

FATAL ADMISSIONS MADE BY W. S. MURRAY IN HIS ELECTRIFICATION REPORT

"We Would Require a Full Understanding as to the Relations That Could Be Negotiated With the Other Steam Roads."

"I AM, OF COURSE, UNADVISED, AND THEREFORE AM UNABLE TO REPORT"

The more the report of Mr. W. S. Murray, of New Haven, Conn., on the London and Port Stanley Railway is studied, the more his ignorance of the local situation is revealed. Mr. Murray (falsely described as the chief engineer of the New Haven), declined to come to London. He never saw the London and Port Stanley Railroad. He based his report on a blue print and such data as Mr. Beck chose to give him. And he makes some fatal admissions. To quote:

"With reference to No. 1: 'From the data I have advised you is in my possession, it is my conclusion that the London and Port Stanley Railway has demonstrated itself insolvent, and therefore impossible as a steam road, and to put it in proper operating condition as such would obviously be but to increase its annual deficit.'"

"With reference to No. 2: 'We would require a full understanding as to the relations that could be negotiated with the other steam roads, and on which point I

am, of course, unadvised, and therefore unable to report.'"

Justifies the Seven Aldermen. Is it not strange that Mr. Beck should produce a report which so completely justifies the action of the board of aldermen? Mr. Murray takes the same position as the aldermen took. He wants to know the facts. He says he requires "a full understanding as to the relations that could be negotiated with the other steam roads, and on which point I am, of course, unadvised, and therefore unable to report."

Deadly Questions. He wants to know what the other steam roads say, and until then he can't report.

What is the effect of the refusal of the M. C. R. to use the track, if electrified?

What is the agreement that can be negotiated with the Pere Marquette?

What will the Canadian Northern do? We do not know Mr. Murray, but we agree with him that he ought not to (Continued on Page Four.)

C. P. R. MADE RECORD TIME WITH MESSAGE TO SAVE LIFE

Boy Drank Poison and Alberta Doctor Told What It Was.

Some rapid work by the C. P. R. Telegraph Company saved the life of a four-year-old lad, from Brooks, Alta., who is visiting Mr. D. J. Kenney, 229 Hyman street.

The child had been brought down on a visit here, accompanied by his aunt. The latter had not been well, and had a bottle of medicine in her grip, put up by a physician in Brooks.

Yesterday afternoon the youngster in some manner got hold of the bottle of medicine, and drank a large quantity. It is expected that he will make a full recovery in a short time.

SWEPT BY GIGANTIC WAVES P. AND O. LINER WAS CRIPPLED

[Canadian Press.] London, Dec. 28.—Heartrending stories of their terrible experiences during the Christmas gales in the English Channel were told by many of the 300 passengers of the Peninsular and Oriental liner Narrung, which arrived in the Thames today.

The vessel, which had come from the Far East, ran into the full force of the hurricane off the French coast on Christmas morning. Great waves washed the vessel's decks from end to end, and also flooded most of the cabins. The passengers, driven from their berths, were compelled to sit for many hours, most of them in light night clothing, knee deep in water.

Finally an immense sea struck the vessel and crippled her. Wireless messages were at once sent off asking for assistance, but before this arrived the

captain had once more got his vessel under control, and was making his way as well as he could toward the mouth of the Thames, where the Narrung arrived with a heavy list, and everything on the decks smashed, torn or washed away.

From most of the southern ports come reports of the arrival of storm-damaged vessels. Many of them were compelled to abandon the voyage on which they had started because of the injuries they had suffered during the series of hurricanes of the last few days.

FIRE AT BLVTH. [Special to The Advertiser.] Blvth, Dec. 28.—Another serious fire took place here this morning at 2 a.m. when the loft of Mr. W. Johnston's livery barn was gutted. All the contents below were saved, but a lot of feed was destroyed. He carried an insurance. The origin of the fire is unknown.

