

THE people of any city become what they are and form their standards of right and wrong from the teachings of the Mother, the Teacher, and the Press.

The London Advertiser

THE old newspaper definition of a good journalist was a man with a nose for news, but The London Advertiser's requirement is a man with a passion for the truth.

59TH YEAR. NO. 23367

LONDON, ONTARIO, TUESDAY EVENING, JUNE 20, 1922.

PRICE, THREE CENTS

RAPS ASHPPLANT PLEA AS DELIBERATE LIE

Admit Street Car and Gas Holdings Are Under-Assessed

STEPHEN GRANT FOLLOWS COURT RULING IN 1899

Companies Assessed "Away Below" Those of Ottawa and Toronto.

NEED EXPERT VALUATION

Commissioner Points Out, However, Length of Franchise May Have Bearing.

Admitting that the London Street Railway and City Gas Company holdings are under-assessed, as charged by Ald. L. Douglass at Monday's meeting of the city council, Assessment Commissioner Stephen Grant informed The Advertiser Tuesday morning that this is due to the fact that the department "is following rules laid down previously" in 1899. When the city council Monday night decided to ask Mr. Grant for a statement on the assessed valuation of these two companies, with method of assessment to be indicated, it was pointed out that in comparison to Ottawa and Toronto assessments the street railway company assessment here is "away below" that of the above cities.

The assessment commissioner admits that this is the case, and that there has been no increased assessment on the street car wires, tracks and similar equipment since 1899, when the assessment was settled by the courts at Toronto. He further asserts that before the above assessment can be increased a new valuation on the company's tracks must be made by experts.

Assessed in 1899. In 1899 I assessed the London Street Railway Company, and they took it to the judges," said Mr. Grant. "The courts set the assessment at \$5,000 per mile. There was no legislation at that time authorizing assessment of a street railway company, and I believe I was the first man in Ontario to assess a street railway or gas company on tracks or mains."

"Perhaps the Toronto franchise has longer to run than that of the London street railway," said the assessment commissioner, in reference to the great difference in assessment. "We are supposed to take into consideration the value to another company purchasing and taking over the road with the same rights and powers. The assessment on the London Street Railway Company and City Gas Company land and buildings is made in the same manner as anywhere else in the city. When first assessed the City Gas Company appealed and taking the case to the courts at Toronto lost their appeal. This company is assessed at \$3,300 per mile for gas mains."

Need Expert Valuation. "To increase the valuation per mile of the London street railway tracks would necessitate the services of an expert," continued Mr. Grant. "The first step would be to take it to the solicitor, I think."

"The land and buildings of the street railway is assessed like any house in London, but the tracks are under-assessed. That is, they are under-assessed under section 44 of the act, which says that they should be assessed at their actual cash value if they were to be purchased, taken to Page 2, Column 1.

Doubt Rosie Can Become Lawyer

NEW YORK, June 19.—Although but 13 years old, Rosie Reeve of London, Ont., has arrived in New York to become a student in law at Columbia University.

In sandals, half-hose, knee-length skirt and middie blouse, she will take her place alongside much older students in the university from which she hopes to emerge within a few years as a full-fledged lawyer.

Two years ago, according to her own statement, she was a public school pupil, learning the rudiments of reading, writing and arithmetic. Partly because of ill-health and partly because he didn't believe in schools, her father, Thomas Reeve, who claims to have invented a new system of education, took her away from school when she was in the fourth grade.

While her father was teaching his new system of typewriting and stenography, Rosie attended his school. She is reported to have learned enough in that time to hold a stenographer's position. For two months, though, she had been in the world but eight years, she is said to have held a stenographer's job and made good.

In two years, her father claims, she took as many steps toward obtaining a university education as the average child takes in eight.

Her education has been founded on a study of the dictionary, which Reeve arranged for his pupils, according to word groups instead of alphabetically.

At Western University, London, Ont., last year, Rosie studied English literature, Spanish, French and chemistry.

In art and literature, she leans toward the realistic, and declares Dickens is her favorite author. She professes to like horseback riding, swimming and music, and hopes to become a finished singer.

"I have chosen law as my profession, because I believe it will enable me to do the biggest service, and I believe it takes more brains than any other profession," she stated.

"And I intend to marry, for I don't care to be an old maid."

Rosie has two sisters, "Birdie" and Bertha, both older than herself. The father is said to be grooming "Birdie" for the champion typist of the world. She acted as a public stenographer while in London at the Griggs House.



