

LITTLE SHOWS TRACK ISSUES ARE INVOLVED

Chamber of Commerce Presi-
dent Expects Delay in
G. T. R. Elevation.

WILL SEE W. C. KENNEDY

Conference With New Minis-
ter of Railways To Be
Held Shortly.

Suggestions for an extensive 1922 program provided the basis for addresses of enthusiasm by members of the London Chamber of Commerce in general session in the Masonic Temple Thursday evening. E. S. Little, president, presided and opened the meeting with a review of what has already been done along certain lines of advancement and showed where activity had been halted for good and sufficient reasons.

"For example," said President Little, under the head of civic improvement and town planning, "many of our members want us to use every effort to bring about, with the least possible delay, elevation of Grand Trunk tracks. While a fairly comprehensive case was prepared in this regard, and a competent engineer engaged to represent the city's interests in the matter before the railway board, we are advised that there can be no hearing until the G. T. R. passes finally under government ownership."

"As the G. T. R. arbitration is still in litigation, there will necessarily be a certain amount of delay in having the matter considered by the board, and while it may be possible sooner or later to get the railway board to approve of the ultimate adoption of the scheme for track elevation, the financial difficulty will not be so easily overcome, and as this will be very large, it will be a mistake to anticipate early action."

"The railway board's engineers have looked into the matter, and so far as we can learn, there is no technical disagreement with them on the question of elevation."

Confer With Kennedy.
"About the only thing which might be done immediately would be to take the first favorable opportunity to confer with the Hon. Mr. Kennedy, new minister of railways, and endeavor to ascertain what his policy would be with regard to expenditures necessary to the removal of conditions so objectionable and causing frequent fatalities as we have them here in London."

A large number of our members want improved street railway service. Some advocate the purchase of the street railway, and others the granting of higher fares. It is pointed out that we have the lowest street car fares on the continent, and that we cannot expect improved service unless the fares are increased. A decision of the appellate division of the supreme court for Ontario reversed the finding of a lower court, and indicated that the city council has the power to increase fares, but such increase is limited by the Ontario railway act to an amount not exceeding five cents per passenger.

Fares Insufficient.
"The Ontario railway and municipal board, in a statement to the city council dated May 18, 1920, expressed its opinion that the present fares do not produce sufficient revenue to operate satisfactorily even if no provision is made for dividends or depreciation, and meanwhile we are still enjoying cheap fares, it is true, but receiving greatly-reduced service, and the plan is not receiving the attention necessary to keep it in proper state of repair."

"It follows, therefore, that if the present state of affairs is allowed to continue, at the expiration of the franchise in 1925, the city will have the following alternatives to face:

"The granting of a new franchise at considerably increased fares, or the purchase of the street railway, which will require a very large sum to restore to satisfactory condition. If the citizens are dissatisfied with the present service, and the deterioration of the plant, without any possibility of the street railway securing money for the purchase of the plant, it will be necessary to consider giving them relief in the form of increased fares, or to purchase."

Thinks Error Made.
"It is a mistake to assume that relief cannot be given without increasing the purchase price. City bylaw No. 91, under which the street

JUVENILE COURT QUESTION IN LONDON STILL REMAINS IN CHAOTIC STATE

The Second of a Series of Three Articles on London's Biggest Need—a Juvenile Court.

BY HELEN McMillan.
London still has no juvenile court. 'Tis true there have been a number of laborious efforts made on the part of city council members to investigate the local situation in this respect.

Indeed, so interested in a juvenile court did the members of that body become just previous to the municipal election, they went so far as to appoint a citizenship committee, headed by ex-Ald. Frank E. Harley, to review the situation in conjunction with the police commission, though what the police commission had to do with the matter is still a mystery to public-spirited citizens who are determined to protect the youth of the city.

This citizenship committee automatically went out of being on the election of the new council, but before it had induced members of the old city council to put themselves on record as in favor of a juvenile

court for London. Somewhere in the maze of investigation, committee discussion and council proceedings, the name of Police Magistrate Graydon was suggested as judge of the new court.

And not a living individual has a word to say against Magistrate Graydon's fitness and suitability for such an office.

But Magistrate Graydon has been recuperating from a severe illness, and so this wide-awake and active city body, known as the city council finds it absolutely necessary to wait until Magistrate Graydon entirely recovers before taking the preliminary steps in regard to securing a court for London.

