her release.

Prepare Statement. A statement was in preparation today by Secretary of State Bryan, which he brought to the White House for the President's approval. No information as to its contents was leaked, but it was every reason to believe that before many hours had passed a notice by the United States that it will not brook European interference in Mexico by the warships dispatched to Mexican waters would be proclaimed. It is understood also by the United States that the same statement will reiterate the American policy that only governments founded on constitutional basis will be recognized on the western hemisphere.

NO FRICTION.

[Canadian Press.] London, Oct. 24.—The Times publishes the following statement this morning: "Nothing is known in competent quarters of any unsatisfactory developments in regard to Mexico. An exchange of views has repeatedly occurred between Sir Edward Grey and Ambassador Page, but no friction has arisen in any direction, nor have the communications received from Washington possessed the comminatory character attributed to them in some of the reports from American sources."

The Times editorially says the above statement should put a stop to the sensational gossip that has been heard on both sides of the Atlantic as to the supposed misunderstanding.

TENSION STILL GREAT.

[Canadian Press.] Washington, Oct. 24.—Administration officials divulged no information today as to their course toward Mexico, but it was apparent that there was no let up in the tension caused by the developments of the last twenty-four hours.

As most of the cabinet members were away there was no meeting, but President Wilson spent most of the morning studying the Mexican situation, and there were intimations that a strong pronouncement of policy, affecting not only the course of the United States toward Mexico, but setting forth to some extent the desire of the United States to have a free hand and continue unembarrassed by foreign governments, in reference to affairs on this hemisphere, might be forthcoming. There was no comment on the relations between the United States and Great Britain on the Mexican problem.

THE PANAMA QUESTION.

Coincidentally, many inquiries as to whether any assurance had been given to Great Britain on the settlement of the Panama tolls question, were met with a flat denial at the White House that any agreement had been reached. It was said that when Former Ambassador Bryce left here, however, he understood the question would be held in abeyance until the regular session of congress.

HOPES FOR PEACE.

[Canadian Press.] London, Oct. 24.—The Westminster Gazette, in discussing the Mexican elections says: "Every friend of Mexico hopes that the new president and legislature will give that country a government strong enough to restore peace and order. The difficulties facing the Mexican Government are very great, and will not be rendered less so by the refusal of the United States to recognize the new president and the new legislature."

AGREEMENT WITH STREET RAILWAY SENT TO BOARD

Power Commission Will Pass On Terms Between the Street Railway and City.

THE COMPANY CHANGES

Want 1,000 Horsepower as Minimum, Running Up To a Maximum of 3,000.

General Manager H. J. Glauzitz, of the water commission, left for Toronto this afternoon to lay before the Ontario Power Commission the terms of the London Street Railway Company's agreement for the purchase of hydro power from the local electrical department. The revisions in the proposal, submitted by the commissioners, have been made by the directorate of the street railway, and the amended contract sent on to Chairman Philip Pocock, of the water commission.

Some Amendments.

The principal amendments made by the company were in the amount of power to be taken and the length of the contract. The proposal as submitted by the commissioners was for a minimum load of 600-horsepower, with a maximum of 1,200. The amendment made by the street railway is for 1,000-horsepower as a minimum, running up to a maximum of 3,000-horsepower. The original contract was for ten years only. The amended one is to run as long as the present franchise of the company, which expires on March 8, 1925, with the understanding that the agreement will be continued if the franchise is renewed by the city.

The Price.

The price paid, according to the contract, will be \$33 per horsepower (direct current) up to 1,000-horsepower and \$26 per horsepower for all power taken over the 1,000-horsepower mark.

The alternating current price was \$28 and \$30 on a similar basis. Chairman Pocock, of the water commission, declared this morning that the \$20,000 necessary for purchasing the equipment to be used in transforming the alternating hydro current into direct current would be provided out of the \$40,000 which he claimed would be the electrical department surplus for 1913. He further stated that the street railway contract would be a better proposition for the electrical department than the street lighting. Other direct current users could be supplied from the apparatus used in converting the necessary power for the street railway.

