LACK OF CARE BY DRIVER OF TEAM

Cause of Brownlee Fatality, Oxford Jury Finds

WITNESS SAW NO BUGGY

No Martingales On Harness To Hold Down Tongue

WOODSTOCK, Dec. 29.—The inquest into the cause of the death of Cecil Brownlee, of Barrie, who was killed in an automobile accident here last Saturday, was resumed here this afternoon, when a number of witnesses gave evidence.

Herbert Zinn, who was driving a wagon and team into which Brownlee's car crashed, repeated his story that he was on the wrong side of the road because has was passing a buggy. He also testified that he had no martingale on his harness to prevent the wagon tongue being forced up in the air. He said the occupant of the buggy did not stop and that he had not tried to find out who was driving it. Mrs. Brownlee, widow of the deceased, Michael McMahon, of East Oxford, and Thomas McMahon, of East Oxford, who were on the scene of the accident soon after, said that they had seen no sign of a buggy around the time it took place. County Constable Hill, who investigated the matter, said that he did not believe there was any buggy there.

THE VERDICT.

After being out for one and a half hours, the jury brought in the following verdict:

"That an accident happened on the town line between East Oxford and Blandford about three-quarters of a mile east of Woodstock on the evening of December 23, 1922, about 6 o'clock. The accident was caused by the car, which was driven by the deceased, colliding with a wagon and team of horses, driven by Alexander Herbert Zinn, the said wagon being on the wrong side of the road. The deceased was removed to the Woodstock General Hospital immediately after the accident and was examined by Dr. Weston Krupp, who found the base of the skull fractured. The doctor gave as his opinion that death was due to the said fracture. Death occurred in the Woodstock General Hospital about an hour after the accident.

"The jury are also of the opinion that if Mr. Zinn had used more precautions, owing to the foggy night, in trying to keep his own side of the road that the accident would not have happened, and we are also of the opinion that if Mr. Zinn had had martingales on his harness that the accident would not have been attended with such serious results.

FEW WORKING PERMITS.

In comparison with other cities, Woodstock has issued a very small number of employment certificates to adolescents in the city. A. T. MacNeill, attendance officer, this morning stated that so far, since the Adolescent School Act came into effect, he had issued only 10 permits, although there were a few cases in which he intended to issue a permit after the new year.

Little interest is being taken in the municipal elections here this year. In only two out of the five wards are there aldermanic candidates and there is no outstanding issue before the electors, so that a large vote is not expected. The two candidates for the mayoralty are working quietly and both are confident of victory. The general impression that the result will be very close for the mayoralty and that the retiring aldermen will both be re-elected in their wards.

POLICE REPORT.

With the end of the year in sight, the chief of police is busy compiling records for his annual report. Generally speaking the present year brought about the same number of cases to police court as the previous year, but as county cases are now tried in another court it is hard to make comparisons. There will be a decrease shown in the number of cases tried for breaches of the O. T. A. and for breaches of the Motor Vehicles Act. There were 50 criminal cases in the court during the year, but none of an unusually serious nature.

The chief reports, however, a growing carelessness on the part of business places and banks being found with their doors open during the night. During the year 318 doors were found open at night with the buildings unoccupied. During 1921 only 224 doors were found open and in 1920 only 140. In spite of this, however, not one local store had been broken into since nearly two years ago, which says a great deal for the vigilance of the police.

CANCELS REGISTRY OF THE DOMINION LOAN

Action of Registrar of Loan Corporations Issues Official Announcement

TORONTO, Dec. 29.—The following announcement is published in The Ontario Gazette over the signature of V. Evon Gray, registrar of loan corporations:

"The Dominion Savings and Investment Society, London, Ont., having ceased to exist by virtue of the sale of all its assets to the Huron & Erie Mortgage Corporation, assented to by order-in-council dated the 29th day of August, 1922, pursuant to the provisions of the Loan and Trust Corporations Act in that behalf.

"Notice is hereby given that I have cancelled the registry of the said The Dominion Savings and Investment Society as a loan corporation, pursuant to the provisions of Section 123, of the Loan and Trust Corporations Act."

Read Lloyd George's weekly cabled dispatch, a history-making document, in Sunday's HERALD AND EXAMINER, Chicago's Best Newspaper. Buy it To-day.—Advt.

