

## WEST LONDONERS OPPOSE PLANNING

Want Wharnciffe Road Made  
First Business Section  
From End to End.

West London ratepayers registered two concrete objections to the proposed town planning bylaw at the public meeting held last night in Empress public school.

The residents of the district are desirous of having Wharnciffe road made a first business section from end to end and also of having the privilege of reconstructing, upon similar lines, buildings burned down, whatever type the buildings happen to be or wherever they happen to be situated.

Col. Ibbotson Leonard, vice-chairman of the town planning commission, presided at the meeting, at which two or three of those present condemned the whole scheme. The discussion arising out of the explanation made of the zoning plan by Col. Leonard and Horace L. Seymour, town planning engineer, indicated that an extensive program will have to be carried out before the plan can be finally approved by the people.

**Lead in Attack.**  
R. A. Y. Stinchcombe and Harry Parker led in the attack on the zoning plan, while Ald. Linnell and Ald. Bottrill, speaking as ratepayers, lent their support, or at least constructive criticism of the plan.

Opposition to the scheme developed when Mr. Stinchcombe said that he had lived in London since 1870, and that during that time nine-tenths of the business section of the city had changed but little.

"There isn't any necessity for this thing at all," he declared, "and who is enthusiastic about it anyway?"

"No one," was the reply from one member of the audience, "someone wants a change."

"You talk about taking in London township," pursued Mr. Stinchcombe, "you need men to plow the land and sow seed. Henry Ford says that if you keep going the way you are, you won't have any industries at all."

"If you keep up your tax rate much longer, you won't need any town planning," emphatically asserted Mr. Stinchcombe. "You would think that you were a metropolitan city like New York, instead of a small inland city and the county town of Middlesex. You are one-quarter the size of Toronto, and you haven't one-tenth of the population."

**Right in Houses.**  
"In Chicago they are building garages right in the houses, and yet here in West London you want them put 60 feet back from the street line."

"It is just such men as that who keep London back," said Ald. Linnell, rising to his feet with spirit.

Making it plain that he was speaking as a ratepayer, Ald. Bottrill inquired as to the factory area in West London, and advised that at least provision be made for the rebuilding of the two small light industrial concerns now in the district should either or both become a prey to flames.

"Remember the smoke nuisance," interjected City Engineer W. P. Near, "we have had some complaints of that already."

"As far as I can make out from the unemployment conference we had at Toronto today," replied Ald. Bottrill, "it is smokestacks that we want. The situation is very bad, but in London it is not nearly as bad as the other cities."

Ald. Bottrill urged that the length of Wharnciffe road from Thames to Thames be made a first business section. Since a number of those present expressed the opinion that such action should be taken, the objection was noted, and will be brought before the planning commission.

**Work Wanted.**  
"It's work we want, not charity," declared Harry Parker. "We get up at 4 o'clock, and even then we can't get to work by 7 o'clock because of your old street railways. What does it matter where a man puts his factory? Let him put his factory anywhere. We don't want to be like Toronto or Detroit, where you have to go 17 miles to work."

Ald. Bottrill expressed disagreement with Mr. Parker on the point of putting factories anywhere and everywhere, while Mr. Seymour observed that the zoning scheme was to prevent a factory being built in a district not suited for such purposes.

"There is plenty of area at present for factories," pointed out Mr. Seymour, "and there is plenty of land set aside to take care of the needs of the future in this connection in the east end of the city. We aren't forming new industrial areas and we aren't keeping factories out."

**BOWLERS MEET.**  
With two teams in the Y. M. C. A. bowling league tied for first place, a lively session is promised tonight at Mitches' alleys, when the opposing teams meet. The Leaders' corps and the Junior Businessmen have each won eight games and lost one. They head the list of six snappy teams.

Following is the standing: Leaders' corps, won 8, lost 1; Junior Businessmen, won 8, lost 1; Young Men No. 2, won 5, lost 4; Young Men No. 1, won 3, lost 2; Y. M. C. A. Men, won 1, lost 7; Seniors, won 1, lost 8.

