

Ald. J. G. Richter Blows Up Experts' Reports

"Mayor Graham appealed to his audience last night something after this manner: 'Eliminate me from this campaign!' 'Forget me!' 'Don't let personalities count!' 'Consider the question on its merits!'"

"I agree with Mayor Graham. CONSIDER THE QUESTION ON ITS MERITS, but I do not want you to forget Mayor Graham. Oh, no, don't forget Mayor Graham! And when you go to the polls on the 22nd of October, REMEMBER WHO HE IS AND WHAT HE STANDS FOR. Remember his administration, and mark your ballots against electrification, against this debt, THIS WASTEFUL AND ALMOST CRIMINAL FOLLY."—Ald. John G. Richter, at the Auditorium last night.

FINANCE MINISTER SAYS TO PASS SCHEME WOULD BE ALMOST CRIMINAL FOLLY FOR THE CITY OF LONDON AT PRESENT TIME

For First Time During Campaign the Financial Situation Is Discussed by a Master Hand—Every Expert Shown To Have Made Grave Omissions and To Have Proved a Deficit Upon Any Reasonable Figuring.

Warfield Proved To Have "Loaded" Report on Electrification in Favor of Electricity—Ald. Bennett Shows Up Scheme From Railwaymen's Point of View—Mr. Struthers' Fine Arguments.

Dissecting the "loaded" figures of the Warfield report till they stood in bare relief as the apparent handiwork of an "expert," influenced in his findings, proving conclusively that the figures prepared showed a deficit, and that the electrification of the London and Port Stanley was not in the interests of the public, Ald. J. G. Richter and Ald. B. W. Bennett, together with Mr. R. C. Struthers, presented an unanswerable case at the meeting held in the Auditorium last night. There was a good attendance of ratepayers, and the greatest attention and encouragement was given to the speakers. Frequent applause, and cheers from the crowd clearly indicated the feeling of the majority. Three hearty cheers were given at the conclusion.

HIS GAME FIGHT AN HONEST FIGHT.

When Ald. Richter took the platform, after Chairman R. C. Struthers had opened the meeting, he was greeted with prolonged applause. His game fight for unbiased reports and his open condemnation of the electrification scheme have won for him a place in the estimation of the people he never occupied before. Ald. Bennett, too, was greeted with continued applause. Though it was his first public speech that he had attempted in London, the chairman of the board of works surprised the audience with his oratorical ability. The case that he made out against electrification was made with the whole-souled conviction of a man who believes in what he says. His sincerity and his forceful delivery in presenting argument after argument as to why the electrification should not be consummated, were features of the meeting.

TELEGRAM FROM VICE-PRESIDENT.

A bombshell for those who are parading the information that the Grand Trunk attitude is "bluff," was sprung during the evening, when a telegram was delivered to Mr. Struthers and read to the crowd. It was from Vice-President J. L. Dalrymple, of the Grand Trunk, and confirmed every statement made by District Freight Agent Long at the meeting in the board of trade rooms some time ago.

The absurdity of the "Put London on the Lake" argument was effectively exploded by Chairman R. C. Struthers. Any of the present Lake Erie ports, none of which on the north shore had more than 3,000 of a population, would be glad to exchange places with London. Railways, and not the lake, made the cities.

THE WARFIELD REPORT "LOADED."

The apparent deliberate "loading" of the Warfield report was only one of the sensations sprung by Ald. Richter. His entire speech was a dispassionate resume of the electrification question in every phase. That it carried weight was shown by the rapt attention and the frequent applause, that needed no clappers' chorus to lead it.

Ald. Bennett's arraignment of the electrification scheme dealt with its failure to provide for the proper facilities for handling traffic, and the absurdity of trying to operate the road with the insufficient equipment the estimates provided. He made the prediction that if electrification carried there would be another request for \$700,000 made next year to provide equipment necessary for the operation of the system.

In opening the meeting Mr. R. C. Struthers called attention to the importance of the discussions, and pointed out that if the M. C. R. should withdraw from London it would be a serious matter for the city.

"I am informed on excellent authority that the M. C. R. will withdraw from this city if the London and Port Stanley is electrified," he continued. "If they do it will be a serious thing for the shippers. The M. C. R. has 200 stations that are contributory to London, and to which London ships send goods. The shippers receive an express service from the M. C. R. Goods that are delivered at the depot in this city at noon being delivered at their destinations at any point in Western Ontario the next day at noon. That service gives us an advantage over the wholesalers of Hamilton and other places, which we will lose if the M. C. R. withdraws from this city."