S DORCHESTER EX-REEVE AND FAMILY HONORED

SPRINGFIELD, Dec. 29.—A number of friends of Mr. and Mrs. Sam Dawes and family gathered at Mr. Dawes' home last evening and enjoyed a few hours in games, music, etc. The Dawes' neighbors could not allow them to leave the community unnoticed. Towards the close of the pleasant evening John A. Charlton took the chair and carried out a nice program, at the conclusion of which Mr. and Mrs Dawes were presented with a nicely filled purse.

The removal of the Dawes family will be a distinct loss to the Township of South Dorchester, in which township Mr. Dawes has held various municipal offices, including the reeveship, and in each and all has shown a marked individuality. Mrs. Dawes was beloved by her neighbors and friends. Many expressions of regret at their removal were made during the evening.

MAY RE-NAME STREETS.

INGERSOLL, Dec. 29.—In interviews to-day the 10 aldermanic candidates expressed their willingness to take up the matter of having Ingersoll's streets renamed and houses renumbered, providing the cost is found within reason. The matter has been agitated for a number of years.

BIG RAILWAY UNION IDEA FAVORED IN STRATFORD

STRATFORD, Dec. 29.—The one big railway union idea, which has for its object the amalgamation of all railway labor organizations, both in Canada and the United States, for the purpose of furthering which a conference was called in Chicago recently, is finding general favor among railway union men in this city, according to a number of members of railway labor organizations here.

A number of the delegates representing railway labor unions in this city were in attendance at the Chicago conference, but as far as can be ascertained the subject has not been brought up for formal discussion in any of the locals of the various unions as yet. It is expected that some action will be taken at the regular meetings of the locals early in the new year.

TWO KILLED IN MOTOR ACCIDENT

Grant McPhatter and Wife Victims of Vancouver Crash

FORMERLY OF HEPWORTH

Six Children Bereaved By Double Fatality At Coast

OWEN SOUND, Dec. 29.—Malcolm McPhatter, of Hepworth, received word that his son, Grant McPhatter, and his wife were killed in an automobile accident in Vancouver on Thursday. There were no particulars as to the nature of the accident. Mr. McPhatter, who returned only recently from a visit with his sons in Vancouver, left yesterday for the Western city.

Grant McPhatter was about 38 years of age and for many years was an employee at the elevator at Morse, Sask. He moved to Vancouver only a comparatively short time ago. The victims of the accident leave six small children. Alex Harvey and Charles McPhatter, of Vancouver, are brothers of the deceased and Mrs. Fulcher, of Toronto, is a sister.

The late Grant McPhatter was a native of Hepworth, where he grew to manhood. He was very highly respected by all who knew him. Archie McPhatter, of Owen Sound, is a cousin

PILES FOR NEW DOCK

In about a week the piling for the new dock on the harbor side of No. 1 shed, C. P. R., will be completed. A gang of men started work this morning to get ready to drive the 17 round oak piles which will complete the work. This work was started on account of lack of materials, delayed in transit. A carload of oak piles arrived from Indiana yesterday and the pile-driving gang started work this morning. The pile driver was frozen fast in the ice six inches deep and the men are busy sawing the ice away to move the pile driver into position. When these last piles are in place the new dock will be complete. At the present time the piling will not be covered, the purpose of the new construction being to hold up the bank of the harbor and at the same time to provide a firmer foundation for the freight shed. The work has been done by Messrs. Green & Woolrich.

FISHING IN HARBOR

A large number of floating cakes of ice in the harbor have been frozen together and already fishing operations have begun. The ice is safe in some places, while in others floating pieces of ice have been frozen together and are unsafe. The harbor is frozen only about three-fourths of the way out.

ARSON CHARGE DISMISSED

Harry Redford, Accused of Firing Neighbor's Barn, Freed At Walkerton.

WALKERTON, Dec. 29.—Harry Redford, Brant Township farmer, who was charged with setting fire to the barn of his neighbor, Andrew Munro, near Ellingowan, on December 1, appeared before Magistrate Mowat this morning after a week's remand.

Redford was arrested on purely circumstantial evidence and as the magistrate considered this was insufficient warrant for sending the accused up for trial, he dismissed the charge against him. Munro's loss in the fire was over $10,000.

Classified Adages

A MAN'S folly ought to be his greatest secret. If you are foolish enough to miss the opportunities among the A-B-C Classified Ads., don't tell anybody.

