

HOW BOARD OF EDUCATION PLANS ITS BILL FOR 1923

Estimates Prepared For the Members Give Net Total of \$1,205,231.57—Finance Committee of City Council in Doubt—All Figures in Detail.

MAY HAVE TO ASK RATEPAYERS' APPROVAL

Six weeks ago tomorrow the board of education took office for 1923, with the responsibility of spending the public's money to the best advantage of London schools.

It is remarkable that during all this time the ratepayers of London have been given no definite information as to how it is proposed to spend their money. The estimates for 1923 have been and still are kept a mysterious secret by members of the board. The only indication to the public has been given in calculations made by reporters from scanty scraps of information pieced together from various sources.

Surprisingly enough these calculations have been fairly accurate. But they have been incomplete and without definite assurance.

Here are the board of education's total estimates for 1923, compared with the figures for 1922, as prepared by the various committees. And on an inside page of this edition the same estimates are given with all items in detail. These detailed figures are also as prepared by the various committees.

Over a Million.

The net total of estimated expenditures for 1923 is \$1,205,231.57. This total is made up of the estimates from four committees: numbers one and two on public schools, number three on the Central and London South Collegiate and a special committee on the technical high school, plus the board's building program for the year.

These committee totals are as follows:

Committee	1922	1923
Numbers one and two (public schools)	\$616,955.77	\$616,955.77
Number three (collegiate)	211,172.76	211,172.76
Special committee (technical high school)	104,973.04	104,973.04
Building program (including Empress site)	272,100.00	272,100.00
Total	\$1,205,231.57	\$1,205,231.57

These net totals are obtained by the board by subtracting from their gross estimated expenditures the probable receipts, as shown in the statement prepared for the members themselves.

SUMMARY.

1922	1923
No. 1 committee	\$409,736.00 \$435,750.00
No. 2 committee	\$207,219.76 \$207,219.76
Interest on debentures	75,249.68 75,249.68
Taxes	30,807.91 32,883.24
Sinking fund	1,500.00 2,000.00
General	\$600,319.59 \$640,802.77
Probable receipts	18,091.00 23,817.00
Net appropriation	\$582,228.59 \$616,955.77

SUMMARY.

1922	1923
Central Collegiate	
Estimated expenses	

AGED MAN SEEKS HAVEN IN LONDON PRISON CELL

Death of Life Mate Leaves William Bradbury Homeless and Penniless.

When the death of his life-mate left him homeless and penniless, William Bradbury, 70, decided that the best way to survive was to turn to the police station and to his own request he was sentenced to two months in the common jail on a vagrancy charge by Magistrate A. H. Graydon in police court today.

Ten minutes before the police court opened this morning Bradbury walked to the police station and told his wretched tale to the desk sergeant. In order to give his wife a decent burial, he had spent the last of his savings, he said, and he was without means of maintaining himself.

Would the sergeant classify him as a vagrant and send him to the court, he asked. The sergeant granted his request.

Before Magistrate Graydon, the aged man repeated his story in detail. He asked that he be given a haven from the inclement weather. When the term of two months was imposed, the old man's face brightened. He had seen better days—had earned good money in his time. In his younger days jail had been regarded by him as a place to shun. Today it meant much to him. It spelled warmth, food and home.

BITUMINOUS COAL MINERS WILL SIGN WAGE CONTRACT

Associated Press Despatch. Washington, Feb. 14.—Bituminous coal operators and officials of the miners' unions in nearly all the unionized mining districts of the United States have followed the lead given by all the representatives in the districts of Illinois, Indiana and Ohio by signing wage contracts fixing pay conditions for the employees for the year beginning April 1, according to a statement today by Ellis Seales, editor of the union's official journal.

JUVENILE COURT JUDGE APPOINTMENT DELAYED

Assurance Given Attorney-General Will Await Recommendation of Council.

In a wire to The Advertiser this afternoon, Dr. Hugh A. Stevenson, Labor M.P. for London, takes direct issue with Mayor Wenigke relative to the latter's assertion at yesterday's meeting of the finance committee, that "he did not mention the chairmanship of the juvenile court to the attorney-general."

The message today from the member from London follows. It speaks for itself:

"Same as you said no 1 and not to report back with power. Have it in my note."

"H. A. STEVENSON."