The power will be taken out at the new pumping station, which the company will be figured on a peak-load basis if the company signs up.

Must Be Ready Dec. 15.

According to the street railway proposal, the power will have to be ready by Dec. 15. At the meeting of the commissioners Thursday afternoon, it was announced that the machinery had all been prepared and that options had been taken on it, so that immediate shipment could be made, if the agreement was signed. It is proposed to complete the new equipment in the workshop, which is completed at the rear of the No. 1 power station, until the addition to the station is made next spring.

JILTED LOVER WAS FINED FOR ASSAULT

Beat Up Bride and Groom Immediately After Their Wedding.

[Canadian Press.] Montreal, Oct. 24.—Mad with rage because Matthew Davidson had won and married the girl he was courting, Alex. McFarland waited for the couple on their way home from the wedding ceremony yesterday afternoon, knocked the husband down and assaulted his wife. McFarland then went to the home that Mr. Davidson had prepared, smashed in the windows and destroyed most of the furniture.

McFarland was today fined \$20 and sentenced to four months.

REFUSED TO ALLOW SOCIALIST'S EVIDENCE.

Montreal Leader Admitted to Judge That He Is an Agnostic.

[Canadian Press.] Montreal, Oct. 24.—Two Socialists, Albert St. Martin, leader of the Carl Marx adherents in Montreal, and Isidore Bolduc, were rejected as witnesses in the superior court yesterday by Mr. Justice Lafontaine.

In answer to questions from the bench and from counsel, Bolduc averred that he was an agnostic and did not believe in God, that his word was as good as any oath. St. Martin admitted that he believed in God "after his own fashion."

Judge Lafontaine sent both back to their places, and refused to have their testimony adduced before the court. The only person allowed to give evidence under Quebec law without being sworn is a Quaker.

BANDIT KILLS TWO IN DENVER STREET

Held Up Five and Dodged Auto Filled With Police.

[Canadian Press.] Denver, Col., Oct. 24.—A bandit running amok near the heart of the city early today held up five pedestrians within a few blocks, and shot and instantly killed T. J. Chase, of Palmer Lake, Col., and mortally wounded E. A. Clark, of this city. The bandit fled before an automobile filled with police, who tracked him from the scene of one hold-up to another, only to arrive too late.

The shooting began when the bandit had held up Antonio Fugurita, a street sweeper, sending a bullet through his hat. A few minutes later E. A. Clark staggered into a drug-store, with a bullet through his right lung. Four blocks away Chase met his death. Without a word the bandit shot him through the heart. He held up and robbed two others without shooting them.

LIQUOR BILL WOULD PAY FOR NEW PANAMA CANAL

[Canadian Press.] Ottawa, Oct. 25.—At the regular session of the Ontario Sunday School Teachers' Association here today, Mrs. Z. F. Stevens, of Alton, Ill., contends that enough money is spent on liquor annually in the United States to build the Panama Canal, and that two Panama Canals could be built with the money spent on tobacco.

Officers were elected as follows: President—S. B. Neill, Wilsonville, Ont.; Vice-presidents—Hon. O. S. Blake, K. C., Toronto; George Rutherford, Hamilton; Abraham Shaw, Kingston; J. B. McDonald, Toronto; J. B. Moore, Ashton; John A. Patterson, K. C., Toronto; Hon. Mr. Justice McLaren, Toronto; T. McGillivuddy, Toronto; Rev. J. J. Reddit, Toronto; A. McGinnis, British Columbia; William Hamilton, Toronto; Rev. L. H. Wagner, Regina; R. W. Clarke, Weyburn, Sask.; E. J. Joselin, Toronto; Rev. Canon Green, E. L. T., Toronto; William McCrae, Guelph; T. P. Harrison, Kingston; Rev. B. W. Merrill, B. A., Toronto; Thora Gibson, Toronto.

