

THE WEATHER:
LIGHT WINDS, AND FAIR.
WEDNESDAY—WARMER.

London Evening Advertiser

GOOD NEWS
IN THE WANT ADS TODAY
ON PAGE 16.

61ST YEAR. NO. 23967

LONDON, ONTARIO, TUESDAY, MAY 20, 1924.—EIGHTEEN PAGES.

THREE CENTS.

THORNTON STATES STATION'S FUTURE PROBLEM

Street Railway Offers \$1,295,000; Beck Defers Opinion

CRERAR IS TARGET OF ATTACK AT BANK PROBE

R. A. Reid, Counsel for Shareholders, Declares Westerner in Conspiracy.
CHARGES FRAME-UP
Lawyer Maintains the Former Progressive Leader Sold Out To Save Himself.

Canadian Press Despatch.
Ottawa, May 20.—"The depositor of the Home Bank have no legal claim against the crown. It is for parliament to decide if they have any claim on moral grounds."
This was the conclusion of Eugene Lafleur, K.C., government counsel, who this morning argued his case before the House of Commons. Mr. Lafleur referred to the fact that the House of Commons had passed a bill indemnifying depositors of the Farmers' Bank, which had been refused by the senate.

Canadian Press Despatch.
Ottawa, May 20.—An attack on Hon. T. A. Crerar, former administrator of the Progressive party and a director of the Home Bank from 1910 to 1918, featured this morning's session of the House of Commons. R. A. Reid, counsel for the shareholders, named Mr. Crerar as one of the "conspirators" in the history of the Home Bank, charged him with being a party to a scheme to defraud and fraudulent returns and claimed that, when Mr. Crerar found, from inside information, that the bank was in serious danger, he had sold his stock and got out "when the getting was good."

"I think this was a cold, callous, heartless thing to do," Mr. Reid insisted, "and I think Western Canada will deal with Mr. Crerar when the time comes. An agriculturist is a man who works the land. Mr. Crerar is one in the true sense of the word because he certainly set out to work the farmer."

Reid, referring to a letter written by Mr. Crerar to M. J. Haney on April 8, 1918, in which reduction of capital and reserve of the bank was proposed, said: "Please see page 4, Column 1."

REWARD IS OFFERED FOR ALLEGED SLAYER

Nick Pashon Wanted For Murder by Authorities at Island Falls.

The London detective department has received a provincial police circular offering a \$1,000 reward for information leading to the apprehension of Nick Pashon, alleged to have shot and killed Joseph Lusselle at Island Falls, Temiskaming, on April 21 last.

Although the circular has been sent to the police department, it states that no salary police officers will be allowed to accept the reward.

Pashon speaks French, Russian, and English, is 30 years of age, height 5 feet, 11 inches, weighs 130 pounds, dark complexion and clean shaven.

The Weather

FORECASTS.

Light winds, fair today and on Wednesday, a little higher temperature.

The pressure is now nearly normal over the Dominion, and is relatively low over the Middle States.