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GOES FOR SHERRY, GETS THREE YEARS

Harry Beemer Sentenced At Brantford For Burglary

ENTERED STEDMAN HOME

Householder, Aided By Woman, Held Intruder For Police

BRANTFORD, Dec. 29.—Three years in Portsmouth penitentiary, Kingston, was the sentence meted out in police court to-day to Harry Beemer, found guilty of burglary. Beemer was arrested on Tuesday night when he was caught at the home of ex-Ald. Sam Stedman, 84 Sheriman street. In passing sentence on Beemer, Magistrate John R. Blake congratulated Mr. and Mrs. Stedman and Miss Helen Kippax, sister of Mrs. Stedman, for their good work in helping in the arrest of the burglar.

Mr. Stedman told the court that he, his wife and sister-in-law had gone home about 10.20 o'clock on Tuesday evening. A noise was heard and Mrs. Stedman went upstairs to see what the maid was doing up so late. The next Mr. Stedman heard was his wife calling, "Oh, Sam; there's a man getting out of the window!" Witness said he went out on the veranda and only then saw a ladder reaching up to the top of the veranda. He heard steps on the roof and ran to the ladder and removed it just as a man attempted to climb on to it.

TACKLES BURGLAR.

He had then heard the man run to the other end of the veranda and he followed across. A stone jug, which had been taken from a closet in Mr. Stedman's room, was thrown to the ground and the man retraced his steps. Mr. Stedman recovered the jug and followed the burglar to the east end of the veranda, where Beemer came down, with the aid of the rainpipe and creeper, to the ground. As he reached the lawn Mr. Stedman hit him across the face with the jug. Beemer had been dazed, but he dashed down the street, with Mr. Stedman in pursuit.

Beemer was overtaken at the corner and Mr. Stedman jumped on him, throwing him to the ground and tightening the muffler around the man's neck so that he could not breathe freely. Then Miss Kippax, who had phoned for the police, came and helped him hold the man down. The police came and took the man away.

Mrs. Stedman told of seeing the man in her bedroom when she went to investigate. Beemer had worked on electrical repairs at the house last August and it was presumed he remembered the jug, which contained old sherry, unopened for two years. She said the ladder had not been on the veranda when they had gone in the house and it was some time before they heard footsteps upstairs.

BEEMER'S DENIAL.

Beemer swore he was not at the Stedman home on Tuesday night. He had been at his sister's place, on Usher street, and was returning home. At the corner of Charlotte and Sheridan streets a man had rushed out and knocked him down. He rolled against the curb and knew nothing further until he awoke in the police station. He said he was married and had four children. He was 43 years of age.

M. W. McEwen, for the defense, suggested that Beemer had been drunk and that it was Christmas time. He had remembered the sherry in Mr. Stedman's home and had gone after it. If he had wanted money or had been in his right senses he would not have gone in when Mr. and Mrs. Stedman were at home. He asked for leniency because of the prisoner's wife and family.

Magistrate Blake sentenced Beemer to three years at Kingston, noting the possibilities of parole for good conduct

For Rheumatic Pains.—The pains and aches of Sciatica and Rheumatism should be treated with Dr. Thomas' Eclectric Oil. The soothing and healing properties of this famous remedy have been demonstrated for fifty years. Use it also for inflammatory pains, cuts, scratches, bruises and sprains, either in human beings or the lower animals.—Advt.

BLACK COW IS DEAD, BUT NOT FORGOTTEN

Autopsy Is Latest Development of Lambton Action In Courts

SARNIA, Dec. 29.—The famous black cow of Forest, center of much litigation and which died through worry or other causes this week, is again in the limelight, an autopsy having been performed on her yisterday and certain facts brought to light.

George Lougheed, of Forest, was recently acquitted on the charge of theft of the animal and a civil suit is now pending with Dr. Stewart as plaintiff, asking for the recovery of the cow and claiming rightful ownership. In the recent suit Lougheed claimed the cow was his and that the cow had calved in November. Plaintiff clolmed the black cow which he owned and which he claimed was taken by Lougheed, was due to calf in the spring. It is stattd that the autopsy releaved the fact that the black cow in dispute was not with calf. What effect this will have on the pending suit is not known.

