

THE LONDON EVENING ADVERTISER

L. & P. S. BODIES TO MEET OFTEN DURING THE YEAR

Members of Commission and Board Urged to Confer Regularly.

MET ONCE IN 1922

Mayor Advises That Aldermen Keep in Close Touch With Situation.

Joint meetings between the Port Stanley Railway commission and the Port Stanley Railway board were urged by the members of the latter body during their inaugural session this morning. Mayor Wenige expressed the opinion that this would be possible, extending the belief that the commissioners would be only too willing to co-operate.

Having but little business to transact, the aldermen, who comprise the personnel of the board are evidently seeking more information dealing with the operation of the city's electric line to the lake.

Ald. George Burdick was the first to suggest joint sessions at certain intervals when they could discuss questions with the commissioners.

Ald. A. M. Judd moved that Mayor Wenige carry this proposal to the commission at an early date.

Mayor Agrees.

"We could meet with them once in a while, and get some first-hand information," agreed the mayor. "The more we know, the better able we will be to keep in touch with the situation, and the better pleased the electorate will be."

"The commissioners should be quite willing," commented Ald. Burdick. "I could tell you a lot of things about Port Stanley. I am there three months each year."

"Well, if your information would be of benefit to the public it should be your duty to do so," advised Mayor Wenige.

"I would if I were on the commission," explained Ald. Burdick, "or if we have a joint session at any time."

Ald. Greer wanted to know just what was the status of the L. & P. S. board.

City Clerk Baker explained that they were the directors of the road, and their duty was merely to insure that the road was properly maintained.

Directors Should Know.

"Well as directors I think that we should know something about how the money is expended," persisted Ald. Greer.

"I should think so," concurred the mayor.

"We have nothing to do, I move that we adjourn for the rest of the year, at the call of the chairman," suggested Ald. John Colbert.

Mayor Wenige was elected president, and Ald. A. M. Judd, vice-president, for 1923. Minutes of the preceding year were approved, and the interesting fact was disclosed that but one gathering was staged in 1922.

There will be more this year, the members promised.

POLICE CHARGE THREE IN HESPELER ROBBERY

Arrest Hamilton Men and Recover Part of Stolen Goods.

Associated Press Despatch.

Hamilton, Jan. 15.—Smart sleuthing of Detectives Goodman and Thompson resulted in the arrest on Saturday, just three days after the crime, of Lorne Sears, Clarence Fred Weaver and Harold Shriver of Bayview north on charges of having broken into the Rutledge store at Hespler on Wednesday, Jan. 10, and having stolen from there goods valued at \$800. The detectives also recovered the greater part of the loot.

Sears put up a desperate fight until overpowered by the police, and yesterday, while he was in the local police cells awaiting his transfer to Hespler, attempted to escape. He loosened the ventilator in his cell last night, when Constable Rolph discovered the attempt and prevented any further progress.

CANADA'S CORN IMPORTS FROM U. S. DECREASES

Canadian Press Despatch.

Washington, Jan. 15.—Decreases were shown in the exports of corn to Canada for the year 1922-23, according to statistics issued yesterday by the department of agriculture, but the department report states that figures are not sufficiently complete to permit an analysis of the cause. Canada, in 1921-22, bought 44,795,000 bushels of United States corn, as compared to 57,985,000 in the preceding year.

PASTOR APPOINTED HEAD OF LUTHERANS

Associated Press Despatch.

Richmond, Va., Jan. 15.—Rev. John J. Scherer, Jr., D.D., pastor of the First English Lutheran Church here, has been called to the general secretaryship of the board of home missions and church extension of the United Lutheran Church in America.

It became known today. Acceptance of the call would place him in charge of the Lutheran Mission in Canada, the United States and Mexico.

L. P. S. R. REPORT TO SHOW DECIDED LOSS IN REVENUE

U. S. Coal Strike Cuts Earnings of Road During Several Months.

BECK IS CHAIRMAN

Gets Unanimous Vote—Regrets the Loss of Philip Pocock.

In all probability the London and Port Stanley Railway annual report for 1922 will reveal a large shortage in revenue.

A remark dropped by Sir Adam Beck at the inaugural session of the consideration of the commissioners who direct the operation and maintenance of that corporation.

The coal strike has been responsible, he points out, for any reduction in the receipts of the road, one-tenth of the load of former years may not have as favorable a report as in former years, he commented.

Responding to a query from Commissioner Henry, the chairman stated that the receipts for 1922 would total roughly \$600,000.

Give Monthly Report.