**Notice To Advertiser Subscribers**  
Owing to a recent ruling governing the buying of newspaper circulation by advertisers, subscriptions more than three months in arrears are not counted.

In order to maintain the present subscription price of less than 10c a week, delivered by mail, it is necessary to comply with the above regulation.

On February 15th all subscriptions more than three months in arrears will be discontinued.

Kindly examine the label on your paper and forward your renewal so as to avoid any interruption of your service.

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It has been a pleasure to serve you in the past, and we hope you have enjoyed reading The Advertiser. May we look forward to your renewal order by an early mail?

## ADVENTIST BAND AWAITING END OF WORLD TOMORROW

Two Perish  
In Mud Slide

Associated Press Despatch.  
Nelson, B.C., Feb. 5.—At 5 o'clock yesterday morning a snow and mud slide demolished the ranch house of John H. Hoyle at Queen's Bay, overwhelming the portion of the house in which Mr. and Mrs. Hoyle were sleeping and burying them. The bodies were recovered and buried, and the bodies will be re-located this morning. The house was at the foot of a ravine.

## SAILESS VESSEL BEGINS FIRST TRIP TOMORROW

Concluded From Page 1.

tion of the wind, serve to drive the vessel over the seas at an average speed of four and a half knots. The cylinders make 120 revolutions per minute and are said to produce about 15 times as much motive power as that needed to move a fully equipped sailing vessel of the same size.

Experiments carried on since November, 1924, have substantiated Flettner in his theory of the propelling powers of air currents. Skeptics shook their heads at first and said the favorable water currents were aiding the motion of the Buckau. But Flettner convinced the more outspoken that something hitherto unknown was brought into play to drive the ship. His knowledge, after long years of study in aerodynamics, convinced him that a previously pronounced Magnus law pertaining to the component effects of air currents, could be applied practically, especially to navigation.

**Has Speed of Tramp Steamer.**  
Explaining his discovery and its application, Flettner cited the phenomenon familiar to nautical men that a wind current striking the surface of a sail divides itself equally on both sides. A so-called circular current results from the division. On one side of the sail it flows with the original current, and on the other against it; great power is generated where the artificial force united with the natural current.

Physicists have indicated that revolving cylinder produces the same effect as the push of a sail. It had been shown previously that a revolving cylinder produces a revolving current, and Flettner's idea received its push forward from the side. Utilizing this principle, Flettner set out to harness air currents to surface of a forward cylinder.

Flettner predicts no revolution of nautical laws or methods of navigation from his invention. He is satisfied that the simplicity of his idea will mean a great saving in fuel required to transport slow freighters. His ship has the speed of an ordinary tramp steamer or sailing craft.

By reversing the direction in which the cylinders revolve the ship can be made to sail backward. Only 29 horse-power is necessary for the motors turning the stacks. The Buckau carries an auxiliary motor to get in and out of harbors.

Flettner has convinced navigation companies of the practical value of his invention, and one ship company has already planned to construct ten new freighters of about 10,000 tons each to be equipped with the rotor mechanism. The device is deemed of such economy that a saving of as much as 60 per cent in fuel is expected.

**May Be Boon On Farm.**  
Already experts are experimenting with the rotor principle in its application to aerodynamics. Flettner negotiated with the Goodyear-Zeppelin Company to determine the value of his invention to aerial navigation.

The national physical laboratory at Teddington, England, is reported to be carrying on 18 separate experiments with the rotor principle, testing its use for aerodynamics. Much research work must be undertaken, it is said, before power developed by revolving cylinders can be used to drive aircraft.

The experiments are with the rotors placed horizontally along the faces of the wings.

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**COMMODOUS NEW Y.W.C.A. IS EXPLAINED TO CLUB**  
Many of the attractive features of the proposed building for the local Y. W. C. A. were the substance of an address given by Miss Morton, general secretary of the Y. W. C. A., before the members of the Y's men's club at the Y. M. C. A. last night.

Miss Morton spoke of plans which included a commodious lounge and reception rooms, a cafeteria, swimming pool, gymnasium, club rooms, and a cheerful entrance.