No juvenile court judge will be appointed until after the city council makes its recommendation. Assurance was given that the attorney-general would be awaiting the recommendation of the council.

While Mr. Raney was not expected in until later in the day when The Advertiser called, Mr. Middleton, one of the solicitors in that department, said that the attorney-general was to be accompanied with the latest development in London immediately following his return.

Mr. Middleton expressed the unofficial and personal opinion that it hardly seemed proper that the mayor should ever enter that he was representing the city council in the juvenile court. It would be a disgraceful thing to be given official authorization, had been positive that no appointment would be made as yet, and intimated that none would be now until details as to the latest turn of events locally were available.



E. R. DENNIS DENIES POLITICAL PLOTTING

Makes Clear His Position in Last Municipal Election Campaign.

Mr. E. R. Dennis, prominent London Conservative, takes vigorous objection to the story published on Monday regarding his political position in the city.

In an interview with The Advertiser this afternoon, Mr. Dennis denied the previous information that he aspired to the leadership of the London Conservatives, and that to that end he had taken united action with his supporters in the last municipal elections to injure the prestige of other members of the Conservative party.

Disinter Seaman In Jewel Search

Police Sift Rumor Russian Crown Gems in a Grave.

Associated Press Despatch. New York, Feb. 14.—Preparations were made this morning to open the grave of Seaman James Jones in Brooklyn, to determine the accuracy of a report that his casket contained Russian crown jewels.

A military guard has been on duty since a month at the cemetery. No one will be permitted to witness the disinterment except the military and agents of the United States treasury department.

The story under investigation was that the jewels had been smuggled into this country in 1920 in the coffin of the sailor who died on the transport Edelynn at Gibraltar, August, 1920, while the vessel was on its way from Vladivostok to the United States.

ITALIAN IS RELEASED ON PAYING \$1,000 BAIL

Consul at Hamilton Will Take Up Case Through Diplomatic Channels.

Associated Press Despatch. Buffalo, Feb. 14.—Justice Hinkle yesterday in supreme court consented to the release on \$1,000 bail of the Italian consul at Hamilton, Ontario, held as a material witness in the murder of John Scabione here on February 4.

Counsel for Miceli argued for his unconditional release, on the ground that he had been brought across the line from Canada under duress, and that the consul at Hamilton, Ontario, held as a material witness in the murder of John Scabione here on February 4.

Both sides have formed a field distemper campaign to discover the cause of distemper, the mysterious disease which causes the death of thousands of dogs annually.

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DEMANDS STATION BE PROVIDED FOR BYRON RESIDENTS

Captain A. G. Elson Claims No Shelter Given by Street Railway.

CHILDREN IN COLD Declares No Extra Help Is Provided To Keep Spring-bank Line Open.

This morning's sullen blizzard, coupled with a long wait for a Springbank car at the Byron loop, was the incentive that caused Captain A. G. Elson, a Byron resident for years, and ex-councilor, to reach out for his telephone shortly after reaching his office, and seek some official of the street railway company on the other end of the line. His complaint—Captain Elson claims that the complaint is the common complaint of the entire Village of Byron—is that there is absolutely no shelter at the loop to protect the villagers from the weather.

The first car he said, is scheduled to leave the loop at 7:10. This morning, due to the extreme weather, it did not leave until 7:40 and then only to back its way to the covers, which point it reached at 8:22. Then Captain Elson took a taxi into the city.

"The eight o'clock car carries the children into the city to school," said the captain, "but the line was still blocked at 8:35, when I passed the car I had previously left. Those children, it is safe to assume from past experiences, were still standing at the loop, in the hope of seeing their car put in an appearance."

Demands Shelter.

"It would be unreasonable to make complaint over the fact that the cars were not running on time—blizzards are things we can't help experiencing at times—but it is reasonable to demand some sort of shelter there to protect street railway passengers from frozen fingers and toes and even pneumonia."

The Advertiser was present when Captain Elson got into contact with R. G. Ivey vice-president of the London Street Railway. Captain Elson explained the situation to Mr. Ivey and pointed out that cases of severe frost bites had been reported to him. The sentiment had reached a point where, said Captain Elson, if no satisfactory action was taken, he would appeal to the Street Railway Company, then the matter would be presented before the city council.

