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LONDON, TUESDAY, DEC. 31.

SOMEBODY BLUNDERED.

A hideous, horrible mistake was made.

The Free Press printed a list of "private interests" alleged to be opposed to electrification, and put the City Gas Company among them.

Then it was discovered that Major Beattie, M. P., was vice-president of the City Gas Company.

The blue pencil was requisitioned, the list was revised and the City Gas Company's name was removed from it when it was reprinted the next day.

Think of this contretemps! How awful to explain this to the major! All of which shows what dishonesty and claptrap are being unloaded into the mud batteries of the paper that uses hydro for its horses and pays the magnificent sum of \$1.17 a month.

THE INDUSTRIAL BYLAWS.

The ratepayers are asked to vote loans of \$25,000 to two of three industrial concerns and \$20,000 to the third.

There has been a complaint in the past that the city has needed a progressive industrial policy, and must hold out more inducements to manufacturers in order to compete with any measure of success in the municipal race for new factories. A publicity commissioner was appointed to devise such a policy, and was expected to secure results. He says that if these bylaws are defeated his office will be useless. The City Council in submitting the bylaws implies that in its opinion the firms for whom these loans are asked are acting in good faith and have every prospect of success, and that any moneys advanced will be amply secured.

The Board of Trade has also given the loan bylaws its indorsement, and several candidates for office have taken ground in their favor.

It is with the ratepayers to say whether they will make the experiment, it will be something new for London, though some other municipalities have made this method of subsidizing industries a settled policy.

The billot paper will present a proposal to loan \$25,000 to the Dennis Wire and Iron Company, \$20,000 to the C. N. W. Shoe Company, and \$25,000 to the Finlay Electric Porcelain Company. The first company intends to extend its plant to enter new lines of manufactures. The others are new concerns, and have pledged themselves to put a certain amount of their own in their plants, the city to take a mortgage on the whole. The city is to be reimbursed in annual instalments.

"MY FUTURE."

"My future as a public man depends on the success of the scheme."

"Hon. Adam Beck."

"My future as a public man," That is the whole consideration.

"What matters to me the destruction of the whole interests of London?"

"Why should I lose any sleep if the Michigan Central, the Pere Marquette and the Wabash refuse to use the road?"

"My future as a public man!—That's all that can be considered."

"Who cares whether the Canadian Northern establishes shops giving employment to 200 men?"

"Who cares whether the Canadian Northern passes through London or not? It may go like the loop line through St. Thomas. Be careful, though, of my future as a public man."

"I'm generous. There is nothing selfish about me. I'm like the boys out for a time! with their feet up on the stove. One said to the other, 'If mother could only see us now.' The other replied: 'Hang the expense; chuck on another herring,' and so I say chuck on another million dollars. Not my money, oh no, the hard-earned money of the taxpayer who pays one hundred cents on the dollar of his taxes. Take his money, but spare me. My future as a public man depends on the success of that scheme."

AS TO STEAM HEATING.

The ratepayers are asked to give to the Greene-Swift Company the right to lay steam pipes across one of the city streets, for the convenience of neighboring industrial establishments.

It is difficult to understand why there should be any opposition to a proposal for the advantage of mercantile institutions, which have no other object in view than to cut down the risk of fire in the congested districts of the city, and secure a cleaner and somewhat cheaper method of heating their premises.

The Advertiser and many other business houses have enjoyed the benefits of the distribution of surplus steam, and would like to see the area extended, under proper regulations, and with due regard to keeping the streets in good condition.

The opposition to the request of a leading industry seems to be a little narrow-minded.

MR. BONAR LAW'S FAMOUS SPEECH.

Full reports are now at hand of the speech delivered by Mr. Bonar Law at Ashton-under-Lyne, on Dec. 16. His error appears even more glaring than in the cable extracts. No wonder many of the Unionist journals are after his scalp. His fault in their eyes is either that he stands by food taxes at all, now seen to be rejected by the people, or that he asks, like Lord Lansdowne, to be shown what the colonial governments will give for a produce preference, thus shifting the onus of a food tax from the Unionist party to the overseas Dominions—an altogether too transparent and juvenile piece of politics, which only emphasizes the unpopularity of the proposed duties.

