



WARD 2—ELECT
CHAS. M. LINNELL
Foreman Belton Lumber Company
ALDERMAN
AND GET RESULTS.

LIST OF CANDIDATES FOR MUNICIPAL OFFICES IN THE CITY OF LONDON—1925.

FOR MAYOR.

JOHN ALBERT ANDERSON, 127 Wharncliffe road south, Wholesale Merchant.
GEORGE ALBERT WENIG, 27 Erie Avenue, Merchant.

FOR ALDERMEN.

Ward 1.

PAUL LAWSON DOIG, 51 Craig Street, Merchant.
JOHN ABRAM GREER, 99 York Street, Manufacturer.
FERRIER BAKER KILBOURNE, 3 Cove Road, Manufacturer.
JAMES MCCORMICK, 83 Duchess Avenue, Harness Maker.
ALLEN MILBURN TOWE, 363 Talbot Street, Wholesale Merchant.

Ward 2.

HORACE HARRY BOTTRILL, 248 Wharncliffe Road North, Merchant.
JAMES MOLPHY DONAHUE, 194 Chesapeake Street, Barrister.
LEONARD HUGH DOUGLASS, 836 Wellington Street, Physician.
CHARLES MADELEY LINNELL, 105 Oxford Street, Foreman.

Ward 3.

WILLIAM JOHN ASHTON, 17 Kitchener Avenue, Conductor.
ROBERT JAMES CARSWELL, 552 Hamilton Road, Butcher.
GORDON BART DRAKE, 413 Hamilton Road, Grocer.
GEORGE FRANCIS WEIR MCKAY, 412 Rectory Street, Linotype Operator.
LAWRENCE RUSSELL MENZIES, 14 Hyatt Avenue, Railway Clerk.

Ward 4.

THOMAS CLIFT, 650 Princess Avenue, Clerk.
EDMUND HAYDEN, 410 Oxford Street, Manager.
LLOYD THOMAS HOCKIN, 504 Victoria Street, Traveller.
HOMER BROCK NEELY, 534 Waterloo Street, Barrister.
EDWIN SMITH, 582 Dufferin Avenue, Insurance Broker.

FOR BOARD OF EDUCATION.

JAMES THORNLEY BOWMAN, 183 Wortley Road, Physician.
ARTHUR EVANS, 1126 Brydges Street, Clerk.
FREDERICK HENRY GREENLEES, Wortley Road, Barrister.
CAROLINE ELIZABETH HUNT, 85 Horton Street, Housewife.
STEPHEN FREDERICK LAWRASON, 534 Princess Avenue, Manufacturer.
WILLIAM ARCHIBALD MARTIN, 503 Colborne Street, Coal Merchant.
DAVID MILLS, 29 Grafton Street, Accountant.
WILLIAM GEORGE MURRAY, Bridport Street, Architect.
EDITH MARY TUTT, 90 Chesley Avenue, Housewife.
NORMAN FRITZ WILLMOT, 766 Colborne Street, Jeweler.

Certified correct.

S. BAKER,
City Clerk.

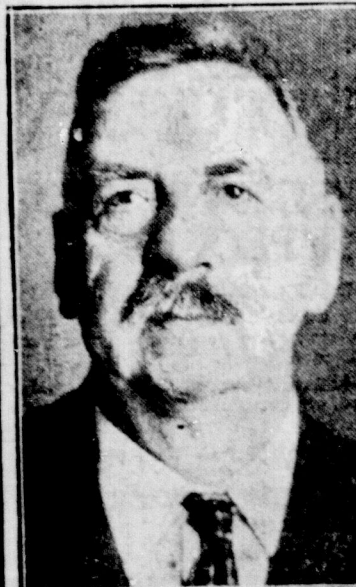


Harry Bottrill

FOR RE-ELECTION AS

**ALDERMAN
WARD 2**

His record is before you.



FOR
**ALDERMAN
WARD 1**

Your vote and influence
respectfully solicited for

**JAMES
McCormick**

Harness Manufacturer
and Leather Goods
Merchant.

Advertise In The Advertiser

SINCLAIR WILL DEMAND DEALS BE FULLY SIFTED

Leader of Provincial Party Seeks Purification of Public Life in
Ontario—Wants To Know Where Money From
Transaction in 1919 Has Gone.