"This morning was just what I would call a very fair example of what the people of Byron have been putting up with for years," said Captain Elson to Mr. Ivey. "We have taken the matter to your company several times and nothing has been done."

Complaints Not Received.

Mr. Ivey's answer (Captain Elson later said that Mr. Ivey claimed the complaints had never been brought to his attention) was that he had received from the captain: "That's funny, complaints have been made during the last five years. I've heard hundreds of complaints during random weeks, myself. Why the Humane Society would not let you leave horses in the street, but you have been ignoring the need, possibly because all that has been done is complaint."

Mr. Ivey was then informed that a formal, personal letter would be mailed this morning, under the name of the captain, to the company, and that the captain would not let you leave horses in the street, but you have been ignoring the need, possibly because all that has been done is complaint."

FOUR LITTLE CHILDREN DIE IN BURNING HOUSE

Mother and Babe Injured in Jump From Second-Story Window.

Associated Press Despatch. Pine City, Minn., Feb. 14.—Four small children, under 12 years, were burned to death last night in a fire that destroyed their farm home twelve miles northeast of here.

The mother, Mrs. Gibbs, jumping with it from a second-story window, was killed. The father, who was with the head and body and may not live.

POSTPONE BONSPIEL.

Owing to the city curling championship being played on Friday of this week the weekly bonspiel of the London Curling Club will be held at 7:15 Thursday night, instead of this afternoon.

The city championship will be staged at the Thistle Curling Club.

URGES ENGINEER'S VACANCY BE GIVEN PROPER PUBLICITY

Drake Opposes Appointing a Man Guaranteeing To Dispense With Five Offices.

CHILDREN IN COLD MIGHT GET BETTER

Members of the finance committee view with certain misgivings the recommendation of a city engineer emanating last night from the board of works. This position should have been properly advertised, they assert.

Ald. Gordon Drake, Ward 3, is quite frank in his assurance that he will fight in the council against any move that would tend toward the appointment of a city engineer who might be going into office with a guarantee that he would dispense with the five positions.

"The members of No. 1 committee do not want to be interfering all the time," he stated, "but I tell you now that we will and quickly too, at our next session of the council. I want things in the open, as well as Mayor Wenigke, and I maintain that this position should have been advertised for."

"They are going too far in the board of works. Things can't be done in that way, and we don't want to see these five positions eliminated if they are needed to carry on. I want things in the open, as well as Mayor Wenigke, and I maintain that this position should have been advertised for."

Ald. Albert Judd, chairman, also adheres to the contention that the position should have been advertised first. "That is my opinion," he stated. "There are no doubt a number of competent engineers in the country who would consider the vacancy, as it has never been advertised. All should be given an opportunity to apply and submit their qualifications."

George Burdick, another member of the committee, also calls attention to the fact that the recommendation will have to go to the council for approval.

PRESENT IMMIGRATION ATTITUDE IN DISTRICT

Members of Western Ontario United Trade Boards Interview Minister.

To register the attitude of London and Western Ontario United Trade Boards on immigration, a large delegation is today interviewing the minister of immigration in Ottawa.

The committee representing these bodies is taking along with it the proposals of the local Chamber of Commerce. These request the government to attempt to secure a class of English immigrants who would be a benefit to Canada, and who would realize the responsibilities of citizenship.

The classes of immigrants most needed in the country are, according to local opinion, domestic agricultural labor, poultry, women, women for work on fruit and vegetable farms, boys, single men, rural craftsmen, and men of means who would buy improved farms in the settled portions of Eastern Canada.

SAYS CHILDREN SEIZED ON HOSPITAL GROUNDS

McClarty Declares Wife Outwitted Sisters at Hamilton Institution.

Special to The Advertiser. Hamilton, Feb. 14.—William Frank McClarty of Stratford, was not with his wife when Mrs. McClarty's children were seized on the grounds of St. Joseph's Hospital here Sunday between six and seven in the evening and made her own famous get-away with her son and daughter.

The escape of Mrs. McClarty did not take place on the street but in the grounds of the hospital. Mr. McClarty was half a mile from the place at the time. He was in his hotel.

These facts were made quite plain today when Mr. McClarty, in an interview with The Advertiser, emphatically denied the statement made by J. C. Makins, Mrs. McClarty's counsel, stating that the mother did not "whisk away the children from before their father's eyes."