MOODY PLANT NOT BURNED

MONTREAL, Dec. 29.—Among rumors which were in circulation on the night that the Town of Terrebonne was burned down, was one to the effect that the plant of the Moody Agricultural Implemen Manufacturing Company had been destroyed by the flames. It can now be stated that the plant was not touched by the fire and its operations have in no way been affected.

MOVE TO AMALGAMATE BORDER CITIES IN '23

WINDSOR, Dec. 29.—Efforts of Windsor City Council during 1923 are to be directed towards amalgamation of Windsor, Walkerville, Ford, Sandwich and Ojibway. Speaking at a banquet in the Prince Edward Hotel last night, given by Mayor Wilson to members of the retiring Council, Mr. Wilson said the merger of the five municipalities on the border had not been one of the most important problems to be dealt with in the coming year. Tentative plans have been made, he said, for approaching other councils with a view toward arriving at an understanding.

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MAYOR OF WINGHM

H. B. ELLIOTT, elected mayor of Wingham by acclamation for third term.

BOOSTER CLUB BEHIND KINCARDINE BY-LAWS

KINCARDINE, Dec. 29.—The Booster Club gave an open night in the town hall, with a fair attendance, and a very pleasant evening was enjoyed. The chair was occupied by Dr. E. E. Bruce, energetic president of the club. He pointed out that the club was behind the two by-laws to be submitted to the electors on Monday, which give a set taxation to the J. B. Watson Furniture Company and the Coleman Packing establishment. Besides speeches from Mr. Foerster, the superintendent of the electric light plant, Dr. Bruce, James Malcolm, M. P., and ex-Mayor J. J. Hunter, the mixed quartet, composed of Mrs. R. M. Hunter, Mrs. Wm. Chippendale and Messrs. W. Pilkington and W. Chippendale, made their first public appearance. Their work was done exceptionally well. Neil McDonald told funny stories and was good in repertoire. The Kwintette Orchestra rendered several fine musical numbers.

If
you and yours have all the good luck, good health and happiness that we wish for you during 1923, yours will indeed be a
Happy and Prosperous New Year
Parnell Baking Company

The fight on Monday is only for the Public Utilities Commission. Their are four in the field, Messrs. H. T. Hurdon and W. S Anderson, the old commissioners, and Messrs. W. M. Adair and R. Osborne, two new men who have entered the lists for the first time.

J. H. Scougall, town clerk, is still in the hospital in Toronto. His many friends are pleased to hear the good news that he has a fighting chance to recover.

Wm. Mitchell, president of the Circle Bar Knitting Company, is confined to his home. He was threatened with pneumonia.

The F. E. Coombe furniture factory is shut down until the first of the year. They have been taking stock.

George Tait, proprietor of the Queen's Hotel, was fined $200 and costs here yesterday. Liquor was found hidden in two places on the premises about a month ago. Mr. Tait claims it was "planted." The case took all day and many odd stories were told by witnesses. There is considerable sympathy for Mr. Tait, who has been running a good house.

PRODUCE LETTERS TO PROVE SANITY

Delorme Plans Warm Fight In the Courts

QUEBEC, Dec. 29.—Masses of his correspondence dating from college days to the present time comprise one of the most potent weapons Abbe Delorme will employ in the coming superior court battle he will stage to prove his sanity and free himself from interdiction and from Beauport asylum.

The contention of the petition filed with Chief Justice Sir Francois Lemieux by Alleyn Taschereau, K.C., counsel for the incarcerated abbe, that Delorme is and always has been sane is to be supported not alone by witnesses but by a pile of letters some three feet thick which has been collected by the Delorme family, but mainly by Rosa, devoted sister of the abbe. The correspondence shows both the personal and the business side of the priest's character, and the material will be available for examination by the judge or by the commission of expert alienists for which Mr. Taschereau will fight.

So far as medical evidence is concerned, it is thought that Dr. Brochu, medical superintendent of the Beauport Asylum, his assistant ,Dr. Marois, and some more of the staff will be available to the petitioner when the time for testimony arrives. Considerable hope is being pinned on the declaration that Delorme has come through the acid test successfully because, it is said, on no occasion since his stay in Beauport, has he exhibited signs of mental derangement.

Admitting that a man who is insane may appear and act like a sane person most of the time, it is stated that intervals of lunacy are bound to become apparent. Minute watch for these has been maintained at the asylum, it is declared, with the result that no such intervals are reported to have been detected.

