

MR. GLAUBITZ IS UTTERLY IGNORANT OF HYDRO AFFAIRS

At Hearing in Buffalo He Says
He Has Never Seen the
City's Contracts.

ASTOUNDING EVIDENCE
GIVEN BY THE "G. M."

Admits His Lack of Knowledge
—Depends on "Newspapers
and Hearsay."



Mr. Glaubitiz.

The remarkable fact that General Manager Glaubitiz, of the waterworks commission, admitted under oath that he knew nothing of the contracts between the city and the hydro-electric commission, excepting what he had read in the newspapers, or had come to know by hearsay, was revealed.

The hearing at which these glaring admissions were made was held before the public service commission of the state of New York in regard to a complaint against the Buffalo General Electric Company, and the Cataract Power and Conduit Company, as to prices charged.

Mr. Gabey, chief engineer, and Mr. Glaubitiz were called to give evidence.

Tells of Steam Plant.

Mr. Glaubitiz in addition to admitting that although he was the manager of the city's did not know the first essential as to the arrangement between the city and the commission, also shed an interesting light on the fact that Adam Beck uses steam instead of hydro-electric power in his box factory. It would appear that Mr. Beck had removed hydro-electric motors in order to install this 75 horsepower steam engine.

The evidence relating to Mr. Glaubitiz's admissions is as follows, taken under oath:

Mr. Glaubitiz's Testimony.

Cross-examined by Mr. Kenefick:

Q.—You are by profession a mechanical engineer? A.—No.

Q.—An electrical engineer by profession? A.—I am a general engineer.

Q.—Well, did you have a technical education along electrical lines? A.—Not at the university.

Q.—You got that by your experience, I suppose? A.—Yes, sir.

Q.—Well, your Pittsburgh experience was not along that line, electrical lines? A.—Less so than along the other lines.

Q.—Well, how much experience did you get along electrical lines while in Pittsburgh? A.—In the design in mill plants and blast furnace plants, in which I was engaged, electric power is used to a large extent; a large electrical sub-station is always an adjunct or quite a portion of such a plant.

Q.—But your larger experience there was along other lines? A.—Yes, sir.

Q.—Now, when you went as manager of the Electric Signalling Company, what was your experience there? A.—My duties were as manager and as constructing engineer for this electric signalling company, which operated wireless systems in the United States and in Scotland.

Q.—A wireless system? A.—Yes, sir.

Q.—And how long were you at that? A.—Five years.

His Past Experience.

Q.—And then you went into a consultation practice at Toronto? A.—Yes, sir.

Q.—And mechanical engineering? A.—All kinds of engineering; general engineering.

Q.—Well, what experience did you have along electrical lines while in private practice in Toronto? A.—I was connected with the hydro-electric power commission.

Q.—Well, I mean when you were with them? A.—I had five years with the National Signalling Company, electrical work.

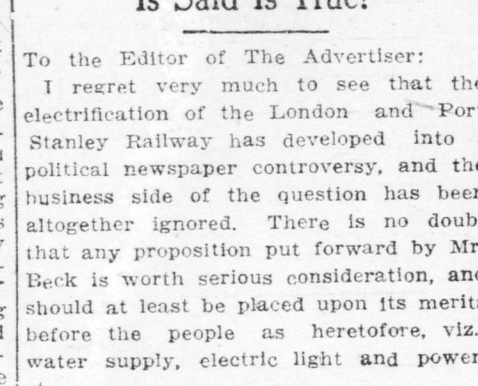
(Continued on Page Eleven.)

MR. WM. YEATES STRONGLY AGAINST ELECTRIFICATION

Head of London Machine Tool
Company Analyzes the
Scheme.

STEAM MUCH CHEAPER
THAN ELECTRICITY

Misleading Pictures — Why
Don't Trunk Lines Change
Motive Power If What
Is Said Is True?



Mr. William Yeates.

To the Editor of The Advertiser: I regret very much to see that the electrification of the London and Port Stanley Railway has developed into a political newspaper controversy, and the business side of the question has been altogether ignored. There is no doubt that any proposition put forward by Mr. Beck is worth serious consideration, and should at least be placed upon its merits before the people as heretofore, viz., water supply, electric light and power, etc.

Leaving all political feeling out of the question, would any businessman undertake to spend one million dollars without looking into the merits or demerits of such an expenditure of money?

For instance, we have before us the picture of an electrified road at the Sarnia tunnel, a condition entirely due to the accumulation of the deadly gas in the tunnel. It would never have been electrified but for that condition existing.