Why?
That is the question which is puzzling citizens who really have the juvenile court question at heart. Is Magistrate Graydon's illness just another fortunate circumstance—a circumstance which seems to put a "decent face" on this perpetual postponement of an act which would once and for all time establish a juvenile

court in London, and thus give London's erring boys and girls a fair chance to grow into respectable men and women, without the taint of a prison cell on their names?

Or does the postponement of action on account of Magistrate Graydon's illness merely indicate ignorance of the city council in regard to the steps necessary to put a juvenile court in operation?

If the council wants to know what to do, here it is: Simply ask the attorney-general's department at Toronto to have the juvenile delinquents' act proclaimed for London by the lieutenant-governor-in-council. Once the act has been proclaimed for this city a juvenile court may be established at once.

Why they are delaying to do this is the puzzle. Why they are delaying to do this is the puzzle. Why they are delaying to do this is the puzzle.

There is a great amount of work to be done in connection with the organization of a juvenile court, even

after it has become a legal institution of the community. The separate hearing of children's cases in the informal manner laid down by the act, requires a follow-up system with specially-appointed probation officers to investigate cases and keep a watch over them during the probation period, which the court requires, while the delinquent is striving to become a better citizen.

Provision must be made for the mental and physical examination of the children who appear in the court, such examination often leading to the fact that a physical or mental defect, rather than badness, has led the child to break the law. Special court and probation records of juvenile cases must also be kept.

And all of these essentials to the proper organization of a juvenile court, point to the fact that "speed," rather than "delay," should be the slogan of the city council in dealing with this matter. For, even at the best, it will take a long time yet before a properly-organized juvenile court can be under operation in London. Why, then, does the city council delay?

Arbitration Over Strip of Land Worth \$10, Costs \$126.50

IS A \$10 strip of land, one foot wide, worth \$126.50?

That is the price the London Housing Commission has had to pay for one foot in Pine Lawn.

There was a dispute over the foot between J. W. Gage and the commission. The commission sold five lots to H. T. Hyatt and the strip was involved.

To settle the matter and secure the Hyatt check for \$1,800, arbitration proceedings were taken. The judge placed a value of \$10 on the strip. Mr. Gage gets that. The costs of the arbitration proceedings, legal fees, etc., were \$116.50, making a total of \$126.50.

WANTS NEWS OF G. CALDWELL, JR.

Inquiry is being made for information that will lead to the whereabouts of George Caldwell, jun., who has been missing from his home, Walsh Station, since May, 1920.

The last report received of Caldwell was when he was reported to be in London working as a newsboy on the trains.

Caldwell's description is given as follows: Dark brown hair, dark hazel eyes, medium complexion, round features, rather short and stout for his age, 15 years.

Information as to his present whereabouts should be sent care of McCall's General Store, Victoria, Ont.

ANNUAL SUNDAY SCHOOL

Per of the First Congregational Church takes place Friday evening, Feb. 10. The children have been in training for the entertainment for some time past and it is expected that the program will be of a very excellent nature. As has been the custom for some years past, the children of the Shelter will be the guests of the Sunday School. The supper is for the children only but parents are expected to be on hand at 8 o'clock for the entertainment.

railway company holds its present franchise, clearly states how the arbitrators shall estimate the actual value of the plant if the city wishes to assume ownership. This is set forth in clause 20, which clearly states that the arbitrators, in determining the value, will not take into consideration revenue, profits or dividends, but are to consider only the actual value of the actual and tangible property, plant, pavements, equipment, etc.

"It is understood that the street railway company are prepared to agree that the cost of paving or improvements, out of the increased earnings, if increased fares are allowed, shall be kept in a separate account to the credit of the city, so that these improvements or payments need not be paid for by the city again at the end of the franchise, or if the city decided at any time to purchase."

Appointment Commission.
"It has been stated that the city council intend to appoint a commission or committee to investigate the whole matter, and bring in a report, and we must be prepared to do what we can to help them to find the best way out of the present difficulty."

"Many members would like to see a new city hall started, but there is difference of opinion as to the site. Some advocate the Federal Square site, others the erection of a city hall on the present site, and the sale of the Federal Square property. In view of the fact that quite a large number of our members want something done in this matter, it might be profitable to have them consider the whole situation and bring in a report."

"There is considerable demand for a large hall for conventions, musical, theatrical and other entertainments. In a brief address, Col. Leonard, a member of the town planning commission, stated that in a city the size of London it would take some time to prepare plans. He said that few people realized the preparatory work that had to be undertaken for a community of this size, but that the commission had an expert at work, and a year or two hence the way would be paved for real action."