Mrs. E. J. Jenkins was the soloist. Gus Penny played the accompaniment. Twenty members were present.

Robert Reidt, the Self-Styled  
Apostle of Doom, Leads  
in Prayer.

GOING TO HILLTOP

Associated Press Despatch.  
New York, Feb. 5.—Praying, fasting and singing hymns, a little band of Seventh Day Adventists on Long Island today are confidently awaiting the approach of tomorrow—which they believe will be the doomsday of the world.

Led by Robert Reidt, who calls himself the apostle of doom, and who for fourteen years has been expecting the end of the world, the little group of thirteen men, women and children—including a family of four—were expected to be taken in a cloud chariot to the woods near San Diego, Cal., where they say the 144,000 "chosen of the Lord" will be gathered together. All other people will perish, according to their predictions.

Leaders of the regular Seventh Day Adventists' church have declared that those who have accepted the date of the millennium for tomorrow are laboring under a misconception of the church's belief. The date, they say, is "extremely premature."

**SCHOOL ATTENDANCE  
JUMPS IN FEBRUARY**

January Record Broken When  
Figure Mounts to 90.4  
Per Cent.

Records for average attendance in the public schools for the month of January were broken during the month just closed.

Of the 8,565 pupils enrolled the average attendance was 7,748 pupils or 90.4 per cent.

In January the average attendance of an enrollment of 8,553 pupils was 7,376 pupils or 85.9 per cent.

Since the first of the year the attendance officer, M. M. Sims and Miss Dailly, school assistant, have been utilizing half time for the visitation of the schools and the homes in order to bring about the highest possible regular attendance on the part of the pupils.

In creating a record for January of 90.4 per cent the results have proved gratifying to the officials.

While not a record for average attendance, May, June, October and November being the best months of the school year for attendance, January's record this year is recognized as a particularly splendid showing in view of the prevalent illness.

In grades I to VII in which the enrollment was 7,221 the average attendance was 7,063; kindergarten, enrollment, 728; attendance, 555; auxiliary classes, enrollment, 116; attendance, 59.

**RAILWAY FARE CUT  
IT WILL BE CUT  
APPEARS CERTAIN**

Concluded From Page 1.

before the council for that, and then get a hearing from the railway board," Sir Ada pointed out.

"And how long could the five-cent fares be retained?"

"That's another matter, which could only be decided by the railway board," the London member said.

**Not Retard Plan.**  
Statements by Sir Adam indicated that the financial condition of the road would not retard the resumption of the old fares, under existing agreements.

No definite steps have yet been taken to bring the street railway matter before this year's council, except the action on the mayor's inaugural memorandum on the matter. The question is bound to be broached before the end of the month, as there are only two more council meetings before the five-cent fares agreement lapses.

Ald. Frank McKay is inclined to favor the resumption of the old rates of fares, pending a vote by the citizens on the matter. He states that the people should decide the matter and that it is not fair to the municipality to seek even a temporary extension of the present fares.

**Temporary Extension.**  
It is understood that an act of council, giving the Ontario railway board, would permit a temporary extension of the present rate of fares.