Then we have a picture of the N. Y. and N. H. R. R. entering New York, a similar condition to Sarnia tunnel owing to the various tunnels on that road entering New York.

There is also a similar case on the Pennsylvania system, entering New York through the Hudson River tunnel, and which I understand is run at a loss of \$50,000 per month, running only a distance of ten miles to Newark, N. J.

Then we have a picture of the Berlin, Preston and Galt Electric Railway, and just here I beg to say this road was originally an electric line, and within the last two years has taken hydro for motive power as being cheaper than developing electric power from steam.

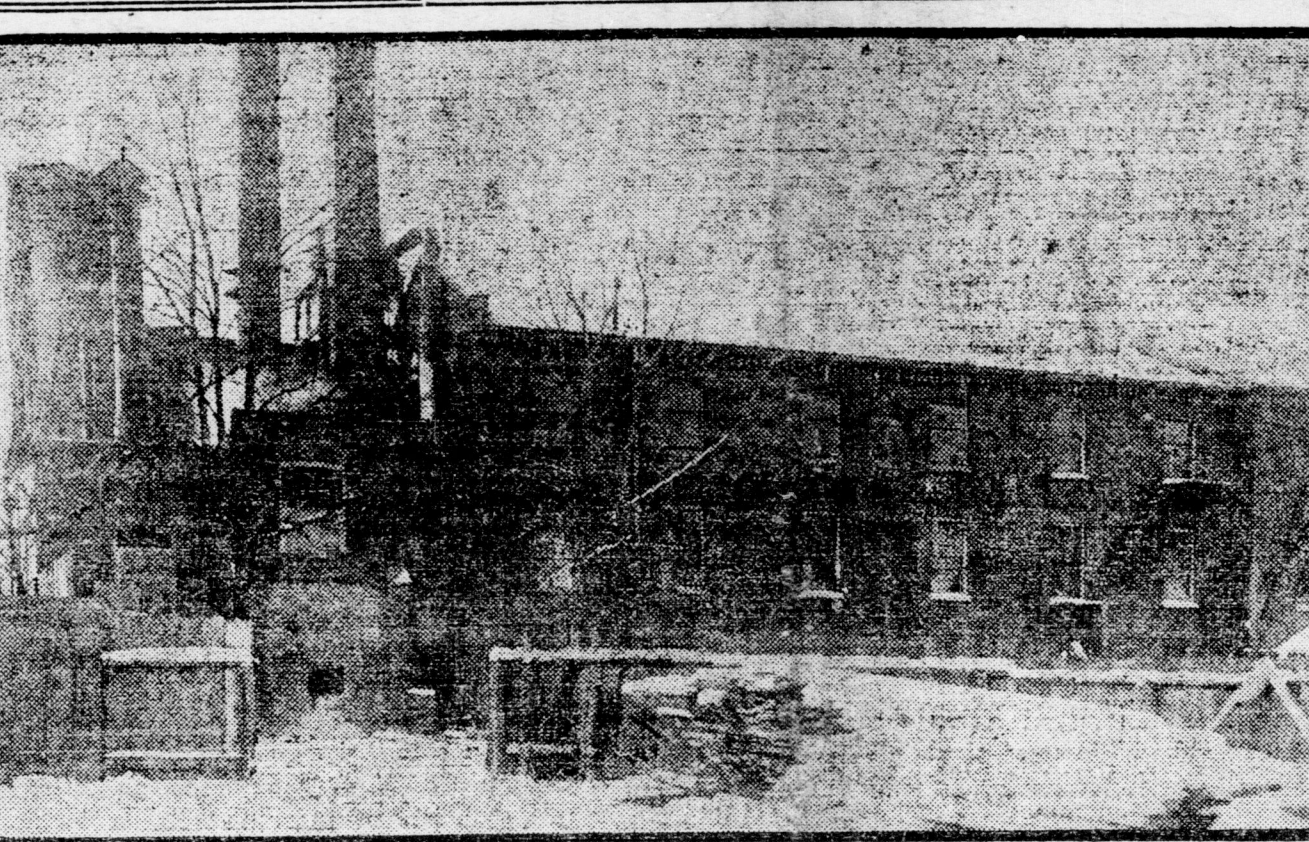
A Pertinent Question.

None of these roads are under the same parallel conditions as the L. and P. S. R. R. If it is so much cheaper, as we are told, why don't the New York Central, Lehigh Valley, Grand Trunk and all the other roads running from Buffalo to the Falls and from the Falls to Hamilton, all of which are within a short distance from the source of power, electrify their roads?