Treasurer—H. E. Erwin, Toronto. Recording Secretary—Rev. George Sutherland, Cardinal, Ont. General Secretary—Rev. E. Halpenay, B. D., Toronto.

ADAM BECK HAS ALREADY "STEPPED OUT FROM UNDER"

In Free Press of Last Evening He Says "Matter of Arranging For Steam Roads To Use Line, Must Now Be Taken Up by City Council"—Remarkable Contrast to Declaration of October 13.

"The matter of arranging with other companies for admission to a London over the city's line is a very important question that must now be taken up by the council," said Hon. Adam Beck to the Free Press, "There is much work for the new commission."

"I tell you emphatically that both the M. C. R. and the P. M. R. will operate over the L. and P. S. R., whether it is operated by electricity or steam. I ask the citizens to believe me when I tell them that these railways will run their trains over the L. and P. S. R."

London Free Press, Oct. 13.

How gracefully does the Hon. Adam Beck, who staked his reputation that the steam roads would use the city's road, "get out from under."

The first statement, printed above, was published in the Free Press of last evening, and was withdrawn from its edition of this morning.

FORTY THOUSAND TRAINMEN DEMAND WAGE INCREASES

If Granted, Roads Will Have To Pay Fifty Million Dollars a Year More—Present Agreement Will Terminate On November 10—Railways Willing To Readjust Schedules.

[Canadian Press.] Chicago, Ill., Oct. 5.—Forty thousand locomotive engineers and firemen employed by 90 railroads running west of Chicago have notified the officials of the lines that they will terminate the present labor agreements Nov. 10 and demand a wage increase aggregating \$50,000,000 a year, according to statements in railroad offices here.

The railroads in turn notified Warren S. Stone, chief of the Brotherhood of Locomotive Engineers, and W. S. Carter, chief of the firemen, that they would welcome a readjustment of the wage schedules.

In addition to a wage increase the firemen and engineers are asking for a joint contract with the roads. The advance sought ranges between 25 cents and \$1 a hundred miles, according to the nature of the services.

LOOKS LIKE SMOOTH GAME

Local Broker Believes That He Has Been Swindled Out of \$200.

BY A PORCUPINE MAN

Mr. Thomas Rayercraft, broker, of this city, thinks he is out \$200 through the manipulations of a mining stock broker of Porcupine.

The man arrived in London on Wednesday with several claims to sell. On previous occasions he had dealings with Mr. Rayercraft, and so he called on him with the claims. He also told the broker that he wanted to do a New York city on important business on Thursday morning, but was unable to do so for lack of funds. He had money in the South Porcupine Bank, but could not get it in time. After telling his tale of woe he suggested to Mr. Rayercraft that he be taken to the broker's banker and there identified.

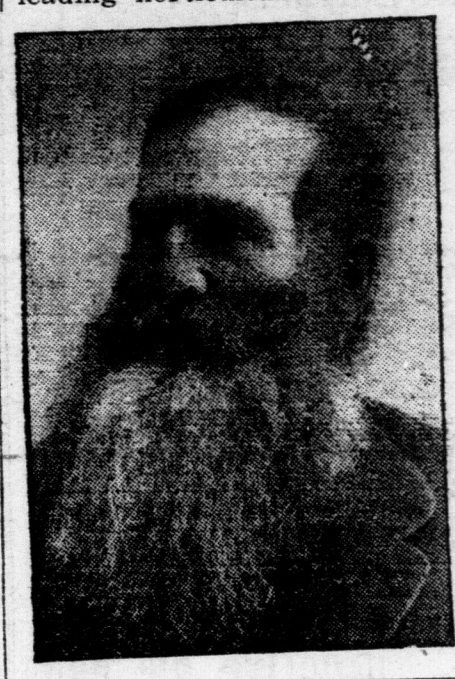
Mr. Rayercraft agreed and together they went to one of the local banks. There a check for \$200 was cashed for the promoter after Mr. Rayercraft identified him. Then the man left promising to meet the broker Wednesday night. At the appointed time Mr. Rayercraft was at the meeting place, but the man was not there. Mr. Rayercraft paid little attention to the man's failure to appear, as he thought he might have been detained some place, but Thursday afternoon having heard nothing more became alarmed and consulted a wire porter.