Plan Scientific Branch.
D. H. Macmillan explained that a meeting will be held Feb. 21, when chemists, manufacturers and all interested in scientific research would attend. Professor James Bowman will deliver an address upon that occasion.

W. H. Porter, chairman of the agriculture section of the chamber urged a better understanding between the urban and rural people.

Directly the business portion of the meeting was concluded, members of the London Drama League presented a playlet, "Five Birds in a Cage," the same being greatly appreciated.

NEW PENNY BANK PLANS PROPOSED

School Trustees Will Hear
How To Encourage Pupils
To Save.

It is expected that the members of No. 1 committee of the board of education in session Friday afternoon will prepare a definite recommendation with respect to the proposal from the Huron and Erie Mortgage Corporation to handle the savings of public school pupils.

Toward the close of 1921 the trustees considered an offer from the latter institution, proposing the introduction in the city schools of a "thrift stamp savings" scheme which is claimed more effective than the system employed by the pupils' present bankers, the Penny Bank of Toronto. The local bankers also guarantee to make all collections.

The secretary of the board has received a communication from the latter "explaining some disadvantages and a letter from the Hamilton Board of Education explaining satisfactory arrangements in that city with the Bank of Montreal, will be considered Friday afternoon.

Your Income Tax

The Second of a Series of Five Articles.

John W. Plewes, assistant tax inspector for London district, is explaining the mystery of the income tax by answering questions for readers of the London Advertiser.

Question 12—How much of an individual's net income is exempt from taxation?

Answer (1)—If single (or married and not living with husband or wife) exemption is \$1,000.
(2)—If married or having dependents, exemption is \$2,000.
(3)—A further exemption of \$200 is allowed for each dependent child under 18 years.

Q. 13—Who are considered dependents?
A. (1)—Dependent parents or grandparents.
(2)—Dependent children under 21 years (proof must be submitted that the above are absolutely dependent on a taxpayer, who is their sole support).

Q. 14—How should one proceed to make up a return?
A.—First read the instructions on the return carefully, then fill out the return including calculation of tax on page four in pencil, go over your answers and figures carefully and see that they are correct before filling out the return proper, in ink.

When the return is completed, it must be signed on pages one and four. The return should then be filed with the inspector, together with the payment of at least the first quarterly payment.

If further assistance is required in filling out the return, go to the bank where the necessary help can usually be supplied.

Q. 15—What is the rate of tax?
A.—If you are a resident of Canada, the rate of normal tax is four per cent of the first \$5,000 of your net income, and eight per cent of all income above \$5,000.

The surtax is one per cent of the amount from \$5,000 to \$6,000, two per cent from \$6,000 to \$8,000, three per cent from \$8,000 to \$10,000, and so on up to a maximum of 65 per cent on all over \$10,000. If your income is over \$5,000 an additional tax of five per cent is added.

Q. 16—What items are allowable deductions?
A. (1)—Personal living or family expense.
(2)—Any amounts paid out for new buildings, improvements or betterments which go to increase the value of the property.

(3)—Premiums paid on any life insurance policy.
Q. 17—What items of contribution are allowable deductions?
A.—None.

Q. 18—What items are entirely exempt from tax?
A. (1)—Proceeds of life insurance policies paid upon the death of the insured.
(2)—Amounts received by the insured as a return of premiums on life insurance, endowment or annuity contract.

(3)—The value of property acquired by gift, bequest or descent but the income from such property must be returned.
(4)—Interest on Victory bonds, excepting the last issue, the interest on which is taxable.

(5)—Amounts received through accident or health insurance or under workmen's compensation acts, compensation for injuries or sickness and any damages collected on account of same.

(6)—Return of capital from rate of property such as a home or from gains in speculation except where taxpayer is wholesale dealer or financier.

The third article will appear in the London Advertiser tomorrow.

Magistrate Deals Leniently With Man Who Hit Brother

Brother vs. brother was the unusual spectacle in police court Friday morning. Both were young, good looking and both had served overseas. One had charged the other with assault.

The prisoner put in the witness box to testify, made the court sit up and take notice when he declared that he had never struck his brother before Wednesday night, but that he had served five jail sentences because his brother had put him there. He stated that he had been sentenced twice in London and twice in Windsor, but omitted the name of the other place.