STORMS SWEEPING ENGLAND MADE A GLOOMY CHRISTMAS

I. P. O'Connor, M.P., in a Special Cable to The Advertiser Tells of Old Land Holiday Season and Comments On Current British and European Events.

[Special Cable to The Advertiser By T. P. O'Connor, M. P.] London, Dec. 28.—London had a gloomy Christmas. The bad weather kept most of the people shivering round their fires, and finding their only consolation in innumerable meals of turkey and plum pudding. Tragic accidents were reported in many parts of the country, winding up with alarming tales of disaster from the prolonged storm.

The silence of the politicians gave a curious impression of a half-dead world. This impression was increased by the stoppage of all the daily papers on Christmas Day for the first time in newspaper history. Even the peace negotiators with their tremendous responsibility and the eagerness of the Balkan allies to push the negotiations through were compelled to yield to the Christmas temper and postpone their deliberations till today. What the future of these negotiations will be nobody can tell. The allies' first terms are so high that Turkey's refusal to even consider them possible surprises to one.

Haggle Over Terms. But this first round of bargaining is not regarded as meaning much, and simply starts the process of haggling always a feature of negotiations, especially between the peoples of East and West. There are disquieting reports of differences of opinion between

the allies, and Saloniki sends accounts of murderous collision between the Bulgarians and the Greeks, but in spite of all this, the general feeling is optimistic. Austria seems ready to call off the mobilization of troops which has gone on now for weeks. The Austrian semi-official press is reproved by all of Europe, and even by some of the Austrian journals for gross exaggeration, and even fabrication, of imaginary horrors committed by the Serbians on the Austrian consuls. Serbia in the meantime by a prompt and ample apology shows its readiness to cease quarrelling, and a settlement between Austria and Serbia will remove the most serious and immediate peril to peace in Europe.

Attack on Harding. Great perturbation naturally was excited in all of the people of England by the mysterious outbreak of an anarchic attack of the viceroy of India. Though it is known privately that

INDUSTRIAL BANNER RESENTS ATTACKS ON ALD. BENNETT

Refers to Cowardly Attacks of The Free Press and Indorses Mr. Bennett as "London's Best Alderman."

HIS STAND IS INDORSED BY TRADES AND LABOR COUNCIL

The Industrial Banner, organized labor's newspaper representative, publishes a strong appeal for the election of Ald. B. W. Bennett, appealing to the union men of the city to stand behind him solidly.

The Banner refers to Free Press articles concerning Mr. Bennett as "a cowardly attack," and says that his course in electrification is indorsed by the London Trades and Labor Council, vindicating his stand in the matter completely.

The Banner's article is as follows:

A Question To Answer

Something for London Voters to Try to Figure Out

If the newspaper and interests who are making a cowardly attack upon B. W. Bennett were honest they would get after the other fellows who voted into the city the London Free Press, and the London Trades and Labor Council. Now, be honest enough, Mr. Voter, to think this out. The motion in question was moved by Ald. Ashplant and seconded by Ald. Murphy. Why, then, should they be let escape so easily? If the interests that are after Bennett were honest they should hammer with their mallets a whole lot more at the men who moved and seconded the motion, and it's only a fool worker who would be so dense as not to see the game. The Trades and Labor Council for years fought to send a big public question to the people, and it fought the battle alone, and it's a late day when the interests to distort facts. Every candidate on the labor ticket stands first and last the initiative and referendum; not another candidate in this election does. The course pursued by Ald. Bennett is indorsed by the London Trades and Labor Council, and every candidate on the ticket has got to stand on that principle, and B. W. Bennett with them. Ald. Bennett is in favor of sending the question to the people, but he was one of the five aldermen, not on the Port Stanley Board, who were ignored, and did not receive information in regard to the electrification scheme. Had he refused to stand up for his honest convictions he would be unworthy to stand on the labor platform. Mr. Voter, doesn't it strike you as funny that Bennett is the one man picked out for this cowardly and unscrupulous attack? Why don't the interests get after the other seven? It's when you look into these things you begin to see the cat. It's anything to kill Bennett. He's the one man the interests are after, and they're going to get him if the employers and citizens whose battles he is fighting don't get squarely behind him. Bennett's re-election will complete the good work he has done on the council board this year. If he goes back things will move.