He was advised to wire Porcupine to see if the broker had any funds. A reply this morning contained the information that he had not. Mr. Rayercraft then called on the police and swore out an information. It is expected that the man will be apprehended before he gets far, as he is well known all over the country.

PLAN TO MORTGAGE ROAD.

[Canadian Press.] Philadelphia, Oct. 24.—In answer to inquiries by stockholders, President Rea, of the Pennsylvania Railroad, today confirmed the report that the company is considering the creation of a general mortgage as a basis for the company's financing for many years to come.

LATE CHARLES J. FOX, for many years one of leading horticulturists.



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INSPECTOR'S STRIP CAUSES 400 TO LEAVE CLASSES

Open Revolt in Ottawa Separate Schools Directed By Trustees.

ONE ISSUES DEFIANCE

Says Provincial Interference Is Direct Violation of B.N.A. Act Provisions.

[Special To The Advertiser.] Ottawa, Oct. 24.—The first local instance of open disobedience of the regulations of the Ontario Education Department concerning bilingual schools occurred yesterday afternoon when 400 pupils of what is known as Garneau school arose and walked out in a body when Inspector Leanderby insisted in making his inspection in the English language. St. Peter's school is to be visited by the inspector this afternoon, and it is stated there will be a similar walkout there.

Instructed by Trustees.

When the inspector called at Garneau school the teachers in charge of the first class visited explained that she had instructions from the separate school board to dismiss her class if an attempt were made to carry out the inspection in English. This she did, and all the other classes followed suit. It was stated by local separate school authorities today that the Provincial Government's action in refusing the school grant would be taken to the courts.

GENEST'S TORRID WORDS.

[Canadian Press.] Ottawa, Oct. 24.—Speaking of the withdrawal of the Ontario Government's grant from the local separate school board, because of the latter's failure to carry out the bilingual regulations, Chairman Samuel Genest today issued a hot defiance to the education department.

"We are deprived of the grant, because we fail to obey the law," he declared. "The Government forgets that we base our conduct on a Dominion law, a higher authority than theirs; and when the Ontario Government or the department of education enacts legislation which, besides being unjust and despotic, is in conflict with the British-American act, it is the duty of the separate school board trustees to tell the Government that it is exceeding its rights, and to demand."

"Worse Than Kidnapping."

"This action of withholding the Government's educational grant from the separate schools, which have an undeniable right to it, in virtue of the B. N. A. act, is as flagrant an injustice as one could imagine. It is mere blackmail; they want to rob us of our children, for what else does it mean to deprive us of the means of educating over their education? This despicable move is in the same class as the ransoms exacted from the parents by the kidnapping gangsters of New York City. To my mind, it is worse."

STEAMER KEYVINE IS SAFE.

[Canadian Press.] Montreal, Oct. 24.—The Keyvine, the new lake steamer of the Keyvone Transportation Company, over whose safety fear was expressed in marine circles yesterday, was today reported off Cape Magdalen. She was delayed by bad weather.

THE WEATHER.

TOMORROW—COOLER.

Forecasts.

Toronto, Oct. 24-5 a.m. Today—Increasing southeasterly winds, with rain. Showery in the forenoon, followed by strong westerly winds, and turning cooler.

Temperatures.

The following were the highest and lowest temperatures recorded at Toronto and previous to 8 a.m. today:

Place	High	Low	Weather
LONDON	50	42	Rain
Calgary	54	40	Rain
Victoria	65	40	Cloudy
Winnipeg	48	32	Cloudy
Port Arthur	46	34	Cloudy
Parry Sound	50	34	Cloudy
Toronto	59	40	Rain
Ottawa	58	46	Rain
Montreal	52	48	Rain
Quebec	48	42	Cloudy
St. John's	50	40	Cloudy

Weather Notes.