The prisoner told his story in a straightforward manner, and the fact that he wore the Mons ribbon, as well as other decorations, seemed to impress the court and Crown Attorney J. B. McKillop, who was apparently loath to see sentence passed.

The complainant stated that he was on a street car proceeding up the Hamilton road last Wednesday night with his wife and child. His brother was sitting two seats ahead, and the turning round told him that he had better have the chief of police at the end of the journey. A few minutes after he turned round again and, without warning, hit him on the side of the head. Passengers interfered and stopped the fight. Both men got out of the end of the car and proceeded in different directions.

Witness stated that the prisoner had "beaten up" all his family, including mother, sister and brother-in-law, who lived in Windsor. He admitted that he was a little afraid of him, and thought that his brother was jealous of the way he had got on in the world.

The accused stated that there had been trouble for the past 15 years. The present scrap had started because his brother had written a letter to his own wife, stating that he (the accused) had stolen from his last employer in Windsor. When he asked him about it in the street car, his brother had denied it, and as he had seen the letter himself he could not help hitting him. At one time in Windsor his brother tried to get him deported.

"This is a curious sort of a case," observed the court after hearing all the evidence.

"He has pleaded guilty," said the crown attorney. "It seems like an excitable man, and to me it appears that a fine would be a hardship on his wife and two children."

"If I can go free, I will leave the town," said the prisoner.

"Well, I don't want to be harsh," said Mr. Bartlett, "and I am going to bind you over in the sum of \$500 to keep the peace."

This was satisfactory to the complainant, and the prisoner left the court with his wife and two children, all wearing happy smiles.

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FATHERS AND SONS ATTEND BANQUET

Enjoyable Gathering Held at
St. Andrew's Presbyterian
Church.

About 125 men and boys attended the Father-and-Son banquet at St. Andrew's Church Thursday evening, Feb. 9.

A feature of the program was a presentation of moving pictures by George Clarke, illustrating a pitcher in process of manufacture at the McClary foundry.

George T. Hair officiated as chairman, with F. W. K. Harris as toastmaster. The toast list was as follows: "King and Country," proposed by Rudolph Eberhart, responded to by U. A. Buchner; "Our Sons," A. E. Welch, response by Alton Brooks; "Our Fathers," Allan Foote, of the Dakota Trail Rangers, response by J. J. Foote; "Church and School," Ted Marsh, of the Trojan Tuxis Boys, response by Alec Hay of the Sunday school, and Rev. D. C. MacGregor, toast to the "Guests," John Wilkie, of the Mile Mac Tuxis Boys, response by Dr. Alfred Grant. A toast was also proposed to "Our Best Friends," in appreciation of the generous manner in which the Ladies' Aid attended to the banquet.

Pleasant solos were rendered by Bill Young, and fathers and sons alike enjoyed the singing and club yells.

Inspect Men's Trousers For Baggy Knees and Proper Length

QUITE A little excitement was caused on the downtown streets Thursday afternoon when one of the local "busy-bodies" was noticed going about examining men's trousers to see if they bagged at the knees or if they were long enough to cover the wearers' ungainly ankles.

In a couple of cases youths wearing oxfords and rather short trousers were scolded for such an unsightly display of lower masculine extremities.

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"It may not be generally known, but the street railway company is the third, if not the second, largest employer of labor in London. An average of 250 men are employed throughout the year, and the majority of these are married men with families. There are at least 1,200 persons supported by the company."

"The street railway payroll averages from \$25,000 to \$30,000 a month, and every dollar is spent in the city. Ninety per cent of all the earnings of the company is left in London. The question now is, 'Should it be supported or given up as a failure?' I believe that it should have the better support of the citizens."

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THINKS STREET RAILWAY OUGHT TO BE ASSISTED

Ald. Ashton Claims Road Is
Entitled to Better Support
by Citizens.

OFFERS LOWEST FARES

No Other Company On Continent
Sells Transportation
So Cheaply.

"Just what does the London Street Railway mean to the citizens? Should it be supported, or is it hopelessly doomed and unworthy of any consideration?" Such are the pertinent questions asked by Ald. John Ashton, a prominent member of the local Street Railwaymen's Union.

"Is the street railway a benefit to London," asks Ald. Ashton, "or is it a 'white elephant' on the citizens' hands? Some people consider it a 'blood-sucking' concern. It grabs all the money out of London and gives nothing in return, they say. I say, however, that it is the same as any other business in the city. All that it has to sell is transportation, and it sells that the cheapest of any in America."

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