The whole tone of Mr. Law's remarks on this subject was an apologetic as his argumentation was futile.

He said:

"We do not wish to impose food duties. They are not proposed by us for the sake of protection, and there is no protection in them. They are proposed solely for the sake of preference."

What will the squireship say to this, and what then did Mr. Law mean by saying in the House of Commons that in the matter of food taxes he meant to use the home farmer better than the colonial, the colonial better than the foreigner? Well, he now hates to impose these duties, but says:

"We have not abandoned them, for two reasons. The first is that in our opinion it is essential for this country that we should at least retain, and, if we can, increase the preference for our manufacturers which we enjoy now in the overseas dominions of the crown."

Has Mr. Law heard the voices of the patriotic organs in Canada calling for the abolition of the preference established by Sir Wilfrid Laurier in favor of manufacturers like himself, unless Great Britain gives food preference in return? The other reason advanced by the Unionist leader for not abandoning the food duties is that they will make for imperial unity. They are undesirable, yet will lead to good!

So, Mr. Law asks British electors to return him to power with a mandate to call a conference with the colonies "to consider the whole question of preferential trade," and "if the colonies think food duties necessary for preference," to "impose certain low duties on foodstuffs within strict limits which will never be increased." "We do not wish to impose them," but if the colonies say we must, then the British workmanman is called upon to submit. This is Mr. Law's shuffle, almost as amusing as any of Mr. Borden's nifty plays. Blame it on the colonies!

After all this apologizing and evading of responsibility, Mr. Law then goes on to assure his hearers that the food taxes "could be so arranged as not to cast any burden on any class in the country." Nay, the proposed changes, "instead of increasing, would actually diminish the cost of living."

Is such a logician worthy to lead a great British party?

CARELESS CANINE.

[Washington Herald.]

"That's a valuable dog of yours."

"Yes; but he doesn't know he's a valuable dog. Look at him scratching yonder in that cheap dirt when he might as well be up the boulevard scratching in ground worth \$500 a front foot."

WORDS OF THE AVIATOR.

[Washington Star.]

"So you took a flyer in the stock market?"

"Yes," answered the regretful-looking man, "and hit an air pocket."

SOMEWHAT WANY.

[Detroit Free Press.]

"Marriage makes a big difference," she sighed.

"What? Married only two weeks and disappointed? What's the trouble?"

"Oh, there isn't any great trouble. But I've noticed that whenever I sit on George's lap now his foot goes to sleep much quicker than it used to."

OLD-AGE PENSIONS NEEDED.

[Kingston Standard.]

In Toronto, on Friday, an old man, 84 years old, a tailor by occupation, died while on his way from work. Which emphasizes, and especially at this Christmas time, that surely it is worse than a pity that it is almost a tragedy, that a man of so advanced years should have been obliged to continue his daily toil. Those who ridicule Lloyd George in England, and who oppose old-age pensions, might do well to ponder long upon the case of this unfortunate Toronto man.

A COMMON ERROR.

[Vancouver World.]

On the mistaken theory that there is always room for one more, many a man tries to take on a pretty load than he is capable of carrying.

WARM STORAGE.

[Vancouver Province.]

The storage capacity of a big muff is said to exceed that of any known shopping receptacle.

"THE BOSS."

[Stratford Beacon.]

If you give some men rope enough, they will hang themselves. That seems to be the position of Sir James Whit-ty in his political career. His autocratic ruling of his party must be pretty bad when an out-and-out Conservative paper like the Ottawa Citizen feels called upon to describe him as the Big Boss. There are hundreds of Conservatives who are galled by his methods, though they are not saying anything in public. One of these days a storm will break out, though. It is farshadowed in the almost unanimous declaration of Toronto candidates for municipal honors in favor of an increased land tax.

BROADLY CLASSIFIED.

[Washington Star.]

"I am afraid you have more money than you know what to do with."

"Perhaps," replied Mr. Dustin Stax.

"But the world is entirely made up of people who have more than they know what to do with and those who know what to do with more than they have."