A disturbance now over the Southern States is likely to move northward to the St. Lawrence Valley, and cause stormy weather from the Great Lakes to the Atlantic during Saturday.

Rain is falling in Ontario and Quebec. Elsewhere the weather is fair. The temperature was about 60 degrees yesterday in Saskatchewan and Alberta.

ST. THOMAS HAS THE SMILE THAT WON'T COME OFF

Newspapers Chuckle and Say That "There Is Little Else London Can Do For Us."

"ON THE LAKE" FIRST WITHOUT ANY COST

"Most Desirable Advantage That Has Come To St. Thomas Since Canada Southern."

LATTER ALSO LONDON GIFT

The Railway City Not Expecting That Everything Will Come To Them as Easily. However.

As was predicted, St. Thomas is gloating over the result of the electrification fight.

Under the heading, "St. Thomas on the Lake," the Journal, of that city, devotes half-a-column editorial to the process of rubbing it in.

One-Third the Distance.

"If the London leaders," says the Journal, "really counted most upon the putting of London on the lake feature, St. Thomas will still have but one-third the distance to negotiate in order to be on the lake also. From every point of view, it is the most significant and desirable advantage that has come to St. Thomas since the advent of the Canada Southern Railway."

It was the wise forefathers of present London who refused to consider the Canadian Southern Railway, and sent it packing to St. Thomas. Anyone who will examine newspaper files will discover that relatives of the men who barred the Canada Southern from London were the same people who electrified the L. and P. S. R. and kept the Canadian Northern out of London.

Not All So Easy.

"The idea that everything for St. Thomas' advantage will come as easily as has the electrification of the London and Port Stanley line, and the prompt St. Thomas to sit back and wait for the next," continues the Railway City newspaper. "But this is likely to prove a snare, since there is little else London can do for us."

St. Thomas does not have to pay one cent toward electrification. It cannot lose anything. It may gain a number of London's industries. It has the main line of the Canadian Northern Railway surveyed through the heart of the city.

There is an excuse for jubilation. St. Thomas unloaded its share of the road on London years ago.

The St. Thomas Comment.

The editorial referred to in full is as follows:

ST. THOMAS ON THE LAKE. London taxpayers were surely in a spending mood yesterday when they voted \$200,000 for the electrification of their dilapidated steam road to Port Stanley as well as some \$65,000 for storm sewers and a breakwater.

St. Thomas can easily afford to congratulate Londoners on their generosity and determination to provide rapid, convenient and clean facilities for getting to and from the lakeside, for regardless of the arguments advanced by the leaders who favored the project on account of its importance in putting London on the lake in a commercial sense, the factor that counted most in its generous support was undoubtedly the desire of an improved passenger service from London to the lakeside in the summer months. This is the feature that St. Thomas citizens will welcome, and St. Thomas will get this desired improvements without being committed to the heavy financial obligation which London assumes.

"If the London leaders really counted most upon the 'putting London on the lake' feature, St. Thomas will still have but one-third the distance to negotiate in order to be 'on the lake' also."

"From every point of view it is the most significant and desirable advantage that has come to St. Thomas since the advent of the Canada Southern Railway. With the present development of hydro radials throughout this section, St. Thomas becomes a logical radial centre. Her development in this direction with the new London-Port Stanley line assumed, the hydro-radial right-of-way westward to Windsor determined upon, and the Traction line extension eastward to Aylmer, a practical certainty of the near future, will undoubtedly be rapid, and it but remains for her businessmen and civic leaders to make the most of the advantages gained and plan for the fullest development of the traffic which these diverging lines are bound to bring to the city."

"The idea that everything for St. Thomas' advantage will come as easily as has the electrification of the London and Port Stanley road, may prompt St. Thomas to sit back and wait for the next. But this is likely to prove a snare since there is little else London can do for us."