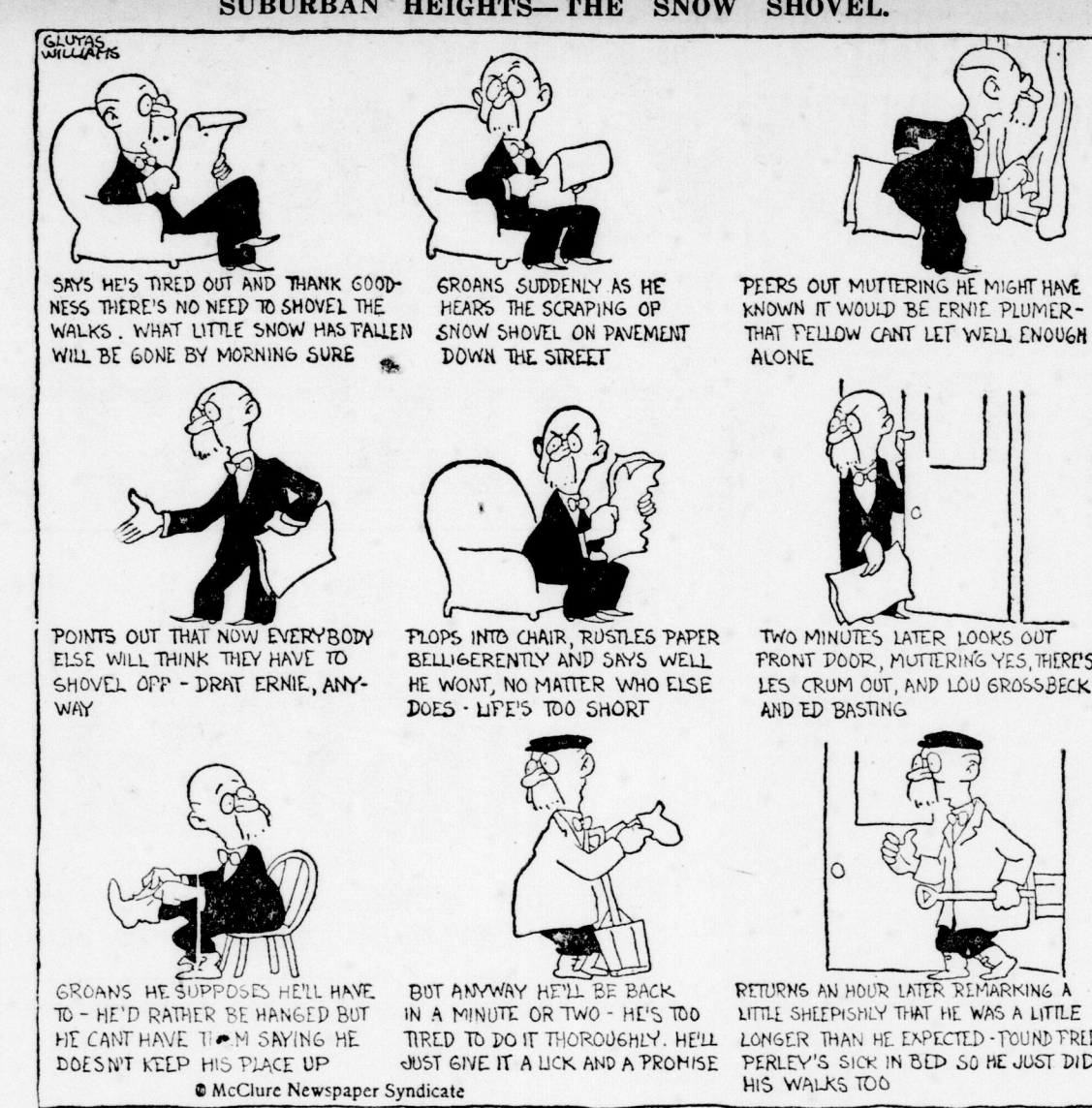
"It will be the duty of the council to ask that they (the lower rates) be returned on March 8," is Mayor Wenig's statement, who, however, suggests that later developments will make further legislation necessary.

"In the meantime it is our duty to see that the act is carried out."

According to the annual financial statement of the company, depreciation of \$35,423.16 has been written off and deducted from the gross income for 1924. Dominion income tax amounted to \$2,893.16 and interest on bonds and loans and city taxes totalled \$34,620.53. The bonded debt of the company has not been reduced during the past three years, though it was expected that it would be reduced to \$360,000 by 1924. According to the Bunnell report of several years ago, 50 per cent of the outstanding bonds were to be taken in by this year. The company is \$115,000 short of completing this agreement as, according to their reports, no bonds have been taken up for three years.

The company values its assets at \$1,723,503.28, which includes improvements costing \$34,897.65, made during 1924.