URGE INVESTIGATION OF SETTLE CHARGES

Toronto, Nov. 24.—Ontario Liberals, in session here today, decided to demand in the Ontario legislature an investigation into bond deals by the government previous to the advent of the Drury government.

They also demanded the publication of all the charges made by Clarence Settle in his letter against the Ontario hydro administration, and further, decided to ask for a full and complete investigation of such charges.

Both points were elaborated tonight by W. E. N. Sinclair, Liberal leader in the legislature, at a dinner he tendered the newly-formed Liberal leader's advisory committee. This committee was organized at a meeting in the afternoon, with Dr. J. H. Cascarden of Toronto as chairman.

The meeting also advised the Liberal members to press for a separate cabinet member as minister of education instead of the portfolio being held by the premier.

The Settle Charges.
With Mr. Sinclair at the banquet tonight was Hon. H. B. McGivern, M.P., of Ottawa, minister without portfolio, who spoke of federal matters. Mr. Sinclair explained that the new

advisory committee was in no way an opposition to the Ontario reform association.

He said that the Settle letter, charging the hydro with offences, seemed to have become the property of a government instead of the people for whom it was intended. "The people all the facts of these charges and to have a full investigation into them," said Mr. Sinclair, adding that the Liberals would take a determined stand on the matter in the house. He also declared that from now on the Liberal opposition would be much to the fore.

"We have also the matter of the purification of public life to occupy our attention," said the Liberal leader. "Recent happenings have caused a decided uneasiness among the people, and we cannot forget that in 1919 we had a \$4,000,000 bond transaction and that there was a commission paid to someone unknown. That was before the Hearst government left office, and the sum was \$37,000. The money went somewhere, but there has been no evidence as to where or to whom it went. It is the duty of the Liberal to demand that such evidence be produced."

Fill All Ridings.

Mr. Sinclair said that of 111 ridings in Ontario that the forces opposing the Conservatives had more votes than the Conservatives in 59 of them. If these votes had gone to one man in each riding the Conservatives would have made a majority of seven in the house. The lesson to be learned, he said, was the failure of third parties. He repeated his statements of previous addresses that the Liberal party must not get entangled with any other party and that it should never make an alliance with another party. If Liberalism did its duty the necessity for a third party would be done away with. "In the next provincial election there will be a Liberal candidate in every riding and there will also be a Liberal candidate in any by-elections in the meantime," said the Liberal leader, who in conclusion appealed for the united support of all the Liberals in the province.

Federal Surplus.

Mr. McGivern said that last year the government had a surplus of \$35,000,000 and that it had reduced taxation by \$24,000,000. He pointed to the Canadian dollar at par in foreign countries, and the fact that Canada was getting money at less interest than before, as proof of her good standing. He said the government had reduced the tariff on the implements of production based on the four basic industries, farming, mining, lumbering and fishing. "High protection is high taxation," said Mr. McGivern, and in conclusion he said that the King administration was bringing back the prosperity that had marked the regime of the last Liberal government under Laurier.

Other speakers were Senator Andrew Haydon, Wellington, Ont., former Liberal leader in Ontario, Mrs. A. H. Beaton of Toronto, and Mrs. H. H. Carpenter of Hamilton, former president of the Ontario Women's Liberal Association. The executive of the women's association also met today and heard addresses by Mr. Sinclair, Nelson Parliament and Mr. McGivern.

HAPPINESS REIGNS IN BRITISH PICTURE

Betty Balfour Triumphs in
Comedy at the
Grand.

"Love, Life and Laughter," the feature presentation at the Grand theatre this week, is a new British film which deliberately throws down the gauntlet to California. It challenges comparison with the best work of the American studios and in the title role, Betty Balfour achieves a personal triumph.

The picture is not marred by poor photography, dimly-lighted scenes and lack of action, characteristic of many British productions. It is American in the artistic sense and yet it bears an appealing English atmosphere.

In "Love, Life and Laughter,"

Betty Balfour has a radiant role as a little London chorus girl in a romantic comedy and with her whimsical air and weak of carriage won the sympathy, smiles and tears of yesterday's audience. She captures by her clever comedy and sympathetic interpretation of human feelings.

The picture itself is a dream of real life, and it bears the message "Live and be happy for the world is one of laughter as well as tears."

Laughter and tears, success and fail-

STRAIGHT TALK ON THE ONE BIG ISSUE

Some Aspects of the Famous Showdown.