ROSIE REEVE.

Reeve claims to be somewhat of an inventor. He stated he offered to build a cylinder-shaped city hall for London, free of charge, the rent of the offices in the building to pay the expenses. Londoners, however, did not accept his offer of a skyscraper, he admitted.

Information is said to have reached Columbia University authorities from London, that Rosie has not the educational foundation necessary to grasp the difficult phases of the study of law.

Finances Takes Stand. As the first witness called this morning for the defence of William Ayers, Miss Beatrice Seager, fiancée of "Casey" Yohn, again related her version of the meeting with Mrs. Olive Myrtle Koehler at the corner of Clarence street and Queen's avenue, London, the evening of January 3 last, when the latter claims she was ordered into an automobile at the point of a pistol and compelled to go to Port Stanley.

Miss Seager could not give the exact date of the meeting, but was positive that it was in January. Cross-examined by Crown Attorney Willson, she stated that while the party did not go to Port Stanley that night, as claimed by Mrs. Koehler, they did go to the lakeside upon another occasion, Mrs. Koehler accompanying them upon her own initiative.

Then followed a string of witnesses from Detroit, Michigan, who were positive that both William Ayers and John Yohn were in that city continuously from October 18 to October 23.

Knew Ayers Three Years. William Everhart of Detroit, stated that he had known Ayers for three years, and had met him in Detroit on October 18. He was absolutely sure as to the date, as he himself had arrived that day from Los Angeles. Every evening from that day on until October 23 he met and conversed with the two Londoners, often associating with them in the afternoons.

Ole Benton, also of Detroit, and friend of the preceding witness, testified similarly, also fixing the dates. Mrs. Olive Connelly, who conducts Turn to Page 2, Column 3.

AYERS AWAIT FATE AT HANDS OF SARNIA JURY

Detroit Witnesses Insist Prisoner Was in Motor City Day of Robbery.

TRY "CASEY" YOHN NEXT

London Girl Flatly Contradicts Evidence Given by Mrs. Koehler.

Special to London Advertiser.

Sarnia, June 20.—While "twelve good men and true" are deliberating whether William Ayers of London was actually one of the four bandits who held up and robbed the Wyandott branch of the Bank of Toronto of \$11,000 cash October 20 last, F. W. Willson, crown attorney for Lambton, asserts he is willing to proceed with the case against George Anderson, another of the four men alleged to have been implicated in the robbery.

The prosecution announces also that John "Casey" Yohn will be the next suspect to face the jury, after which it is expected that all will be in readiness to proceed with the retrial of Edward A. McMullen, whom the police believe to have participated in, and perhaps directed, the Wyoming robbery.

The latter prisoner was the first to be tried, the jury disagreeing Friday last.

It now seems doubtful that all the cases can be disposed of this week.

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How To Become Past Member of Fuming Fat Fraternity

According to one of the old-time popular songs, "Nobody Loves a Fat Man." During the hot weather season in London it is an undisputed fact that nobody loves to be fat. However, try as they may, there are many unfortunates who cannot reduce their surplus adiposoids, and it is to these individuals that the message of Dr. Lulu Hunt Peters comes as a gift from the gods.

Dr. Peters, who is the author of "Diet and Health, With Key to the Calories," has evolved a system of reducing weight which possesses as its chief recommendation the fact that by its employment she reduced from several pounds overweight to normal.

Then she thought of others in Western Ontario, who show the plump in which she found herself, and decided to pass the secret on to them.

Provided that her instructions are rigidly followed with special attention paid to Dr. Peters' admonition, "Don't get scared," those Advertiser readers who regard their corpulent figures as a burden can find a method to rid themselves of it.

First-hand information on Dr. Peters' safe and sane methods is included in the following articles.

BY DR. LULU HUNT PETERS. Special to London Advertiser.

DO you want to reduce?

Then remember—

Overeating is the cause of overweight 999 times out of 1,000.

We are too fond of food—particularly sweets. We have not known food values. As a result—

Three-quarters of the adult population of Canada are too fat!

Some of them have taken to dieting—without results.

I know I did when I was a little girl. I was fat and hated it. So I decided to cut down on my eating. I would go without supper, taking instead—

An ice cream soda—more fattening than the meal!

Yet that is the way many persons diet. No wonder they can't reduce.

Turn to Page 2, Column 2.



DR. LULU HUNT PETERS AND SOME OF HER ANTI-FAT HINTS.