**DIRECTORS MEET.**  
Operations of the London Street Railway Company during 1924 provided a net income of \$33,903.16, but no dividend will be paid to shareholders. At the annual meeting of



## 'Take Your Holiday In Canada' Advises Noted Britisher

Associated Press Despatch.  
London, Feb. 5.—"Take your holiday in Canada instead of going to Switzerland or the Riviera," was the advice given British businessmen by Sir Ernest Petter, president of the British Engineers' Association, who has just returned from a lengthy visit to Canada, profoundly convinced of the fine openings the dominion offers British trade, if only the businessmen at home approach the matter in the right way.

According to the Westminster Gazette, Sir Ernest said that English businessmen showed a lamentable lack of enterprise in not visiting Canada. He described Canadians as the finest hosts in the world, as they furnish unlimited hospitality and all manner of healthy sport and recreation. He also recommended Britishers to invest freely in Canadian public companies, adding that such capital was needed and that it would create a valuable sentiment.

**JUDGMENT RESERVED  
IN BUILDING ACTION**  
Plaintiff Seeks To Stop Erection of Proposed Gasoline Station.

Judgment was reserved at 1 o'clock today by Mr. Justice Rose in the supreme court action of Esther Besinnett against W. J. White for an injunction to restrain the latter from erecting business premises on a lot adjoining plaintiffs' property.

Mrs. Besinnett claimed that when she sold the lot to a Mr. Brown it was agreed that no store would be built on the property. Brown sold the property to White, and the plaintiff claims that the restriction still holds good.

Examined by J. W. G. Winnett for the plaintiff, Mr. White admitted that he had received a permit for a gasoline station before the deal for the land was completed.

Other witnesses were W. J. Brown, Charles Bending and Septimus Brown.

Henderson acted for the defendant.

**PRIDE OF LONDON.**  
Pride of London Circle, A. O. F., met last night to make plans for the entertainment of Victoria Circle, 112, of St. Thomas, on the occasion of the next regular meeting, Feb. 18. The London circle expects to initiate new candidates on this occasion. Following the meeting, ten games of euchre were played, with twenty tables in progress. Mrs. Warwick and F. Grumwell were the winners of the first prizes, and Mrs. C. Brown and F. Powell of the second. Following cards, supper and dancing was enjoyed.

shareholders yesterday it was declared that an earnings of 5.32 per cent for the year ending Dec. 31, 1924, amounted to \$665,302.15, a decrease of \$28,109.02 as compared with 1923. Operating expenses amounted to \$546,364.09, a decrease of \$25,718.00.

Net earnings from operations amounted to \$118,938.06. After deductions for fixed charges, depreciation and income tax, the balance for net income showed a decrease of \$8,262.54 from 1923.

President Charles Currie of Cleveland reviewed the improvements in property made during the year. He pointed out that the company had reconstructed its line on Wellington street from Horton street to the Wellington bridge. Double track on Richmond street, between Bathurst and Horton streets, was also relaid. Two new Peter Witt cars were purchased, making five of this type now in operation. Approximately 40 cars were repaired.

On a mileage basis revenues showed a decrease of six-tenths of a cent a mile.

Charles Currie was again chosen as president. R. G. Ivey as vice-president and Leonard Tait as general manager and secretary-treasurer. Mr. Tait was named as a director, replacing C. B. King, who resigned as manager last September.

Other directors than these three officers are H. H. Allen, Cleveland; P. W. D. Broderick, Toronto; W. M. Spencer and J. C. Elliott of London. Mr. Allen was not present at yesterday's meeting.

## CONGREGATIONALISTS REPORT GOOD YEAR

Rev. H. B. Storey Tells Southern Church Congregation of Financial Standing.

Satisfactory reports of the year's activities were heard at the annual meeting of the Southern Congregationalists church last night.

The pastor, Rev. H. B. Storey, delivered a brief address emphasizing what the church stood for and how the different organizations of the church should work together in harmony. Mr. Storey commented upon the financial year as being a gratifying one in view of the general conditions which had maintained during the past year.

Reports from the various church organizations were given as follows: Congregational reports and secretary's report, L. R. Anderson; treasurer's report, B. Wherry; Christian Endeavor, Mrs. Florence Thomas; Circle of Home Industry, Mrs. M. Todman; Women's Auxiliary, Mrs. W. Walton; Mission Band, Miss Edna Bellon; Missions Circle, Mrs. R. Rodda; choir, Miss Minnie Bacon; Men's Brotherhood, Albert Noble.