Citizens Will Have to Pay. "Now as to the paying part of an electrified London and Port Stanley

"Mr. Warfield has been insistent that he aimed to be fair to the different systems. I would be sorry to think that he had loaded up one report for the purpose of making it appear in a better light. Either he has been grossly careless in estimating these reports, or else he has been unconsciously biased, leaning over one way or the other, or he has had some other motive."—From Ald. Richter's speech.

"So far from there being any honest desire to give the public full information, every scheme that would favor the electrification and would commend it to the ratepayer has been adopted." From Ald. Richter's speech.

THE HYPOCRITE.



Banners Crying "Build Up London" Are Printed By a Toronto Firm

The big posters on the billboards tell the ratepayers to

"VOTE FOR ELECTRIFICATION AND BUILD UP LONDON."

Then if one gets close to the board he sees the imprint of W. S. Johnston & Co., printers, of Toronto.

Some observant ratepayer is apt to get a brush and paint over these signs, "Patronize Home Industry."

There are a dozen or more printing firms in London that could have handled the work that was sent to Toronto.

Yet these electrificationists who cry out about their loyalty to home industry take the work of printing their banners away from a London industry.

Just as false to London's real interests has been the whole campaign for electrification. This act is of a kind with the signing of a five-year contract with the Helena Power and Light Company.

Vice-President Dalrymple's Verification of the Grand Trunk Railway's Attitude:

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Z. A. LASH, President. HEAD OFFICE: TORONTO. GEO. D. PERRY, General Manager.

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R C Struthers, Chairman Citizens Committee London Ont.

Replying to your inquiry after full investigation our people are convinced Electrification London, and Port Stanley Railway will curtail rather than increase efficiency of service for heavy tonnage even in volume now handled for this reason we considered it advisable at request Citizens Committee to inform them our opinion and the fact that it will be necessary for us to look for other channels for the transportation of our railway supply fuel and other tonnage under our control the statement made by Mr. Long has approval of our management

9 30 p.m.

J. L. DALRYMPLE

TWENTY-SIX KILLED WHEN NEW ZEPPELIN AIRSHIP EXPLODED 900 FEET IN AIR

Second Disaster in German Naval Experiments Causes Consternation in Berlin—Entire Admiralty Trial Board Killed—Spectators Suddenly Saw a Huge Sheet of Flame and Then Big Dirigible Crashed to Earth.

[Canadian Press.] Berlin, Oct. 17.—A disaster in the air involving the destruction of another great Zeppelin dirigible, and the loss of the lives of 26 out of the 37 on board, occurred this morning near the Johannisthal aerodrome, when the new dirigible, L. II., was making its trial trip before acceptance as a main unit of the aerial fleet attached to the German navy.

An admiralty board, consisting of a number of officers, including Lieutenant-Commander Behnisch, and Senior Lieutenant Freyer, of the German navy flying corps, was on board. The pilot was Capt. Gluth, a veteran steersman in the employ of Count Zeppelin, and Lieutenant Baron Von Biehl, of the Queen Augusta Grenadier Guards, was making the trip as a guest, and was the only survivor of the wreck. He was injured very seriously and is in a dangerous condition.

Horribly Burned. Many of the bodies of the members of the crew were burned to such an extent that they were not recognizable.

Cutting so shortly after the destruction of the L. I. in a hurricane in the North Sea on Sept. 9, when fifteen men were killed, today's disaster gave rise to a feeling of consternation in Berlin, whose public had within a week been saddened by the loss of many German passengers on board the burned and wrecked *Volturmo*, and by the accounts of the horrible mining catastrophe in Wales.

Was Up Nine Hundred Feet. The airship exploded at 10:15 o'clock this morning while it was over the outskirts of Johannisthal sailing at a height of about 900 feet.

The craft fell on the main highway leading into Johannisthal, its blackened wreck of twisted aluminum framework blocking the road. The crew was under command of Lieutenant Freyer, of the navy, and Capt. Gluth, one of Count Zeppelin's veteran dirigible pilots.

Cause Is Unknown. The exact cause of the accident is unknown. The dirigible had just left its shack and had traversed barely a quarter of a mile in the direction of Berlin.

Spectators suddenly saw a mighty pillar of flame shoot from the middle of the balloon, and the next instant the craft was a mass of flames, plunging those aboard beneath its wreckage. The names and exact number of victims, however, could not be obtained directly after the accident.