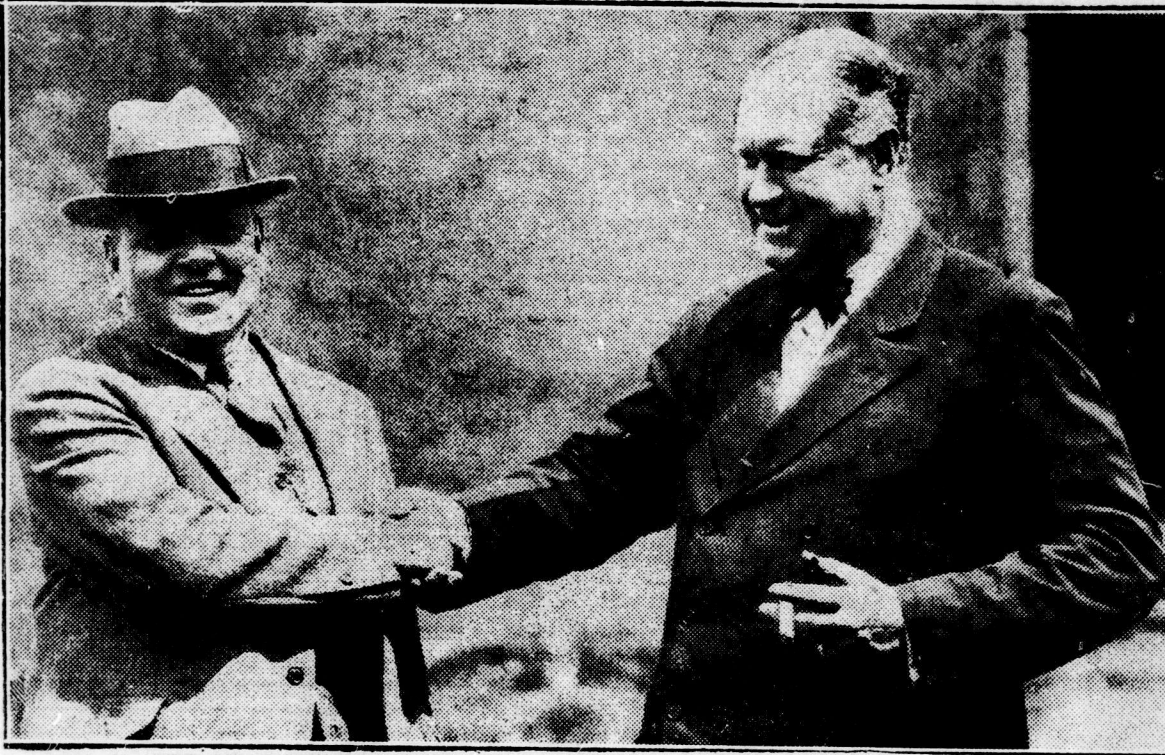
The cold wave has been exceptionally severe in the Western Provinces and Northern Ontario, where heavy frosts have occurred.

The weather continues fine and fairly warm in the Maritime Provinces.

Temperatures.

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

Stations.	High.	Low.	Weather.
Victoria	60	45	Clear
Vancouver	60	45	Clear
Calgary	58	26	Fair
Winnipeg	54	24	Fair
Port Arthur	28	24	Fair
Pasadena	44	30	Clear
Toronto	48	35	Clear
Kitchener	48	34	Fair
Ottawa	52	30	Clear
Montreal	50	28	Clear
Quebec	46	24	Cloudy
Pasadena	46	32	Clear
St. John	64	28	Clear
Halifax	64	40	Clear



PRESIDENT OF C. N. R. COMMENDS LONDON.
Sir Henry Thornton, shown on the right above shaking hands with Charles Forrester, local C. N. R. divisional superintendent at noon today, stated he believed London's prestige as a railroad and commercial centre would warrant the construction of a new C. N. R. depot here in the not far distant future. He made no promise in this respect, however, and pointed out that no new stations could be built until more pressing questions had been disposed of.

LONDON UNION STATION NOT PRESENT PROBLEM CITY PLUMBERS ASK CLOSED SHOP

Refusal of Demand Caused Strike of Employees at One Firm.

A strike of journeymen plumbers took place in one large plumbing shop this morning and a walkout of all employees in two other shops was averted only through these two latter concerns acceding to the demands of the men for a wage rate of 40 cents an hour and a closed shop. Noble and Rich is the one shop affected.

The employees of the Wright-Teale Company and J. R. Haslett, along with the workmen now on strike, had set latest they would accept a reply to their requests. The Wright-Teale and Haslett employees were accorded their demand and returned to work this morning, but those of the third concern are now on strike.

When asked this afternoon to comment on the situation, Thomas Rich of the affected firm stated he had nothing to say on the matter.