For the first time in the history of the road, it is believed, a monthly statement of receipts and expenditures of the London and Port Stanley Railway will be submitted for the consideration of the commissioners.

In order that the commissioners would convene in session on the second Monday of each month and not haphazardly, as in the past.

By unanimous vote, Sir Adam Beck was elected chairman, an office created each year by the resolution of the commissioners. In order that the commissioners would be qualified to sign vouchers, etc., when Sir Adam is out of the city.

Beck Is Willing.

When Mayor Wenige asked for a monthly statement in 1923, Sir Adam replied that he could receive anything of that nature at any time.

"Well, we want something by which we can see where we are at each month," persisted the mayor, "a comparative statement by which we can check our progress at regular intervals."

Statements were promised that would be only about six weeks behind time, owing to the fact that reports from the steam roads are not available at the end of the month.

The London commission will join with other railways in an effort to make it incumbent upon prospective claimants to give notice of legal action seven days after an alleged accident.

M. C. R. Protests.

The Michigan Central Railroad is protesting the date of the judgment recently handed down by the Dominion Court, alleging that the same should be dated as effective Jan. 1, 1922, and not Dec. 23, as claimed by the L. & P. S. This involves a change in the date referred to the railway board for a decision.

Returned as chairman for 1923, Sir Adam Beck spoke briefly, deploring the retirement of Philip Pocock, but welcoming the new commissioner, Donald Wright.

"I desire to express my appreciation of your confidence by my appointment," he stated, "was rather anxious to have the opportunity in 1922 by reason of my familiarity with the M. C. R. agreement, and while I am not altogether satisfied with the judgment of the federal railway board in this instance, we certainly did achieve certain success. I assure you that I will devote my efforts this year, as in the past, and expect that we will all co-operate."

Regret Pocock.

"I regret the absence of Philip Pocock, who has been a valuable member of the new board. We have been extremely fortunate in this commission. We have never had any special difference in policy, and I am sure that this pleasant state of affairs will continue."

"My regret is based on the fact that Mr. Pocock was most active in the commission since the electrification of the road, and I think that it is opportune for me to express my appreciation. There was little compensation for him other than to know that a success was made of a failure."

In conclusion, Sir Adam gave assurance that there would be no secret sessions of the commissions during 1923. He claimed, in fact, that there had never been any, despite rumors to the contrary.

Discusses Passes.

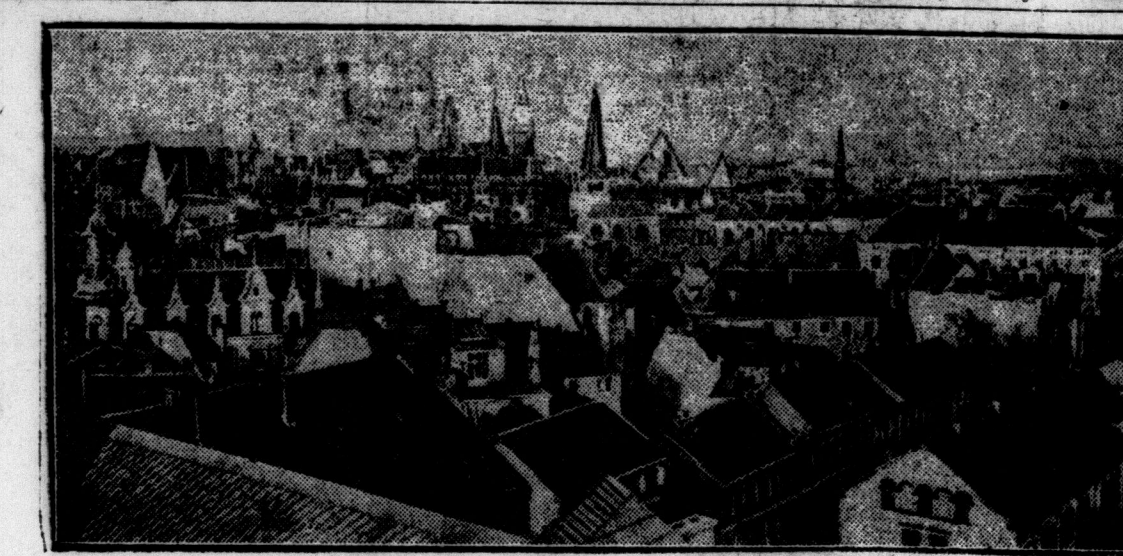
Commissioner Harley explained that members of the city council had requested that he introduce the question of railway passes on the roads. They desired that these cards include the names of their wives as well.