Officers were appointed for the ensuing year as follows: Congregational secretary, L. R. Anderson; congregational treasurer, B. Wherry; organist, Miss J. Claris; deacons, W. Claris, D. Wherry, Gordon Sanger, Georgeason, J. E. J. Jeffery, L. R. Anderson, Dr. H. Taylor; managers, S. Jeffery, Dr. H. Taylor, Mrs. W. Claris, Mrs. W. Hilton, H. W. Georgeason, J. E. J. Jeffery, L. R. Anderson, Dr. H. Taylor; ushers, R. Billings, G. Fungar, C. Flannigan, R. Rodda, W. Pelton; press correspondent, Mrs. W. Powell.

**HOUSEHOLD DEPARTMENT  
HAS LARGE ATTENDANCE**  
An average attendance of 1,271 pupils is noted in the household department of the public schools for the month of January, according to the report of Miss L. Craig, supervisor of the department. There were 1,355 pupils enrolled in the department during the month.

There was an average attendance of 49 students in the household science classes in forms 1A, B and C in the south collegiate institute during the month. The enrollment for these latter three classes totalled 57 students.

In the public schools the work is largely confined to grades VI, VII and VIII, in which the average attendance was 398, 402 and 458 pupils, respectively.

**ONTARIO HOSPITAL ALUMNAE.**  
The Ontario Hospital alumnae met last night to make arrangements for an evening of sewing for the Victorian order. The alumnae has undertaken this special form of work for the year, and will arrange such meetings from time to time. Plans are also being made for a dance later in the month. Following the meeting, the members adjourned to the Cricket club dance in the assembly hall.

**CAR SMASHES POLE.**  
A motor car, driven by Dolph Meragath, 1053 Talbot street, struck a hydro post early this morning, breaking it in two. The car was caught in a run, and in turning out, struck numerous wires in the art room.

**CITY PAPER RIDES BUMPERS  
For Over Thirty-Six Years**  
Thirty-six years ago a passenger on a Grand Trunk train finished reading a copy of the Toronto Evening News and tossed it in a corner of the coach. It found its way out on the vestibule and from there to a crevice under the trucks. It was not deemed to go to the rubbish heaps. It has been riding the bumpers, a "hobo" paper ever since.

Yesterday, when the veteran coach was taken to the East London shops, the paper was found. It had survived the ravages of weather and travel. Despite rough usage, it came to light in splendid preservation. It was hardly torn and scarcely tanned. Age alone had turned it slightly yellow.

Some of the news items and advertisements are of more than passing interest. A young lady sung for \$1,000 breach of promise balm speaks of her "lacerated heart."

Taxes in 1888 were considered high. A frontage story reads: "With every issue of tax bills sent out there is a wild howl of surprise and anger from the citizen."

An ardent suitor of a farmer's daughter in York township was provided in the ribs with a loaded shotgun in the hands of an angry father. The sport page was unknown then. "Notes on Sport" occupied a quarter of a column on the editorial page.

Most of it was taken up with an account of a matched race between two horses, "Driftwood" and "Lochiel," for a side bet of \$150. The race was held at the Woodbine, Toronto.

T. C. Robinette, "young lawyer and reform orator," was married to Miss Jennie B. Carruthers.

Christie's bare-knifed hats were advertised from 30 cents up. Peak caps at 25 cents. Wool socks, worth 25 cents a pair, were sold at bargain prices, 15 cents. Shoes worth \$1.25 a pair were reduced to 75 cents.

## PRESBYTERY WILL MEET TUESDAY

Resignations of Two Unionist  
Ministers To Be  
Considered.

London presbytery will meet in special session next Tuesday in the First Presbyterian church for the purpose of considering the resignations of two unionist pastors from non-union charges.

The resignations to be considered are those of Rev. D. G. Paton from Glenoe and Rev. W. A. Lettich from Kintyre. The special meeting has been called by the moderator, Rev. T. A. Symington, M.A., pastor of Knox church, at the request of the two ministers, who desire immediate action.