"The first time I knew Mrs. McClarty had secured the children was when the Mother Superior at the hospital telephoned me Sunday night between six and seven," stated Mr. McClarty to The Advertiser.



PRINCE AND PRINCESS OF GREECE.

Prince Andrew of Greece, brother of the late King Constantine, banished from his native land, is now visiting Canada, accompanied by his wife, Princess Alice.

CATHOLIC LOSSES BY FIRE INCREASE AS CHURCH BURNS

Beautiful Old Trinity Cathedral in Montreal Destroyed by Flames.

FOURTEENTH IN YEAR Edifice, Recently Purchased From Anglicans by Syrians, Was Under Repairs.

Special to The Advertiser. Montreal, Feb. 14.—Old Trinity Church, noted as one of the most beautiful edifices in Canada, was destroyed by fire of undetermined origin early today. The flames, fed by their way to the tips of the tall steeple, lighted up the entire west end of the city, and were watched by thousands of Mardi Gras revelers ending their present merry-making.

The fire was discovered about 1:30 a.m., while Place Viger Square, where the church is located, was crowded with home-going crowds. After the steeple had blazed for three hours, the upper 50 feet collapsed, throwing showers of sparks in every direction. An investigation to determine the origin of the fire was begun immediately by both public and church authorities. The fire climaxed a series of similar ones, many of which were declared to be the first Catholic church in Canada in the last few months.

Old Trinity Church was recently bought by the Syrian Catholics of Montreal from the Anglican Church authorities for \$70,000, and workmen were preparing for the first Catholic service, which was to be held March 11.

The burning of Old Trinity brings to fourteen the total Catholic edifices destroyed by fire in Canada since March 29, 1922. Other famous buildings in this list include the Shrine of the Sacred Heart, Quebec; St. Boniface College, Winnipeg; the Sulpician Church at Oka, Quebec; the historic Notre Dame de La Recouvrance, Quebec; and the Good Shepherd Convent at St. George Beauce. Incendiarism was suspected in several of these cases.

The loss totals more than \$200,000.

An unofficial report was that the fire was caused by heating apparatus for drying out the new plaster on the walls.

Before the church was turned over to the Catholics by the Anglicans, the original owners, removed all the works of art. Regiments of flags which had been placed in the church almost sixty years ago, were also taken out.

BLIZZARD HAMPERING MOVEMENT OF TRAINS

G. T. R. Experiences Difficulties in Maintaining Schedule of Passenger Trains.

Railroad crews arriving in the city this morning report that the snowstorm is far worse north and east than it is in the vicinity of London.

A blizzard rages on the Huron and Bruce line of the Grand Trunk Railway, crew members say. The wind is coming from the west, and is blowing the snow right across the tracks in that territory, greatly hindering the moving of trains.

Up till noon today, only one snow-plow had been sent out on the G. T. R., and it was ordered to Wingham. Local road officials do not look for any difficulty in keeping the lines clear, however, but will keep plows ready for immediate service.

London officials of the Canadian Pacific Railway told The Advertiser this morning that so far the storm has not caused any serious delay in the movement of passenger trains on the Grand Trunk and all were behind schedules from fifteen minutes to an hour.



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SEEK TO ABOLISH VOTING BY WARDS IN CITY ELECTIONS

Ontario House Introduces Bill To Give Proportional Representation on Councils.

EXPECTING SUCCESS New Act Will Give Every Class a Voice in City Government.

A bill providing for proportional representation in municipal elections has been introduced in the Ontario Legislature, which, if passed, will revolutionize methods of conducting city campaigns. The provisions of the bill were outlined to the London Chamber of Commerce yesterday by a government official.

It contains a number of novel features. Apparently the Draft cabinet confidently expect it to be introduced or they would not have described the duties of municipalities so fully in the event of the bill passing.

Any sect or unorganized element having certain uncommon opinions may be represented on local councils by securing a petition for the election of any one man that is signed by five per cent of the electors. This, of course, is dependent on the approval of the people as expressed under the new plan. As many of these names as desired may be put before the ratepayers, and the new council would comprise the twelve persons getting the largest number of votes.