A FEW LINES MOST ANYTHING

That well-known tragedy entitled "We Uns of Electrification" was presented in the East End Hall last night. This masterpiece in portrayal of human woe is too luscious to go with a London audience. Adam Beck, the well-known tragic, takes the main role. Charles Wilkes Booth Graham does the raving in act one, and drolles in brass. The killing in the second act is very realistic, when Mr. Beck slips his knife into the federal square, while Mr. Graham pleads for the victim. This burlesque won't have much of a run.

What was Mr. Glauzitz doing for that wireless system? Looking after the insulators?

We promise to contribute the whole-souled support of this column to Mayor Graham's inauguration address.

What Adam Beck needs to support him is a newspaper that isn't owned by anyone.

London needs five more years of Richter.

We should like to know what "interest" Mr. William Yeates may expect to find himself classed with.

Are you trembling at the thunder of the twelve-inch? Neither are we.

Mr. Beck is electri-frying in his own fat. Mr. Graham has ordered a new supply of large-bosomed shirts.

The Free Press has shown that it is a friend of the people. It pays this much of Mr. Glauzitz's salary:

6500

By this post we are sending two pounds of home nails to Mr. William Hayman. Wash 'em down with kerosene, Bill.

Now, Adam, if you want to build a line to Lake Huron—a new, life-giving radiol—we're with you.

And we think the people will be.

Too bad about Adam's reputation being at stake! How about the whole-sale business of London?

"When I drilled the wells, didn't they say that I would poison the people?" asked Mr. Beck at last night's meeting.

"Yes, and it was your friend, the Free Press, that said that," yelled a man in the audience.

Adam didn't answer that.

"I've got the time," said one candidate. "I'm in business for myself."

"You always were," shouted a heckler.

The crowd was good natured on the whole, and got after all of the speakers.

On the hydro proposition we seem to have the aid of the London Free Press, which is a new, life-giving radiol.

Flourish a receipt for \$1.17 from Mr. Glauzitz, showing that W. J.'s high jumpers ate their four quarts while they were jumping. W. J. has some high jumpers, too, and they would be taking all the big prizes if he got a fair chance at them.

R. A. DINSLEY IS NEW FIRE CHIEF OF WINGHAM

Has Been in the Department For the Past Twenty Years.

[Special to The Advertiser.]

Wingham, Dec. 21.—R. A. Dinsley has been formally appointed chief of the fire department, to succeed W. Van Norman, who was recently discharged. The new chief has been a member of the Wingham fire brigade for the past 20 years, and from fireman worked his way up to be lieutenant and then chief. He is 37 years old and will have charge of a department of 22 call men.

At a largely attended meeting in the town hall last evening Mayor Spotton complimented the citizens upon securing such a good man for the position, as he was sure Chief Dinsley will prove. He dealt with the reasons for the former chief's dismissal, following an altercation in which Mr. Van Norman struck Town Clerk Groves in the face.

The municipal fight, which is now under way, promises to be one of the hottest in years. Mayor Spotton, who has just completed his second year as mayor, is now a candidate for councillor, and it is a foregone conclusion that he will be elected by a large majority.

The big issue in the fight is the local option campaign, and temperance people are confident that Wingham will be added to the long and ever-increasing list of dry towns.

The ratepayers are naturally much interested in the two bylaws regarding the paving of Front street, and to provide a site for the Jackson Manufacturing Company. The general impression is that all the bylaws will be carried.

Chairman Philip Pocock, of the water commission, spoke against separating the waterworks and electrical departments. The dual management made a saving of \$8,000 a year. The waterworks would show a good surplus this year, and it was not too much to expect a reduction in water rates for 1913.

There were incessant demands for Ald. Richter to be heard, and the chairman of the finance committee addressed the meeting for a short time. Attempts were made to prevent his speaking, but they did not disconcert him in the least.

Ald. Richter on Platform.

"Mr. Beck has said that the man who does nothing is never criticised," said Ald. Richter. "Judging from the amount of criticism I have been subjected to by the honorable gentleman and his friends, it appears that I have done considerable." (Cheers.)