INTERESTS HAVE PASSED THE WORD THAT BENNETT MUST BE DEFEATED

It's Up to the Workers of London to See That He Gets Their Undivided Support.

The word has gone out from the interests that Bennett has got to go. The best alderman that has sat on the London municipal council in years is to be sacrificed, and no tactics are too low or disreputable to be used in the effort to oust him. The grossest misrepresentation of his actions have been made to put him in wrong with the people. It's anything to kill Bennett, because he has made good in the municipal arena, and it is feared if he is re-elected labor will grow too powerful on the municipal board. Every contractor who wants to get a pull on the city treasury has his hammer out after Bennett. One of the big newspapers of the city is following suit by making a cowardly and unscrupulous attack upon the man who forced the investigation into the laying of London's bus sidewalks. The Industrial Banner has helped to fight the battles of organized labor and the people in the Forest City for twenty-one years, and in all that time it never sold out its columns for the cold cash like other papers have done. We are going to back up B. W. Bennett for the reason that during the two years he has represented labor on the city council he has never been afraid to speak out; and in the present instance we feel more inclined to back him than ever, for the enemies he has made. Let the workmen of London and the fair-minded portion of the electorate just size up the men and the interests who are after Bennett with their mallets, and they will find that not a single one of them but has always opposed organized labor at every step.

WHO IS MR. W. S. MURRAY? QUESTION IS UNANSWERED

Falsely Described as Chief Engineer of the New Haven Railroad—He Is Not a Chief Official at All—No Effort Made to Explain His Identity.

The London Free Press has been caught in an impudent and barefaced piece of misrepresentation in describing Mr. Wm. S. Murray, the author of a report on the London and Port Stanley Railway, as the "chief engineer" of the New Haven Railroad.

Who Is Murray? Mr. Murray is not the chief engineer of the New Haven, nor is he even the head of any department. The chief officers in the engineering and electrical branches of the New Haven Railroad are:

Head of Engineering Department—Vice-President E. H. McHenry. Chief Engineer—Edward Gagel.

TRUSTEES BELIEVE WHITNEY WILL MODIFY REGULATIONS

Will Refuse to Carry Out Bilingual Rules Until Govt. Replies.

[Canadian Press.] Ottawa, Dec. 28.—On the whole we are disposed to think, from Sir James Whitney's attitude, that he will modify the bilingual regulations somewhat to meet our wishes. The foregoing statement was made by Trustee Dr. Anthony Freeland and corroborated by Trustee S. M. Genest, Ottawa members of the separate school board delegation which yesterday interviewed the Ontario government in Toronto, and who returned this morning.

"We had a meeting of the eighty odd delegates who were present in the hotel after our interview with the ministers,

Consulting Engineer—A. B. Corthell. Electrical Superintendent—H. G. Gilmam. Master Mechanic—James McCabe. Chief Engineer of the Power Stations—Charles Peterson.

The A. C. riser challenges the Free Press to contradict these assertions, and invites it to tell citizens what position is occupied by W. S. Murray. He is apparently a minor official. To parade him as the chief engineer is a fraudulent attempt to put the stamp of high authority on a report, circulated on the eve of the municipal election in the hope that the misrepresentations will be swallowed by citizens before the truth can overtake them.

And we there decided that if we did not get a satisfactory reply to our written petition we would go on with the case," said Dr. Freeland. "On the whole, however, we are disposed to think the Premier will modify the regulations. The only thing troubling us is his statement that nothing would be done for some time. To be consistent, we must still refuse to carry out the regulations unless we wish to have a precedent established. Sir James is a man of great frankness, but on the other hand he does not object to frankness in others. We parted the best of friends."