"Will the demands of the men be met today?" he was asked.

"We have nothing for publication," was the reply.

It is said the last-mentioned firm was willing to meet the request for the 90-cent-an-hour rate, but opposed the idea of a closed shop.

Statistics compiled at the South London weather bureau show that today is the coldest May 20 in five years. A year ago today the thermometer was hovering at 51 degrees, while this morning it registered 34. In 1921 the mercury showed 63, and in 1920 55.

On May 10, last year, it was below freezing, the thermometer showing 25 degrees. Fruit buds were not far advanced at that time, and no damage was reported by the growers.

VICTORIA PARK COURTS NOW IN EXCELLENT SHAPE

Most of the early spring work at Victoria Park has been completed, utilities officials say, and in a week or two summer planting will be under way. The tennis courts are now in fairly good shape, though it will be a few weeks yet before they will be in condition for real fast play.

Officials assert that the popularity of the park courts is greater than ever, even though it was found necessary to introduce an hourly rate for playing.

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WINE FIRM PARTNERS TAKE CASE INTO COURT

Mr. Justice Kelly Will Be Called On To Settle Dispute.

\$3,000 IS CLAIMED

Farmer Enters Action Against Township of Adelaide Following Accident.

A total of sixteen cases have been set down for trial at the non-jury sittings of the supreme court, which open before Mr. Justice Kelly at the court house on June 26.

His lordship will be called upon to settle a partnership dispute in the wine manufacturing business carried on by Stefano Peirone and Sam Badalato.

Mr. Peirone, in his statement of claim, alleges he put \$11,115.65 into the business on Sept. 22, 1922, the wine being manufactured on a farm on the Sarnia gravel road. In September, 1923, he claims, Mr. Badalato refused to give an accounting of the business, and therefore wants the partnership dissolved.

In Charge of Factory.

Mr. Badalato alleges the plaintiff was in charge of the wine factory, and that he removed goods and wares, the property of the defendant.

Mr. Badalato further alleges the plaintiff was paid more than half the compensation agreed on. He counter-claims for an accounting between the parties, and claims the plaintiff is indebted to him.

J. M. Donahue will appear for the plaintiff, and McElroy & Henderson for the defendant.

Henry Brown, a farmer of Adelaide Township, is suing the township for \$3,000 damages as a result of an automobile accident on the night of Oct. 18 last, on the approach of the bridge over Mud Creek.

Claims \$3,000.

Mr. Brown claims he was driving his car about ten miles an hour when the steering gear was wrenched from his hands and the car went over a 30-foot embankment. The plaintiff received severe injuries to his head and neck, which have kept him from attending to his farm duties.

He asks the court for \$3,000 damages to his automobile, \$400 for the loss of the use of the car, and \$2,000 damages for his personal injuries.

Adelaide Township denies any negligence, and claim the road at that spot was in good condition and not dangerous, as the plaintiff alleges.

P. A. Galloway, for the plaintiff, and Ivey, Elliott & Gillanders for the defendant.

M'CRODON'S CONDITION REPORTED MUCH WORSE

Canadian Press Despatch.
Toronto, May 20.—Byron A. M'Craddon, who was shot by a gamekeeper near Cobourg last Sunday while fishing on private property is reported to "much worse" this morning.

No hope is entertained for his recovery. His wife and mother are at his bedside.

FOREST FIRE SWEEPING ALONG THE CARROT RIVER

Canadian Press Despatch.
Saskatoon, Sask., May 20.—A serious forest fire is raging in the Onasewas Forest Reserve, according to word received here last night from the Pas, Man. The blaze stretches along the Carrot River for sixty miles, and Camps No. 1 and No. 2, the warehouse belonging to the Pas Lumber Company are threatened. Several forest rangers were sent from the Pas Sunday, and twenty men and fire fighting equipment were despatched yesterday.