Ald. Richter advocated the separation of the waterworks from the electric department. This would make for good roads and a great saving in money. It was impossible to have a head engineer under present conditions, and with the waterworks under the control of the council, better conditions would prevail. As for the board of control itself, the people on more than one occasion had voted in favor of a change in the present system. His own opin-

ion was that it would be a great thing for the city.

Street Lighting.

"I have come in for considerable abuse on the question of street lighting," declared Ald. Richter. "I have contended that under present conditions the city should pay for street lighting on a strictly business basis. I am still of that opinion, and I think that it is high time the city got a square deal in this matter. We pay \$100 or more per horsepower for street lighting, when domestic lighting costs from \$35 to \$50. Surely this is not fair nor right."

Then Ald. Richter gave his reasons for delaying a vote on the electrification of the London and Port Stanley. The report of Hon. Adam Beck was ready in July, but was not presented until Dec. 3, The London and Port Stanley board had discussed the matter, the mayor said, for nine months, but the other members of the council knew nothing of it.

"You know the London and Port Stanley board was composed of men who had cottages at Port Stanley, and sundry other gentlemen, ardent sportsmen, who wanted a pass to go fishing," declared Ald. Richter amid cheers. "I was slated for the board, but another member of the council wanted to go fishing, and I was told that I was urgently needed on the Western Fair board, and the fishermen, who thought more of his rod than he did of the future of the road, was given my place."

Flirting With the Mayor.

"The Lake Erie Coal Company made an offer for the road, and it seems that Mr. Beck was a trifle annoyed at the company flirting with the mayor, and said, 'I am not a fisherman,' for instance," declared Ald. Richter.

"The board of trade were furnished every opportunity of discussing the question, but the council were ignored, and the committee of the board of trade favored electrification. One would naturally expect Mr. Beck, Mayor Graham and Mr. Pocock to favor the scheme. John McClary and Col. Gartsch were also there and were looking out for their own interests. The five who desired more information did so because they believed it was necessary to a proper understanding of the proposition."

Business Would Drop.

The electrified road would not get the business of the steam roads, Ald. Richter declared. The boat had to be taken off the Port Stanley-Cleveland run because of the attitude of the steam roads.

"I fancy the road can be electrified for \$80,000," said Ald. Richter. "That should easily do the work and leave something over for the boys." (Cheers.)

Col. Little Speaks.

Lieut. Col. J. W. Little was the next speaker.

"I have taken no part in this affair whatever," declared Lieut. Col. Little. "When I was coming home Monday morning, I saw in the papers that I had been mentioned by Mr. Beck at a certain meeting on Saturday evening. Certain accusations had been made against me, and I determined to redress them tonight."

The Right of a Citizen.

"I want to tell the honorable gentleman that I claim the same right as any other citizen to confer with the members of the city council or any other body of the city of public interest. But while I claim that right, I want to tell him that I did not exercise it. I do not know that it would have been objectionable if I had. I wonder if he did not interview certain aldermen when the Grand Trunk track elevation question was up for discussion. I know I did. I tried to lead them to see the reasonableness of the offer. I favored track elevation for two reasons. The first was the awful sacrifice of life in the east end. The second was that the tracks were to be raised at practically no cost to the city. I favored the scheme, but I am not so certain that the honorable gentleman used his good offices to accomplish what would have been one of the greatest boons to London." (Cheers.)

A Big Problem.

"There may be room for a wide difference of opinion on electrification. It is a big problem. I am not saying that Mr. Beck does not deserve a great deal of credit for his public service. He has done much, and I think the citizens are grateful for it. But I do not think that any businessman, or anybody else would throw away a million dollars without careful consideration. Millions do not come so easily. There is nothing in the report presented that would justify that expenditure without due consideration. The C. N. R., for instance, should be taken into account. The M. C. R. should

AMAZING ADMISSION

Continued From Page One.

An Untruth Nailed.

This was not the only exposure of the evening. Col. Little flatly denied the assertion of Mr. Beck that he (Colonel Little) had canvassed canvassed aldermen.