Trustee Genest believes there will be some modification of the regulations. "Sir James stated that no Government was inflexible; that his sometimes made mistakes, but he hoped he was big enough and just enough to remedy them. What else does that mean?" he said. "The trustees think a month or six weeks should bring the answer of the Government to its written petition."



ALD. B. W. BENNETT, who receives the full indorsement of the Industrial Banner and the London Trades and Labor Council.

FREE PRESS HURT BY DISCLOSURES AS TO HYDRO

Citizens Lose Faith in Arguments That Eminate From Source That Privately Fights Beck.

REFUSED ADVERTISING AT REASONABLE RATE

Is Cataract Power Company Influence Preventing Free Press From Using Hydro-Electric Power.

The London Free Press maintains an absolute silence in regard to its attitude to the use of hydro-electric power in its plant.

The Advertiser last night stated only that the Free Press, while professing to be a friend of Adam Beck, was acting the part of a false friend—Jekyll and Hyde—because it has refused to use one horsepower of hydro-electric power.

The only thing the Free Press can turn its hand to is the mug battery, and it makes another feeble attack on Mr. T. H. Purdom.

The only answer Mr. Purdom need make is that the concerns with which he is connected use thousands of horsepower of hydro-electric power where the Free Press uses none.

The Cataract Power Company. Is the Cataract Power Company, the ownership of which is in part the ownership of the Free Press, preventing the Free Press from using hydro-electric power?

The Free Press attacks everyone else as an enemy of hydro-electric power, and is itself the greatest enemy hydro has in London.

Refuses Hydro Advertising. It has refused point blank to carry the advertising of the hydro-electric commission of London at the same rates it charges merchants, and it attacked the commission because the commission, until very recently, decided to pay the price it had hitherto considered exorbitant.

The advertising of the hydro-electric offices is appearing in the Free Press at the present time, but the Free Press is not turning a dollar into the hydro coffers, nor is it turning a wheel in its plant by use of hydro-electric.

The Free Press maintains a private power plant in direct opposition to hydro-electric, and does other things to show its opposition to the Beck system, of which the electors will hear more before the election comes.

Citizens Lose Faith. The spreading abroad of the fact that the Free Press did not use one horsepower of hydro has done its cause, and Mr. Beck's unlimited harm. Citizens everywhere are commenting on the duplicity of the newspaper, and cannot put any faith in arguments that come from a source which is prominently identified with the Cataract Power Company.

A HEALTHY, OLD BANKRUPT. Mr. Murray, of New Haven—Quite so! Quite so! Mr. Beck! You say the L. and P. S. R. is insolvent, and if you say so, it must be so, and I hereby pronounce it insolvent, I agree; let it go for \$25,000 as scrap.

Mr. London Ratepayer—Go slow, go slow, Mr. Beck! I can get \$250,000 a year out of it, anyway, and collect taxes on it, too. Not much bankruptcy about the L. and P. S. R.

THE WEATHER.

TOMORROW—MILDER. Toronto, Dec. 28—8 a.m. Today—Fresh to strong westerly winds; fair today and on Sunday.

Sunday—A little higher temperature. Temperatures.

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

Stations. High. Low. Weather.

LONDON. 36.5 25. Clear.

Calgary. 48 20. Clear.

Winnipeg. 40 20. Clear.

Port Arthur. 24 13. Fair.

Paris. 28 10. Snow.

Toronto. 24 14. Snow.

Ottawa. 22 14. Fair.

Montreal. 22 14. Fair.

Quebec. 20 18. Cloudy.

Father Point. 30 19. Fair.

THIRTY-EIGHT GUILTY IN DYNAMITE CONSPIRACY

Jury Decides That Ryan, Hockin and Other Officials of Ironworkers' Aided the McNamaras in Their Work—Buckley and Sieffert the Only Ones Cleared of Charges.