THE RAILWAY OFFER

Is \$1,295,000 a fair price for the street railway?—Can the city afford to buy?—What will the alternatives mean?—School-boys on the city council.

The people of London, represented by the city council, are again facing the question of what to do about the street railway. It is required of each alderman that he examine the question in a businesslike way. Ignorance and prejudice which expresses itself in cheap wit will not satisfy the people whose money is involved, and who deserve an efficient intelligence in their representatives.

The price named by the London Street Railway Company as their lowest offer is \$1,295,000.

This price is reckoned on and includes only the property owned by the company on January 1st of this year. Additions to property since that date, and copies ordered by the company but not yet in use at the time of purchase, would be added to the \$1,295,000 valuation. The extent of this addition would depend on how long after January 1, 1924, purchase is made.

This property is offered to the city "free of encumbrances."

PURCHASING PROPERTY ONLY.

On this point it should be understood that the city is not attempting to buy the street railway company. What is being considered is only a purchase of the company's physical property. The company itself remains in existence and it will be responsible for current and accrued liabilities as well as retaining its assets.

In this case liabilities exceed assets by approximately \$100,000. "Free of encumbrances" means that the city would purchase tracks, cars, buildings and other equipment with no responsibility for the company's debts.

The City of London in considering the purchase of the street railway is in much the same position as John Jones who contemplates buying an automobile.

John Jones would ask himself: Is the price fair? Can I afford it? What will happen if I don't buy?

THREE POINTS TO CONSIDER.

It appears necessary for the city to consider the same three points:

1. Is \$1,295,000 a reasonable price for the railway?
2. Can the city afford to buy the railway at any price?
3. What will the alternatives mean?

The individual citizen is not a railway expert; neither is any member of the city council. An opinion on the fairness of the price must be reached by comparison with other valuations which have been made combined with the exercise of ordinary common sense.

The street railway says its property is worth \$1,295,000 as it stood last January.

Four years ago, in December, 1919, the company said it was worth \$1,721,911. Adding to this figure the new equipment bought in the four years, and subtracting the depreciation which the federal tax authorities have stated, one gets a price today on that estimate of \$1,788,000. This is also reckoned only on property up to January 1, 1924.

Four years ago, on the same date, Sir Adam Beck's hydro engineers valued the railway at \$1,356,036. Adding the same new equipment and subtracting the same depreciation as above, one gets a price today of \$1,560,218, also reckoned on the January 1, 1924, basis.

THREE PRICES COMPARED.

In other words; the three prices, all brought to a common basis of January 1, 1924, compare as follows:

1. Street railway company's first estimate, \$1,788,000.
2. Sir Adam Beck's hydro engineers' estimate, \$1,560,218.
3. Street railway company's present price, \$1,295,000.

The present price is lower than the railway company's first offer by \$491,000 and lower than Beck's estimate by \$265,000. It is safe to conclude from these comparisons that \$1,295,000 is the best offer the city has received; it is not yet safe to conclude that it is the best offer which can be received.

CAN CITY AFFORD TO BUY?

Can the city afford to buy? Much depends on the terms by which the deal could be handled. City Treasurer Bell has explained to The Advertiser that in the event of purchase the street railway would be expected to meet all the carrying and interest charges on the debt issue, so that the people would have no increased tax rate. If the road was for any reason unable to meet both its own operating expenses and the interest charges then either the fares would have to be raised or the tax rate increased.

In other words, it would be expected that the railway would pay for itself, the operating profits being applied to its purchase. If the operating profits were insufficient the citizens would be liable and they would have to make good either through higher fares or higher tax rate.

MAJORITY OF COUNCIL FIND PRICE IS TOO HIGH

Sir Adam Beck Believes a Definite Statement Impossible.

ONLY CURRIE KNOWS

More Information on Equipment and Depreciation Is Urged.

Six of London's aldermen consider \$1,295,000, the price submitted yesterday by the mayor as the purchase price of the London Street Railway "too high, four ask more information on the subject before expressing an opinion and one thinks it a fair and reasonable price."