He also stated that the Dominion Railway Board had been interested in the question of late, and correspondence had been in progress during the past six weeks. The federal commission, he stated, were quite strict in this respect.

Commissioner Harley and Mayor Wenige both questioned if the Dominion board had the right to dictate to the local road, and were answered in the affirmative.

Manager Richards stated that the city clerk had informed him also that several councillors had called upon him about their passes, and Sir Adam said that they would have to wait and see if the board would allow passes to be granted to the aldermen themselves.

The entire problem was left in abeyance pending word from Ottawa.



WHERE THE FRENCH VISIT GERMANY. Birdseye view of Essen, big industrial city of the Ruhr valley, now occupied by the troops of France.

TWO ARE NAMED OFFICIAL ISSUERS OF CAR LICENSES

City Motorists May Now Choose Where They Will Get Markers.

BERNARD IS PUZZLED

Cannot Understand Action of Biggs in Appointing Keene.

At last the questions, "Who is the official issuer of automobile licenses in London?" "Are there two issuers in the city?" "If so, who are they?" and a few other queries not so business-like have been answered.

Saturday morning C. E. Bernard, secretary of the London Motor Club, who for the past weeks has been in supreme command of the 1923 markers, was notified by the department of highways that he must transfer a portion of his licenses to Arthur Keene, who was issued for 1922.

Mr. Bernard stated this morning that he had complied with the department order, and had given Mr. Keene 3,500 markers, and had kept 5,000 to be distributed by the London Motor Club.

The secretary bemoans the "folly" of the provincial government in appointing two issuers for this district, and claims that much more efficient and satisfactory service could be given to motorists if the distribution of licenses was left in the hands of one organization.

"The London Motor Club received its official appointment Jan. 1," Mr. Bernard pointed out this morning. "We have been issuing licenses for the past week, and the motorists in the district who have so far applied for licenses were more than pleased with the change of issuers."

"I regret, however, Mr. Keene was also notified that he had been appointed issuer, and on instructions issued by the department of highways, he was given the right to supply plates and permits originally sent to the London Motor Club."

"The London Motor Club has gone to considerable expense and trouble in building operations to the club rooms and providing added accommodation in the Tecumseh House, so that the club is being affected as efficiently as possible."

Mr. Bernard wishes it plainly understood that it is the intention of the club to use the commission revenue derived from the sale of markers, solely for the purpose of extending their service to motorists in general.

In talking to The Advertiser this morning, Mr. Keene stated that he was not surprised at the turn affairs had taken, and that he was confident all along that he would issue licenses the same as in 1922.

"Service will be our motto in distributing the markers," the London businessman said.

"We have licenses and markers for every type of vehicle; we will fill out forms for the license; we will be open from eight in the morning till six at night, and we will also distribute markers Saturday nights."

LONG-NAMED PROFESSOR BECOMES CAFE MANAGER

Canadian Press Despatch.

Toronto, Ont., Jan. 15.—Professor Christos Konstantinou Christopoulos, formerly a lecturer in the English University College of Cyprus and on the staff of a technical college in South Africa, is now manager of a Toronto restaurant.

He arrived in Montreal a year ago last June, and was connected with the Canadian and Grecian general agencies. He was also on the staff of the Greek school there. A short time ago he came to Toronto. He has very high recommendations from educational authorities in England, and there were openings for him as temporary lecturer in languages here. But there was a probability of delay, so Professor Christopoulos decided in the meantime to become actively connected with the great industry of feeding the hungry public.

CHIEF LEARNS SOURCE OF CATHEDRAL BLAZE

Canadian Press Despatch.

Hamilton, Jan. 15.—Chief of Police Whately stated this morning that he had learned that the fire which broke out in St. Mary's Cathedral about midnight last night was the result of a spontaneous combustion in the coal bin. The fire did not make much headway as it was discovered shortly after it broke out, but considerable damage was done by smoke.

British Airplanes Bomb Mosul Area

Associated Press Despatch.

Constantinople, Jan. 15.—An official communiqué issued by the Angora government says:

"British airplanes are actively bombing villages in the neighborhood of Mosul, especially Revanduz, Rayna, Massoures, Joubertin, and Naveves. Four of the planes were brought down."

POLICE COMMISSION SECRECY UNCOVERED

Chances Are That Press Shall Be Admitted For First Time in History.

When the London police commission meets this afternoon, the question of whether meetings of the commission will be held behind closed doors during 1923, as they have in other years, will be forced to an issue.