Though the meeting is called primarily for the consideration of the two resignations there is distinct possibility that the union question in large will be brought before the presbytery.

It is felt by prominent unionist ministers in the presbytery that the officials of the Middlesex and Elgin Presbyterian Church association should be asked to substantiate their recent resolution charging the presbytery's union committee, under Rev. William Beattie, D.D., with breach of faith in its treatment of non-concurring Presbyterian congregations.

It is also held that some explanation is due the presbytery for the support of the budget of the Presbyterian association at this juncture and prior to the consummation of union in June next.

Mr. Symington has expressed his opinion that the latter action of the Middlesex association is both unconstitutional and a breach of faith since it was unanimously agreed at the last meeting of the presbytery that support of the budget of the Presbyterian Church in Canada should be continued by both unionists and anti-unionists until June 10.

Dr. Beattie declared emphatically this morning that the presbytery union committee had had nothing whatever to do with the distribution of disjunction certificates as charged in the association resolution and expressed the opinion that discussion of the whole subject would very probably come up at the presbytery meeting on Tuesday next.

**INFANTRY AND CAVALRY  
EXAMS PLANNED IN MONTH**  
A series of infantry and cavalry examinations will be held in West-ern Ontario during the month. The examinations will effect officers and men of Military District No. 1, according to a report from headquarters.

Lieut.-Col. F. Gilman, D.S.O., general staff officer, will conduct the examination of the cavalry in the capacity of president of the examining board. Capt. J. Wood of the Royal Canadian Dragoons is a member.

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## BOY BADLY HURT SLEIGH RIDING

Hope Is Held For Recovery  
of Edward Lizmore,  
Injured Yesterday.

Edward Lizmore, 6-year-old son of Mr. and Mrs. Fred Lizmore, of 41 Wharnciffe road, lies in Victoria hospital, critically injured as the result of a peculiar accident he experienced while bob-sleighing with other children last night. The boy's abdomen is pierced. His condition is regarded as extremely serious, but he was reported to have spent a restful night, and hope is held for his recovery.

Edward, who is known as "Jackie" by children of the neighborhood, has been accustomed to visit the Bridge street hill off Wharnciffe road south where a steep elevation in the road affords a natural toboggan. Last night he was playing on the incline with nine other children, fellow playmates of the Manor park school. Two boys who owned sleighs hitched them together and spread a plan over the rudders, forming a "hob."

As the improvised sled was going down the hill it struck an obstruction, doubled up and the plank broke. A jagged end pierced Edward Lizmore's abdomen in two places.

Three girls and six other boys too the ride on the sled, but were not injured. Edward's cousin, Queen Lizmore, and Annie Harvey, Arthur Johnston, Freddy Holmes and Ben Johnston, unaware that Edward had been seriously hurt, placed him on sleigh and took him to his home. Telling how the accident happened two of the children said:

"We had two sleighs and put a board across to make a bigger one so that we could all ride together. We went down the hill once all right but it was the second time that Jackie was hurt. There was a third rudder on one of the sleighs, and it turned over. The board broke and went into Jackie. He cried out, but we thought that he wasn't badly hurt."

Mrs. Lizmore notified Dr. Home Black soon after the accident. Outman's ambulance removed the boy to Victoria hospital. An operation was performed late last night by Dr. Black and Dr. Ernest Williams.

**JOHN R. STOKES DIES.**  
John R. J. Stokes, a resident of London for many years, died suddenly at his home, 184 Wharnciffe road, last night. He was for many years a milkman in the city and had lived in London for almost 50 years.

Mr. Stokes was born in England 50 years ago. He came to this country when a young boy, making his home in London.

His wife and two daughters, Marjorie and Doris, survive. His mother and two sisters live in England. The funeral will be held on Saturday afternoon at 2 o'clock from his home to St. George's church, where services are to be conducted at 3 o'clock by Rev. Archdeacon Sage. Interment is to be made in Mt. Pleasant Cemetery.