I presume there is some reason why

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ADAM BECK AND HIS PRIVATE STEAM POWER PLANT



By Staff Photographer.

Mr. Beck took out motors of the hydro-electric commission to install a 75-horsepower steam engine in his box factory. The above photograph shows his steam plant located at the rear of his factory. He claims he must burn the sawdust. He does not say that he can sell the sawdust at good prices, every bushel of it.

Mr. Beck is, to say the least, not very patriotic to his own schemes. One would think he, above all others, would use hydro in his private business, no matter what the cost. And he admits that cheaper power can be obtained by installing the steam engine.

He praises the Free Press as a friend of hydro. That newspaper does not use one horsepower of hydro and never has. It operates in direct opposition to hydro, and has never said a word in answer to the charge made by The Advertiser that it was controlled in part by the same capital that controls the Cataract Power Company of Hamilton—the bitterest enemy Mr. Beck has. The Free Press said, when the fight was on, "The Cataract people are likely to win the day at Hamilton."

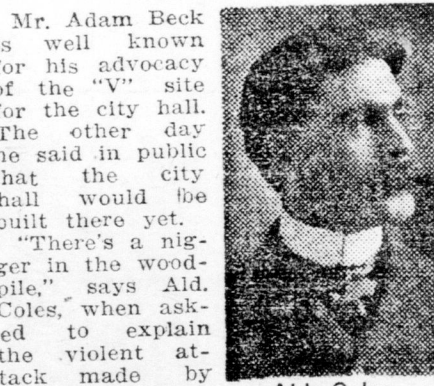
Let them show their faith first before they ask the people to accept their statements.

'THERE'S A NIGGER IN THE WOODPILE," SAYS ALD. COLES

Mr. Beck Is Known as Arden
Advocate of "V" Site for
London's City Hall.

IS NOT CONCERNED
OVER PERSONAL FATE

Mr. Coles Says Five-Story Block
Will Be Built If Square
Scheme Is Approved.



Ald. Coles.

Mr. Adam Beck is well known for his advocacy of the "V" site for the city hall. The other day he said in public that the city hall would be built there yet.

"There's a nigger in the woodpile," says Ald. Coles, "when asked to explain the violent attack made by the Free Press Saturday night upon a scheme which it had accepted with a great show of praise and pictures."

Ald. Coles has nothing much to say concerning the attack.

A Slight Change.

"It's a little different attitude to the one they had before, isn't it?" he asked.

Ald. Coles believes that as a result of the increased value of property and the increased building to be done in London the federal square scheme will not cost the people one cent.

"It will mean that London will have a new five story block of stores in the immediate vicinity," he stated.

"In all probability it will mean that a new hotel will be built, and there will be twenty-three families, all of them well-to-do who will have to look for new homes."

Something Behind It.

"I am not worrying much about this attack. I have no great desire to be elected again. I would like to see the scheme go through, and I will stand or fall by it. But it does not disconcert me to see the scheme attacked. There is something behind it. From what I can hear the people do not take kindly to this eleventh-hour change of front."

Ald. Coles says the federal square will mean many things for London that have not yet come to the surface. He would have likely talked of the matter Saturday night had not Mr. Beck monopolized the whole time of the meeting.

FREE PRESS ADMITS
RE-ELECTION OF SIX

Plain That Courageous Candidates Will
Again Be Returned.

"There does not appear to be any manner of doubt that these candidates for re-election will continue to block the Beck scheme, and prevent its going to the people,"—London Free Press.

The only truth the above statement contains is the admission that "these six candidates" will be re-elected. These candidates are:

RICHTER,
ROBINSON,
BLANDFORD,
JOHNSTON,
ASHPLANT,
BENNETT.

ECHO OF TRAGEDY.

Chicago, Dec. 29. Memorial services were held today at the Iroquois Memorial Emergency Hospital for the 652 victims of the Iroquois Theatre fire, which occurred on this date, 1903.

AMERICAN POWER CONCERN WOULD REAP GREAT GAINS BY ELECTRIFICATION SCHEME

Head of the Company, General Greene, Selected Engineer
Storer to Report On It—The Real Private
Interest Exposed.

The Aldermen who voted to give full information to the people on the electrification scheme are unjustly accused of being influenced by "private interests."

These dishonest tirades about "private interests" are served up for breakfast, dinner and supper. They are designed to mask the real private interest which would derive the only profit from the electrification project.