"I will give to the Byron Sanatorium, the charity of the year, the sum of \$500 for every alderman, you can show that I solicited his vote either for or against electrification," challenged Col. Little.

Hon. Adam Beck, it is needless to say, did not accept the challenge. He made a weak apology for the reckless statement, saying that somebody had told him that such was the case, and he had believed it.

Mr. Beck also tried to turn a sharp corner with regard to the Helena Costume Company. He informed the audience that Mr. Little had told him some time ago, and asked him to take over the Helena Costume Company. Mr. Beck insinuated that Col. Little wanted the Minister of Power to use his influence to get the Government to take it over.

"That is an insinuation I hurl back in his teeth," declared Col. Little, who the crowd cheered. I told him that I would discuss the Helena plant and franchise at a much smaller price than I paid for it. I did not want the cash, either. I offered to take it out in power, light and heat. There was no attempt made to induce Mr. Beck to do anything that was not straight, and he knows it. I have lived here too long for even Mr. Beck to say anything against me. They know me in London, where I have lived for forty years, and Mr. Beck's insinuations will have no influence whatever."

The crowd cheered repeatedly. They were not in sympathy with the attack on Col. Little, and made their displeasure felt in no uncertain manner.

Ald. Richter was made the target for severely conducted on the part of a few of Mr. Beck's followers. It being the evident desire of this column to prevent the champion of the people's rights expressing his mind on these questions, however, Ald. Richter impugned the audience, and by the force of his logic, he refuted Mr. Beck's charges from beginning to end.

The speech of Hon. Adam Beck was much the same as he delivered Saturday night.

Ald. Johnston's Plea.

Ald. E. H. Johnston presented his case in such a straightforward manner that it won the approval of the majority in the hall. He explained his vote on the electrification question to the satisfaction of practically all.

Mr. Frank Glass said the electrification scheme should go to the people, but there should be full information, and no probable no candidate intended otherwise.

Mr. S. F. Lawson was chairman.

Mayor Graham was the first speaker, and made a plea for the various money bylaws. He was particularly anxious to see the federal square carried. London had an opportunity of doing something big on this occasion, something worthy of a city the size of London, and he hoped they would all stand behind the federal square proposition. It would mean a wonderful impetus to building in the city. There was possibility of securing the finest public square in Canada was now offered the people. He also advocated the loan bylaws. London had been afforded a start London on a new industrial era, and he hoped all the voters would support them.

Mr. Beck's Address.

Hon. Adam Beck followed. He first advocated the bylaw to grant \$15,000 to the Byron Sanatorium. This charity was a worthy one, entitled to the support of all citizens. It belonged to the people, and he believed the people would support it.

The Minister of Power opposed the Greene-Swift heating bylaw. No franchise should be given to private companies.

He also opposed the bylaw to give the management of the city into the hands of a board of control. It would mean the separation of the water and electrical departments, and a loss of considerable money to both, because of the necessity of two staffs of men under the new arrangement.

Talked Electrification.

Mr. Beck returned to the electrification. He had undertaken to obtain the report because he was responsible for the circumstances that made it possible to vote on the question of the disposition of the London and Port Stanley Railway at the present time, namely his refusal to sign the lease several years ago, because he desired to allow the people to vote on the question. There was no person had been presented, and so far no person had been presented. Other charges had been made, but the report had remained untouched.

Mr. Beck paid his respects to Ald. Richter, whom he accused of having taken a confidential report on street lighting, and used it to his own ends. Then he followed this with a charge that the city was paying too much for street lighting. "The cost not be substantiated. The city was not over-charged."

He accused the enemies of hydro of being the enemies of the present project. There was no reason for denying the citizens a right to vote on the question. The board of trade committee had plenty of information to allow them to decide. The aldermen were more favorably situated. He advised the electors to vote straight for the men pledged to give the electors a chance to vote on the question.

The Waterworks Department.

Chairman Philip Pocock, of the water commission, spoke against separating the waterworks and electrical departments. The dual management made a saving of \$8,000 a year. The waterworks would show a good surplus this year, and it was not too much to expect a reduction in water rates for 1913.

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