OFFER TO CUT FREIGHT RATES

Railways Ask Committee To Suspend Crow's Nest Pass Agreement.

Majority Expected To Favor Companies' Amended Offer.

Ottawa, June 20.—(Canadian Press).—Definite offers of freight rate reductions, contingent on suspension of the Crow's Nest Pass agreement were made by the C. P. R., the Canadian National and the Grand Trunk this morning to the special house committee on railway transportation costs. The suggested reductions apply to certain basic commodities and are identical in the case of each railway. They are: "Grain—in the Canadian Northwest to the lake head and to Vancouver, for export proportionately, reduction of 20 per cent.

"Forest products—in Western Canada, reduction of 16.66 per cent; in Eastern Canada, reduction of 20 per cent. Coal, except coal from the lake head in Western Canada and exclusive of anthracite coal, reduction of 10c, 15c and 20c a ton, according to length of haul.

"Building material—Brick, lime, cement and plaster, reduction of 16.66 per cent west of the Great Lakes; reduction of 20 per cent east of the Great Lakes.

"Fertilizers, other than chemical fertilizers, reduction of 16.66 per cent west of the Great Lakes; reduction of 20 per cent east.

"Pig iron, billets, blooms, wire rods, and scrap iron, reduction of 16.66 per cent west of Great Lakes; reduction of 20 per cent east.

"Ores—Reduction of 16.66 per cent west of Great Lakes; reduction of 20 per cent east.

W. B. Lanigan, freight traffic manager of the C. P. R., informed the committee that the reduction would cost the C. P. R. \$10,558,469, including reduction on international and interstate traffic affected by the later order of the interstate commerce commission.

After the railway companies had made their amended offer, the committee again went into executive session to consider its bearing on the report. The decision of the committee is not yet available, but it is now stated that while the new offer may be accepted by the majority of the committee, it does not go far enough to induce its acceptance by the western members of the committee. In that case, the fight over the proposal is likely to be carried from the committee into the House.

The committee discussed the railway company's offer and then adjourned to meet in executive session again this afternoon. There is a probability, it is stated, that should the majority of the committee favor the new offer, western members will bring down a minority report urging that the rates on grain be reduced to the Crow's Nest rates. These are calculated to be in the main from one to one and a half cents per bushel lower than the rates under the new offer.

Methodist Alliance Wroth At "Lifting of Lid"

Protest to Premier.

STRONG action was taken at the Monday meeting of the London Methodist Ministerial Alliance, protesting against the withdrawal of the amendment to the Ontario Temperance Act, prohibiting the manufacture of home brew, and firmly-worded resolutions have been forwarded to Hon. W. L. Mackenzie King, the premier, urging the enforcement of such an amendment; to the members representing the district in parliament, asking them to do all possible in favor of it; and to the president of the London Conference, Rev. J. W. J. Millard, asking him to take immediate action on the matter.

Members of the association expressed themselves as disappointed at the withdrawal of the amendment and Rev. J. A. Agnew of Ridout Street Methodist Church, states: "I can hardly conceive of such action on the part of the government, the withdrawal of an amendment which will mean so much toward the completely effective working of the Ontario temperance act."

Discussion of the withdrawal was introduced by Rev. Walter Millson, district secretary of the department of social service and evangelism of the Methodist church, and a committee composed of Rev. A. E. M. Thomson and Rev. John Garbutt were the committee appointed to draft a resolution of protest.

Before the meeting members of the Alliance gave a luncheon in Smallman & Ingram's in honor of three of their members who are leaving this district, Rev. J. W. Hedley, B.A., D.D., of Byron, who goes to Goderich; Rev. Harold Willens of Silem, leaving for Gorry, and Rev. J. E. Hunter of Lambeth.

The luncheon was a most enjoyable affair, and the spring flowers decorating the tables, lent a very pretty touch.

Rev. S. Judson Kelly, first vice-president of the Ministerial Alliance, occupied the chair, and at the conclusion of the luncheon short speeches were made by several present, each a tribute to the departing members, and each with a note of humor and witicism to lend cheeriness to the gathering.

Rev. J. W. Hildbert, ex-president of the London Conference; Rev. J. A. Agnew of Ridout Street Methodist Church, and Rev. W. E. Millson were three who gave short addresses.

Street Car Company To Accept Old Tickets

It was announced by the London Street Railway Company Tuesday that conductors will continue to accept the old seven and nine for twenty-five cent tickets during the proper hours.

Former notification to the public stated that Tuesday of this week was the last day for acceptance of these tickets, after which they could be redeemed at face value, but the above orders prolong the period of acceptance.