Proceedings before the chief justice next Thursday will, it is anticipated, be of the briefest character. The hearing will be in chambers and the case proper will not begin until the courts open again in January with the possibility that January 10 may see the first gun fired.

INTERMENT AT CENTRALIA.

The funeral of the late Henry Wilson took place yesterday afternoon from his late residence on Talbot street. The service was conducted by Rev. S. Salton, of the Dundas Center Methodist Church. Interment was made in Centralia, his former home.

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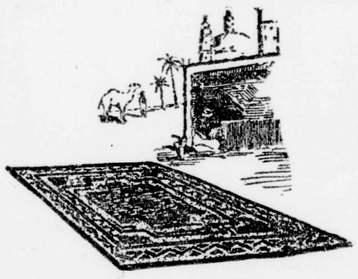
$10,000 Rug Exhibition In the Lobby of the Allen
Theater during the showing of the Paramount de luxe production, "East Is West," Monday, Tuesday, Wednesday. Included in the display are Mogul, Chinese, Oriental Rugs and Oriental Draperies.



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The Motor Bus Question

THERE has been considerable paper talk of late relative to the above. It is very apparent that there is an unseen force trying to annihilate the men who have invested their all in a business which has been a veritable boon to the workingman and and woman. It is preposterous to compel these men to pay from three to five hundred dollars in fees and insurance under existing conditions in the City of London. Even if there were anything to be gained it is too much money, and if they could pay this amount they get no franchise; they are subject to the will of our Council or Police Commission and liable to receive orders at any time to cease operating.

The following extract from a recent issue of a large New York paper is very interesting:

"Traffic congestion has reached such an alarming state that municipal traffic authorities, such as Police Commissioner Enright, of New York City, admit that they are unable to cope with it and state that most large cities are sadly hampered through having allotted at least one-third of certain downtown streets to the uses of the street railway companies. The street cars are nothing more than short haul traffic carriers, yet this is the very field to which, because of their inflexibility, they are least suited. Short haul traffic in areas of great congestion can be handled efficiently only by vehicles that are free to adjust themselves to the fluctuations in that congestion, and which, through their flexibility, are able to relieve congestion instead of aggravating it.

"This is, of course, rank heresy in the eyes of the street car man, yet they cannot fail to be aware of the logic of the situation, since every day's operations supply physical evidence of the truth of the view presented. One has but to observe street traffic in large cities from an elevated position to obtain first-hand information of the ultimate form city transportation must take. The tendency is unmistakably in the direction of greater speed and flexibility and in such a development the street car does nothing but obstruct. The motor bus is the one vehicle that can meet the demands of the situation without exacting the heavy toll in money and time now being borne because of the street car's inability to fit in with modern transport conditions.

"One of the most prominent electric railway executives in the country estimates the profitable life of the street railway under present conditions of motor competition at five years. A few years hence, he claims, motor busses and private motor cars will have absorbed all local traffic and the steam railways will have monopolized through travel."

Motor Bus Owners Deserve Consideration

WE FEEL the motor bus owners in the city are entitled to some consideration. They are not getting any. They stepped into a breach in our transportation system, they have served the public while the street railway men were on strike, are serving districts in the city that would otherwise be isolated, and they are not breaking even on the game. The fact that street car service has improved considerably wherever busses are running is sufficient evidence that people are patronizing the busses in preference.

¶ It has been suggested by our incoming mayor that a blanket policy of insurance be used, covering, as we understand it, an insurance of fifteen thousand dollars to protect the patrons of these busses. We would think a proposition of this kind would be well received by the bus owners. The cost of same, being distributed among the bus operators, would not be a burden that they would not be able to handle; at least we would think it would be in keeping with good business.

¶ On the other hand, to ask or demand from the bus owners of this city a protection covered by an insurance policy of fifteen thousand dollars, costing in the neighborhood of four hundred dollars each and an additional burden of five dollars per seat, as well as limiting the carrying capacity of the busses, would seem to us to be entirely out of proportion to the liability that might incur.

¶ There are any number of taxis operating in the city during all hours of the day and night. What difference is there between a taxi and a bus? They are both passenger-carrying vehicles, one no less liable to accident than the other. Why let the taxi men off practically scot free and burden a well-organized bus transportation system to such an extent that they would be compelled to get out of business?

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