Another Disaster. Following so shortly upon the disaster of September last, when a similar craft just launched for the navy as L. I. was destroyed in a hurricane with the loss of 15 men, the news of today's catastrophe has caused consternation in aeronautical circles, if not throughout the capital.

The L. II. was the latest and largest of the new craft designed for the German navy. It was about 500 feet long.

Singularly Unfortunate. The Zeppelin airships have been singularly unfortunate ever since their invention by the aged soldier-count. No fewer than seven of them have been destroyed by fire, explosion or wreck. Zeppelins I, II, and VI, met with disaster in this way, also the *Deutschland* I, and II, and now the L. I. and L. II. The first airships attached to the German navy have gone the same way.

Many minor accidents have happened to other air vessels of the same system, by which numbers of soldiers have been killed or injured.

Emperor Wept. On the occasion of the last catastrophe on Sept. 9 the German Emperor is said to have wept on hearing the news. He had been in command of the naval manoeuvres during the day, and the dirigible, the L. I., considered the pride of the German navy, had been engaged in reconnaissance work. In the evening she was blown away to sea by a violent gale and when she struck the water broke in halves, many of the members of the crew being inside her cabins.

Lieutenant-Commander Behnisch was a personal friend of the Emperor. He was formerly navigating officer of the imperial yacht *Hohenzollern* and later commander of the cruiser *Panther*.

Not only the German navy but the German army as well suffered from aviation accidents today, as three army officers belonging to the flying corps, were killed this morning in aerobane accidents.

GEO. NEELY, M. P. P., DIED TODAY AT HIS HOME IN DORCHESTER

[Special to The Advertiser.] Dorchester, Oct. 17.—George W. Neely, M. P. P. for East Middlesex, died at his home here this morning after an illness extending over the past three years, with arterio-sclerosis and heart trouble. On Wednesday evening Mr. Neely suffered a stroke and weakened rapidly. For the last three hours before his death he was in an unconscious condition.

Mr. Neely was 53 years old, and a son of Mr. Thomas Neely. He was born in North Dorchester, and lived there all his life. He was one of the most extensive farmers and best known cattle buyers in the district.

Twenty years ago he entered politics by becoming a member of the township council. He was reeve of Dorchester for some years, and in 1903 was chosen warden. He dropped out of political life for a year, but re-entered again when he was elected M. P. for Dorchester in 1905. Between 1905 and 1913, with the exception of one year, he has represented the constituency in the Ontario Legislature.

Besides his wife, he leaves four sons and two daughters. Dr. Fred, of the London Hospital for the Insane; Homer, a law student at Osgoode Hall in Toronto; Francis, a student at home, and Misses Cella and Hazel, of Dorchester. Robert Neely, of Thornhill, Ont., and Thomas, of Port Arthur, are brothers, and Mrs. J. Kirkpatrick, of Dorchester, and Mrs. R. Brock, of Castor, Alta., are sisters.

Mr. Neely was a member of the L. O. L., No. 132, Merrill Masonic Lodge, and Lily Lodge of Oddfellows. The funeral, which will be held on Sunday afternoon at 2 o'clock, will be conducted by Rev. Mr. Currie and Rev. Mr. Mahon.

Mr. Neely's death makes the third among its legislative representatives

in a short time—Messrs. Robt. Sutherland and Peter Elson being the other two.

East Middlesex holds the record for having more by-elections than any other constituency in Canada.

QUAKES IN NICARAGUA. [Canadian Press.] San Juan Del Sur, Nicaragua, Oct. 17.—Violent earthquakes shocks today shook the cities of Masaya and Granada, where the alarmed populace have deserted their houses and are sleeping in the public squares.

THE WEATHER.

TOMORROW—SHOWERY.

Forecasts. Toronto, Oct. 17—8 a.m. Today—Strong easterly winds; showery. Saturday—Strong winds; unsettled, with showers in some localities.

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

Stations. High. Low. Weather.

LONDON 53 52 Rain

Victoria 55 46 Cloudy

Calgary 48 20 Clear

Winnipeg 52 24 Cloudy

Port Arthur 46 20 Cloudy

Parry Sound 60 38 Cloudy

Toronto 52 50 Cloudy

Ottawa 52 48 Cloudy

Montreal 56 54 Cloudy

Quebec 52 46 Cloudy

Father Point 42 40 Fog

Weather Notes. The Atlantic depression has remained stationary, with increasing intensity. A shallow depression which is centred this morning over Illinois promises unsettled and showery weather in the Lake Region.