This is the Ontario Power Company, the enormous American concern which sells power to the hydro-electric system.

General Greene's Fine Hand.

Mr. Beck on Saturday night asserted that Mr. Storer had been recommended to him by General Greene, head of the Ontario Power Company, in order to make a report on electrification. The "loan" was easily arranged, as Mr. Storer was a former employee of General Greene, who is Mr. Beck's close friend.

The Ontario Power Company is the company which sells the hydro-electric system all the power that is used in Ontario. Each horsepower that is sold puts just that many more dollars into the pocket of General Greene.

The Company's Huge Profit.

Nine dollars for every single horsepower of hydro-electric energy used by Ontario municipalities. The Ontario

Power Company has a charter which enables it to develop 250,000-horsepower. It is selling less than one-fifth of this amount in the province. Every extra horsepower it can now sell to the hydro-electric commission is almost pure profit. Its great plant is there, and all that is necessary is to intercept more of the water now running to waste. This extra energy can therefore be developed at very little cost.

General Greene and the Ontario Power Company want a bigger market for their product, and the hydro-electric commission is their only customer in Ontario, under the terms of the agreement.

It is in the interest of the Ontario Power Company to keep every competitor out of the field in order that it may have a larger market for its own power.

It was to the head of this company that Mr. Beck applied for an electrical engineer to report on the L. and P. S. R. R. No wonder General Greene was so obliging as to recommend Mr. Storer.

In view of this colossal private interest, which would line his pockets by the electrification scheme, it is sheerest hypocrisy and humbug to talk of local private interests, which are the interests of London's manufacturers and shippers whose businesses are dependent upon the maintenance of the present steam-road connections.

Mr. Beck's Reputation Is at Stake

Mr. Beck says in the London Free Press that his reputation as a public man is at stake. That is why he is seeking to force through his pet scheme. Is that a selfish interest?

Mr. Beck does not care for:

The wholesale interests.

The railway interest.

The business interests.

The interest of the house owner.

His scheme would place a mortgage on every home in London. There would not be one cent of security, for the law says no more money shall be invested in the road until the present indebtedness is paid off. The present indebtedness is about \$2,000,000.

Mr. Beck only wants to help his personal reputation.

M'CORMICK COMPANY EXPLAINS POSITION

Not Eager to Sell Property
and Never Approached
the City.

The London Free Press, in a furious attack on the federal square scheme, objects to the payment of \$125,000 for 193 feet on Dundas street, and 166 feet on Wellington street, covering the site of the McCormick factory, yet is going on to say that the factory if built today would cost at least \$205,000.

The McCormick Manufacturing Company explains its position as follows:

"A great many citizens appear to have the impression that we are very anxious to sell our property to the city."

"We desire to correct this impression. Our company is quite indifferent regarding the sale of our property as we consider same a good investment and increasing in value every year it is worth considerably more to us than the price agreed on."

"We have never approached the city in any way whatever. On the contrary, at their urgent request we submitted our proposition."

"For some time past we have had under consideration the erection of a new factory, and intend to build whether we sell to the city or not."

(Signed) The McCormick Manufacturing Company, Limited, per T. P. McCormick, vice-president and manager.

"London, Ont., Dec. 30, 1912."

A \$2 FINE IMPOSED

Lake Erie Coal Company Mulcted by
Police Magistrate Judd.

Police Magistrate Judd rendered his decision in the case of Inspector McCallum against the Lake Erie Coal Company, the defendants being found guilty of having sold short weight coal to the Helena Costume Company. A nominal fine of \$2 was imposed.

Mr. John R. Stephenson, who was charged with having driven a motor past a standing street car at the corner of Fullarton and Richmond streets a week ago, was dismissed.

THE WEATHER.

TOMORROW—MILD.

Forecast.

Toronto, Dec. 30—3 a.m. South and southwest winds; unsettled and mild, with occasional light rain or snow today and on Tuesday.

The following were the highest and lowest temperatures during the 24 hours previous to 3 a.m. today:

Stations. High. Low. Weather.

LONDON 39.5 23.5 Sleet

Victoria 42 20 Fair

Calgary 38 20 Fair

Winnipeg 24 20 Cloudy

Port Arthur 28 8 Fair

Perry Sound 38 8 Snow

Toronto 42 32 Rain

Ottawa 36 20 Cloudy

Montreal 32 20 Rain

Quebec 24 22 Cloudy

Father Point 26 26 Cloudy

Weather Notes.

The barometer is quite low this morning, both over the Great Lakes and over the Western Provinces, but there is not as yet any indication of much change in temperatures.