Meanwhile none of the old tickets are being sold, the company charging a straight five-cent fare to those passengers not in possession of the old tickets.

WILSON ADMITS ANNEX BARGAIN "BAD" FOR CITY

Declares School Taxes Could Be Collected From District.

COUNCIL MORALLY BOUND

Charges Alderman Is "After Certain Factories" On Tax Issue.

Branding the statement made to The Advertiser by Ald. B. Ashplant on Friday last, that he is obstructing the collection of school taxes from the annexed district as "an absolute and deliberate falsehood," Mayor Cameron Wilson declared on Tuesday that no person can point out a single instance where he or Ald. Childs have prevented city officials from collecting these taxes.

"It is an absolute and deliberate falsehood," declared the mayor, with reference to Ald. Ashplant's published statement. "There is not an official in the city hall who can say I ever discussed the question with them excepting the city solicitor and in committee or council meetings. Ald. Ashplant was present at these meetings and I have never interfered. Neither has Ald. Childs."

"An agreement was made between the city and ratepayers of the annexed district," continued the mayor, "and that is a moral obligation which has been recognized by every mayor and city council since that time. Because there is a loophole in the agreement permitting collection of school taxes, that does not say we should take these people by the neck and squeeze the money out of them."

No New Question.

"This is no new question, as city councils before this year have known that they could legally collect school taxes from the annexed district. We know that a bad bargain was made by the city at that time, but we are morally bound the same as with the City Gas Company and London Street Railway Company, when we maintained that the legislature should not interfere."

"It is legal to collect the school tax on the annexed district, and anybody who wants to take Ald. Ashplant's advice and take the thing to law can do so. We have no objection. It is up to us to keep our agreement. The question has been up before, and no council has been hard on these people by taking advantage of them."

"Ald. Ashplant is after certain factories in the annexed district," concluded Mayor Wilson, "but he cannot make fish of one and fowl of the other."

TO OBSERVE JULY 1 AS DOMINION DAY

Dominion Day will be observed as a holiday in London on the day on which it falls, which is a Saturday, Mayor Cameron Wilson stated Tuesday morning.

"It is a statutory holiday, set by the Dominion government," said the mayor, "and we cannot change it."

"Why change it to Monday anyway?" asked Ald. Ashton. "After a winter of unemployment, and men just getting work it would be a shame to make two holidays."

ITALIANS FIRED ON IN BRANTFORD

Brantford, June 20.—Mysterious gunmen, screened by the curtains of a closed and lightless motor car, fired upon Salvatore Schroni and Jim Fort, local Italians, as the pair were walking home about 9 o'clock last night. Schroni and Fort miraculously escaped injury, though four pistol shots were fired. It is believed that the shooting is just another chapter in the feud which is going on amongst Italians in the province, a relative of Schroni having been murdered in Guelph, Ont.

Britain Plans Welcome For Prince of Wales

LONDON, June 20.—A great public welcome is being planned for the Prince of Wales, who is due to arrive at Plymouth about 5:30 this evening, completing his 40,000-mile tour. The Renown will be escorted into Plymouth Sound by destroyers to the accompaniment of the royal salute. She will lie at the dockyard for the night. The prince will not go ashore until tomorrow morning, when there will be a civil welcome.

The Weather

FORECASTS. Light to moderate winds; fair and moderately warm today and Wednesday. A trough of low pressure extends from British Columbia to Arizona, and pressure is also relatively low over Northeastern Quebec and the South-eastern States. Pressure is high over the central portion of the continent and southeast of Newfoundland.

Apart from showers in a few localities of the Western Provinces and Northern Ontario, and light but general showers over the districts bordering the Gulf of St. Lawrence, the weather throughout the country has been fair.

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

High.	Low.
Victoria	76 58
Winnipeg	75 40
Pt. Arthur	68 54
P. Sound	76 54
Toronto	72 54
Kingston	66 56
Ottawa	66 45
Montreal	62 58
Quebec	60 56
P. Point	48 38
St. John	62 54
Halifax	60 50

LOCAL TEMPERATURES. The highest and lowest temperatures recorded in London during the 24 hours previous to 8 o'clock last night were: Highest, 77; lowest, 52.

The official temperatures for the 12 hours previous to 8 a.m. today were: Highest, 71; lowest, 51.

Barometric Readings. Monday—8 p.m., 30.23. Tuesday—8 a.m., 30.26.