[Canadian Press.] Indianapolis, Ind., Dec. 28.—Thirty-eight labor union officials today were found "guilty" of complicity in the McNamara dynamite plots, including the wounding of the Los Angeles Times building.

Frank M. Ryan, president of the International Association of Bridge and Structural Ironworkers, was among those convicted. He with others was accused of using the union's funds to destroy the property of contractors who refused to recognize the union.

Two defendants were found "not guilty." The following were found "guilty": Frank M. Ryan, president of the International Association of Bridge and Structural Ironworkers; John T. Butler, Buffalo, vice-president; Herbert S. Hockin, former secretary, and formerly of London, Ont.; O. A. Tveit, the California Building Trades Council; Eugene A. Clancy, San Francisco; Philip A. Cooley, New Orleans; Michael J. Young, Boston; Frank J. Higgins, Boston; K. E. Munsey, Salt Lake City, Utah; Frank C. Walsh, New York; Patrick F. Farrell, New

York; John H. Barry, St. Louis, Paul J. Morrin, St. Louis; Henry W. Legleiter, Denver; Charles N. Beum, Minneapolis; William E. Reddin, Milwaukee; Michael J. Gunnans, Philadelphia; Richard H. Houlihan, Chicago; James Cooney, Chicago; James A. Coughlin, Chicago; William S. Shupe, Chicago; Edward Smyth, Peoria; James E. Ray, Peoria, Ill.; Murray L. Pennell, Springfield, Ill.; Wm. C. Bernhardt, Cincinnati; Willford Bert Brown, Kansas City, Mo.; William J. McCain, Kansas City, Mo.; Frank K. Painter, Omaha; Peter J. Smith, Cleveland; George Anderson, Cleveland; M. J. Hannon, Scranton, Pa.; Edward E. Phillips, Syracuse, N. Y.; Charles Wachtmeister, Detroit; Frank J. Murphy, Detroit; Fred J. Mooney, Duluth; Ernest G. W. Boney, Indianapolis; Fred Sherman, Indianapolis; Hiram R. Kline, Muncie, Ind., former organizer for the United Brotherhood of Carpenters and Joiners.

TWO NOT GUILTY. The following were found "not guilty": Herman G. Seiffert, Milwaukee; Daniel Buckley, Davenport, Ia. The verdicts were brought in at 10 a.m. All those adjudged guilty were found guilty on all the counts as charged in the indictments. Continued on Page Four.

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.

POPULAR SCHOOL TRUSTEE

Few successful businessmen have been public-spirited enough to devote time and energy to public affairs that Trustee W. W. Gammage has done. He has served on the board of education for several terms, and has been prominently identified with every movement in the advance of education in the city during the last decade.

The name of Trustee Gammage has become a household word for practical education. It was he who was instrumental in introducing manual training and domestic science in the public schools of the city.

Technical education has had in Trustee Gammage its warmest friend and most energetic supporter. He has taken a great interest in the Industrial School and its success has in a large measure been due to him. No man in London is better posted on the educational needs of the city. His advice on the problems which the board of education must deal with during the coming year will be invaluable. He will no doubt

be found at the top of the list when the ballots are counted on Wednesday evening next.

ONE ON MR. HAYMAN. An old resident tells an amusing story of Mr. William Hayman, who is offering himself for election as alderman. "It was in the days when phonology was the fad," said the citizen. "A phonologist was holding forth in the Dundas Centre Church. Mr. Hayman came up to have his bumps read, and the wonderful man looked him over. 'Turning to the audience after a single glance, he said: 'Gentlemen, this man could digest nails.'"

Mr. Hayman's famous digestive system makes plain why he is able to swallow the electrification scheme in its present "half-baked" form.

Mr. and Mrs. Charles Bowley and daughter, of Mount Brydges, spent Christmas holidays at Thorndale with Mrs. Bowley's mother, Mrs. Laura Webb.