Aldermen Douglass, Anderson, Drake, Hayden, Bottrill, and Shaw hold the "too high" opinions. Ald. Walsh, Towne, Warren, and Smith wish for more information as to the value of the road and Ald. Frank McKay believes the price submitted is a fair one. Ald. Greer, being out of town, could not be consulted.

Sir Adam Beck, London's member in Toronto, holds the opinion that it is out of the question to say anything definite about the price because there is no way of arriving at a correct valuation of the road and its assets.

"How can anyone say whether this is a satisfactory price or not?" he asked. "No one in the world except Mr. Currie knows the exact value of the road and he won't tell you. There never was a time when the railroad equipment was so highly valued in general and how can the council know either what the company has paid for its used cars or what its pressed value is. They can't. Then the depreciation on the London Street Railway has been exceptionally heavy in the past few years, and there is no accurate measurement of this in the letter the mayor has brought to the council. I don't see how the mayor or anyone else can say anything but that the price is something nobody knows."

The aldermen were asked: "What Please See Page 4, Column 3."

TWO CHILDREN PERISH WHEN HOME IS BURNED

Roberval Lake Residence Is Scene of Early Morning Tragedy.

Canadian Press Despatch.
Quebec, May 20.—Juliette Tremblay, aged eight, and Marie, five-year-old sister, are dead as the result of a fire which destroyed the house in which they lived at Roberval Lake, St. John County, Sunday night. Mr. and Mrs. Tremblay and their eldest daughter, Josephine, with two other children, had great difficulty in escaping.

It is said that Josephine was pouring oil into a lamp in the upper part of the house when the fire broke out. She slipped from her hands, the oil communicating with a stove, and within a few seconds the house was ablaze. The children were asleep and were taken from their beds by Josephine. They slipped from her grasp and were enveloped by the flames. Their charred bodies were found later in the ruins.

JARVIS FIRM PASSES OUT OF EXISTENCE

Canadian Press Despatch.
Toronto, May 20.—The bond house of Amelius Jarvis & Co. passed out of existence today, after about 32 years in business. The firm had been connected with the old firm, and that while several members of the former Jarvis staff are associated with it, no member of the Jarvis firm is in any way interested in it. The company contemplates the establishment of branches in Ottawa and Montreal.

Amelius Jarvis and his son are charged with conspiracy to defraud the Ontario government in connection with the sale of succession duty free bonds of the province.

COL. WILLIAM HENDRIE'S CONDITION IS IMPROVED

Canadian Press Despatch.
Hamilton, May 20.—The condition of Col. William Hendrie, founder of the Ontario Jockey Club, who underwent a serious operation yesterday, was considered favorable today.

FARMER GIVES HIS LIFE TRYING TO SAVE HORSE

Shoal Lake, Man., May 20.—In an effort to save his horse, Charles Stuart Stevenson, 19, was burned to death last night when fire destroyed a barn at the Stevenson farm near here.

WILL PREPARE ESTIMATES FOR MIDDLESEX COUNTY

A special committee of the Middlesex County Council, headed by Warden C. C. Henry of Metcalfe Township, will meet at the county council chambers on Thursday morning at 11 o'clock to prepare estimates for the year, to be presented to the council at the June session which opens June 2.

The largest items of expense the county has to face are for schools and road work.

Other members of the committee are A. L. McDougall, Carleton Place; D. W. Calvert, Dorchester; Duncan Gordon, Delaware; Allan MacPherson, Glenora; A. C. Hodgins, London Township.

Business Conference Will Be Held By S. A.

A business conference will be held at the headquarters of the Salvation Army tomorrow afternoon, Thursday, when business matters in Western Ontario will be dealt with.

Colonel Albert Powley, chief secretary, and Colonel Gideon Miller, field secretary, will arrive from Toronto tonight. The officers will be in London today.