This would do away with the ward system at present in operation, and would prevent a source of contention of the public viewpoint. Officials point out that under the present arrangement minorities are not represented at all, and frequently alienated names as desired may be put before the ratepayers, and the new council would comprise the twelve persons getting the largest number of votes.

If the bill passes and the municipality of London gives assent to it, an entirely new system will be inaugurated. All elements, sects, and shades of belief will have a voice in civic affairs through the use of the first, second, third and fourth choice provisions contained in the measure.

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No. 162, due in London from the west at 10:35, was 50 minutes late, and No. 12, due at 11:05 and No. 6, due at 12:15, were 40 minutes and 35 minutes late, respectively.

STREET RAILWAY MAY DEFY ORDER AGAINST NEW CAR

R. G. Ivey Claims Company Is Merely Seeking To Satisfy Demands For Service.

ARE STILL OPERATING Engineer Has No Orders Yet To Ban Coaches From Streets.

It is quite possible that the London Street Railway Corporation may ignore any order from the city councilors to halt immediately the operation of "one-man safety" cars.

The latter type of vehicle is still in service today, and R. G. Ivey, vice-president of the company, while obviously unwilling to make any definite statement, expressed the opinion that "even should a bylaw be passed, the city engineer in that effect, as ruled by the finance committee yesterday, they would more than likely consider first the interests of the general public."

"We have obtained permission from the city council of 1922. A resolution was passed last year. We were not, naturally, that the aldermen desired increased service for the public. That was why we purchased the cars and placed them in operation. We are merely seeking to serve the public."

Resolution Irregular.

That the resolution passed by the council is out of order is the opinion expressed by City Engineer H. A. Brader. To The Advertiser he cited extracts from the city charter, in agreement with the company, wherein it states clearly that he must first be consulted as to any proposed additions to the company's rolling stock.

This was not done by the members of last year's council, he states, pointing out, however, that had he given a decision, the company has the right to appeal to the city council.

"If I now order these cars off the streets, does the company will have its opportunity to appeal," he explained. "They cannot appeal now, as I rendered no opinion in 1922 or was asked to, in accordance with the bylaw."

Keeps Plans Secret.

The city engineer reported that he had received no official notification as yet from the company, but he was asking as to what he proposed to do when this reaches him.

While acknowledging that there might be some question as to the legality of the resolution, Mr. Brader, chairman of the finance committee, submitted that, even if this legislation is out of order, it is all the more reason why the city engineer should order the cars out of operation without delay once he receives official instructions.

22 MONTREAL CITIZENS DIE IN WEEK OF GRIPPE

Dr. Boucher States Mortality Too Great For Number of Cases Reported.

Canadian Press Despatch. Montreal, Feb. 14.—There were 27 cases of grippe in this city last week, with 22 deaths, according to the weekly report published by Dr. Boucher, director of the city health department. In the hospitals there have been 168 cases of grippe since the beginning of the year, with 24 deaths.

"The mortality," said Dr. Boucher, "is obviously too great for the number of cases reported, and he claimed that the high mortality is due to incomplete reports from physicians in Montreal. Of a total of 267 deaths last week, 63 persons succumbed to pneumonia and bronchial pneumonia."

THE WEATHER

FORECASTS.

Today—Westerly gales, becoming very cold; snow flurries.

Thursday—Strong westerly winds; fair and very cold.

The area of low pressure is now centered in the Ottawa Valley, and the western high pressure, accompanied by very cold weather, is spreading over the Great Lakes and Middle States.

The temperature is unusually low in British Columbia, and heavy snowfalls have occurred along the coast.

Temperatures.

Stations	High	Low	Weather
Vancouver	18	16	Snow
Calgary	14	10	Clear
Port Arthur	18	16	Cloudy
S. M. Marquette	18	16	Snow
Toronto	18	16	Snow
Kingston	18	16	Snow
Ottawa	18	16	Snow
Montreal	16	8	Snow
Quebec	16	8	Snow
Peterborough	16	8	Snow
St. John	16	8	Cloudy
Halifax	16	8	Cloudy

LOCAL TEMPERATURES.

The highest and lowest temperatures recorded in London during the 24 hours previous to 8 a.m. today were: Highest, 28; lowest, 16.

Barometric Readings.

Tuesday—8 p.m., 28.95.

Today—8 a.m., 28.18.