(From the Free Press of October 16, 1924.)

ELECTORS TO VOTE ON 15-YEAR EXTENSION OF STREET RAILWAY FRANCHISE OR BUYING ROAD

Finance Committee Sets Purchase Price At \$1,295,000.
"Plus the Cost of 1924 Improvements."

"Are you in favor of the purchase of the London Street Railway at \$1,295,000, plus the cost of improvements made this year?"

"Are you in favor of extending the franchise for a period of not more than 15 years with the right to purchase by arbitration at the end of any one year?"

These are the two, and the only, questions which the ratepayers of London will be asked to vote on in reference to the transportation problem this year, if the recommendation made by No. 1 committee last night is accepted by the council on Monday night next. Mayor Wenig suggested that a third question, asking for an expression of opinion as to purchase under arbitration, should be submitted, but the committee decided against that.

BEFORE

TO DEMAND
SHOWDOWN ON
STREET RAILROAD

Understood That Company
Has Refused To Pave Its
Right-of-Way.

MAYOR URGES TEST
CASE THROUGH COURT

Special Meeting of Transportation Committee Tonight
To Discuss Issue.

The first definite steps towards a showdown with the London Street Railway Company will be taken tonight at the meeting of the transportation committee. Mayor Wenig stated. A hurried call has been sent out to the members of this committee, and his not a lengthy discussion, there is certain to be "something doing."

According to authentic reports, the London Street Railway Company has refused to comply with the request of City Engineer Near to pave certain streets. It is understood that this is the reason for the calling of the transportation committee together tonight. The mayor believes that it is now time to bring the question to a head to determine definitely the position of the city with reference to the company and bylaw 916.

"The only question is whether the company has a franchise now or not," his worship declared. "I maintain that it has broken the regulations of the bylaw so often that it can no longer claim to hold a franchise. IF THAT IS SO, THE ONE THING TO DO IS TO ORDER THE COMPANY OFF THE STREETS AT ONCE. I think there are enough members in the council who take the same view to take this case to the courts."

AFTER

At the transportation committee meeting the mayor took the attitude as outlined in his interview given alongside. And the committee stood by him. But when the report of that meeting came to the council for consideration, just four days later, the mayor amended the report to give the company ten years in which to pay for the paving. That was done after Pres. Currie of the L. S. R. addressed the meeting. Following is an extract from the council minutes of 1923, giving an account of what happened:

"His worship the mayor states that the solicitor was of the opinion that the council had not the power to pave track allowances under the local improvement act, nor by advancing money to be repaid in instalments, nor to make any agreement except as provided under bylaw 916.

"His worship the mayor amended the second report of the special transportation committee by adding the words, 'Richmond street north, Adelaide street, Oxford street, Horton street, Hamilton road, Oxford street west and Central avenue,' after the word Stanley street in line two and in line four, and by adding the words, 'and the city solicitor instructed to prepare an agreement providing for

"THE PAYMENT OF THE COSTS OF CONSTRUCTION OF TRACK ALLOWANCE IN TEN ANNUAL PAYMENTS."

"The report, as amended, is then adopted."

Ald. Anderson did not weaken toward the London Street Railway Company as the time of expiration of the franchise approached.

He favors public ownership, but not at the expense of the first principles of business.

He has opposed the suggestion of any concession to the London Street Railway Company.

He took the sound position that since the street railway entered into an agreement with the city it must be made to abide by it.

The suggestion of yielding a permanent five-cent fare to the London Street Railway without a struggle did NOT come from Anderson. On the other hand, he DID suggest cancellation of the franchise as a means of bringing about purchase negotiations favorable to the city.

Anderson opposed the sending of a LOADED BALLOT on the street railway question to the people. He would neither buy the road nor extend its franchise on the company's own terms.

In council, Anderson voted AGAINST submitting either clause of the loaded ballot to the ratepayers.

Anderson can be trusted to work in the interests of the people and not the street railway

when the time for action comes next March. There is only dead silence from the Mayor on the street railway issue, the one big issue of the campaign.

In the negotiations with the street railway next year, Anderson will be true to his trust.

ELECT ANDERSON



John A. GREER

Alderman, 1924

will appreciate your
support as

**ALDERMAN
1925**



VOTE FOR
Paul L. DOIG

AS
ALDERMAN

FOR
WARD 1

1925

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