Light rain is falling in Ontario and Quebec.

LLOYD GEORGE WILL OPEN LAND CAMPAIGN IN JANUARY

Opposition Already in State of
Violent Alarm—Feudalism
To Be Attacked.

London, Dec. 30.—Mr. Lloyd George will open his land campaign towards the end of January. He will deliver a series of speeches, and it may be assumed that he will have submitted to his leading colleagues the main lines of the policy to be advocated and received their assent to the same, though the language, in which the subject will be presented, will be Mr. Lloyd George's own.

The Chancellor of the Exchequer thus occupies a different position from that of Mr. Chamberlain at the outset of the campaign for tariffs, for it was then obvious that Mr. Chamberlain, in speaking, expected his colleagues, including the Prime Minister, Mr. Balfour, to acquiesce. Mr. Lloyd George, who has received a mass of valuable material from the land inquiry, will as hitherto consult his leading colleagues, and, if possible, carry them with him.

Mr. Lloyd George traces back Britain's social unrest to the locking up of land. He will steadily resist any plan which would merely endow the landed interest. If the nation is to develop the land, then, he will argue, the nation must control the land. To pour money into the feudal system as it continues in our depopulated villages would be an elemental error.

A Town and Country Problem.

Mr. Lloyd George will fully explain to the nation in town and country how the feudal system operates. It will be a narrative of compelling human interest. It will put hope into the tenant, and especially the laborers on great estates. It will be an appeal to would-be emigrants, whether to the cities or to the dominions, to stand by the old country and work out the liberation of the village.

The Opposition is already in a state of violent alarm. The party of landlords, in speaking, is enraged by the prospect of the coming recital, but despite all menaces from his opponents Mr. Lloyd George will persist with all his indomitable courage in laying bare the facts.

Free Press Garbles a Telegram

as to W. S. Murray's Position

—He Is an Electrical Engineer, Not a Railroad Man.

There is a curious lack of candor as to the status of Mr. W. S. Murray, of New Haven, Conn., the author of the latest report on the London and Port Stanley Railway, which he has never seen.

Mr. Murray was blazoned in great headlines as the "chief engineer" of the New Haven Railroad.

Mr. Murray is not the chief engineer of the road, and never was.

The Advertiser wired him, asking him what his position was, but was referred by him to Mr. Beck.

Beck, in the "Pocket List of Railway Officials" for the fourth quarter of 1912 he is simply described as an electrical engineer. The chief engineer is Edward Gage, the electrical superintendent is H. Gilliam.

Falsifies a Telegram.

Mr. Beck produces a telegram from the Westinghouse Company of Pittsburgh (a roundabout source of information), saying that Mr. Murray is chief electrical engineer of the New Haven system.

The Free Press, in order to stick to its first falsehood, prints the telegram with the word "electrical" omitted.

No doubt Mr. Murray is an electrical engineer of some kind. But there is absolutely no evidence whatever that he is acquainted with steam road conditions, or with the operation of trains. He is an electrical engineer, pure and simple, as is Mr. Gabey and Mr. Storer.

Why this objection to calling in practical railwaymen?

PEACE CONFERENCE.

London, Dec. 30.—The peace conference between the delegates of the Balkan States and of the Turkish Empire assembled at 4 o'clock this afternoon in St. James' Palace for its seventh session. Dr. S. Danef, Speaker of the Bulgarian Parliament, presided.

RICH SILK CARGO.

Victoria, Dec. 30.—Bringing in a cargo of silk valued at \$2,371,500, the richest shipment brought across the Pacific since the earliest days of the Oriental business, the blue funnel liner Bellefleur arrived here from far eastern ports. The big twin master had exactly 4,143 bales of silk, which were rushed overland from Tacoma to New York by special train.

SAFE AND CAPABLE MEN TO VOTE FOR

The following candidates for the City Council may be voted for with the confidence that all matters will be considered by them in the best interests of the city of London:

Ashplant
Bennett
Buchner
Blandford
Gerry
Johnston
Mitchell
Richter
Robinson
Ryan

They stand for a square deal for everybody.

A CHALLENGE

The London Advertiser Will Pay to
Any London Charity the Sum of

Five Hundred Dollars

If the Statement Made That The London Free Press Does Not Use Hydro-Electric Power in the Operation of its Plant

Is Proved to be Untrue

If the statement made that interests behind The Free Press are also behind the Cataract Power Company of Hamilton—the bitterest enemy Hydro-Electric has—is proved to be untrue.