Mayor George Wenige, who will be elected chairman of the commission, is a strong advocate of open meetings, and will insist the press be admitted. Judge Talbot Macbeth declared that he had no objection to the admission of the press. If all the commissioners stand behind their guns, today's meeting will be the first in the history of London which has been attended by members of the press.

The issues to be discussed will be the new police commission bylaw governing the operation of omnibuses on London streets.

A committee of four bus men, composed of Harvey Johnston, Bert Johnston, Charles Alford and Walter Boyd, will hold a round-table conference with the commissioners on the insurance clause of the bylaw and other clauses pertaining to their business. They will also carry a list of \$15,000 which the insurance would come within the \$5,000 to \$10,000 group, and the amount of their premium would be cut in two.

New equipment for the police department will be sought next, as part of police activities during the past year will be submitted by Chief Robert Birrell.

LITHUANIANS BATTLE TO DRIVE OUT FRENCH

Stage Fight in Heart of Memel City—Tired of Germans.

Special Cable to The Advertiser.

Berlin, Jan. 15.—French and Lithuanian troops battled in the heart of Memel for the possession of the city today.

The Lithuanians, entering the city, drove back a handful of French troops.

REBEL AGAINST GERMANS.

Associated Press Despatch.

Copenhagen, Jan. 15.—It is reported from Memel that the insurgent commander there has handed the Allied high commissioner a note declaring the insurgent action was directed exclusively against the German government, "which was proving itself intolerant."

The commander asked that the French troops refrain from hostile acts, as he was willing to guarantee the safety of the inhabitants and the officials.

BOSTON WOULD ANNEX OTHER CITIES AND TOWNS

Associated Press Despatch.

Boston, Mass., Jan. 15.—Annexation to the city of Boston of cities and towns lying within ten miles of the State House, is sought in a bill filed with the legislature by Mayor Curley. The measure provides that Curley, the affected cities decide through the medium of the ballot the question of consolidation.

CAN BUY 13,000 MARKS WITH ONE DOLLAR BILL

Associated Press Despatch.

New York, Jan. 15.—Further governmental definition of the German mark combined with the occupation of more territory in the Ruhr valley, French troops caused another decided slump today in German exchange. Marks dropped from 55-100ths to 75-100ths of a cent a hundred, or more than 13,000 marks to the United States dollar.

TO DISCUSS RIGHT OF INTRODUCTION OF ONE-MAN CARS

City Council Must Take Action at Tonight's Meeting or Drop Matter.

WILL SAFEGUARD CITY

Some Claim Authority Must Be Obtained From Legislature.

Has the London Street Railway Company undisputed right to introduce one-man cars on the city streets Feb. 1, as anticipated?

It is a question which Mayor Wenige states he will ask at the evening meeting of the city council tonight. This will be the last session this month, and if the aldermen allow the issue to pass by default, there can be no official action from the city authorities to halt the scheduled operation.

In 1922, the city council passed a resolution granting the company the right to use five one-man cars. Extension of the right has been since most emphatic in the city's agreement with the company, bylaw 816. Authority must be obtained from the Ontario Legislature, the fact that the city legislation provides distinctly that there must be two men on each car.

While repeated assurance has been forthcoming that any move to operate these one-man cars will be vigorously opposed, the company is at the moment directing the assembling of the same in their car barns, and their appearance is being arranged for the afternoon of Feb. 1, or earlier if possible.

There are those who claim even further that the city council has not the power to delegate such unduly important authority in accordance with the provisions of the city's agreement with the company, bylaw 816. Authority must be obtained from the Ontario Legislature, the fact that the city legislation provides distinctly that there must be two men on each car.

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SIR ADAM'S IDEAS, TRANSPORTATION, DON'T 'READ WELL'

Hydro Chief Says Bylaw Failure Was "Will of the People."

OPINION DIFFERS

Beck and Wenige Conduct a Brief Consultation.

"What I would do now with the London Street Railway Company wouldn't make good reading, perhaps," was the pleasant assurance to The Advertiser this morning from Sir Adam Beck. Incidentally this provided his first public statement in the city since the last municipal election and the defeat of the proposed railway purchase.

"It was the will of the people," continued the chairman of the Hydro-Electric Commission. "To my mind, it was not the best solution, but they evidently felt differently than I did."

Sir Adam intimated that the day would yet come when the citizens would be compelled by circumstances to assume control of the local lines under similar conditions.

"The Bunnell report was, to my mind, very fair," he said, "and I believe that no further information could have been available for the consideration of the electors. The people, and, of course, if they did not choose to accept the proposal, it was up to them."

The "hydro knight" and Mayor Wenige conducted a brief consultation this morning, just prior to the inaugural session