

THE people of any city become what they are and from 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.

LONDON, ONTARIO, THURSDAY, FEBRUARY 23, 1922.

TWELVE PAGES.

PRICE, THREE CENTS

7TH YEAR. NO. 23267

CLAIMS TAYLOR WAS SLAIN BY THREE PERSONS

Prisoner Held in Detroit Jail Makes Disclosures to Sheriff.

DECLARES HE GOT \$900

Statements Credited to Harry M. Fields Wired to Los Angeles Authorities.

Detroit, Feb. 23.—Two men and a woman whose names are now in the possession of the Los Angeles police murdered William Desmond Taylor, internationally known movie director, according to a statement made to Sheriff Irving J. Coffin by Harry M. Fields, a prisoner in the Wayne County jail.

Fields is awaiting trial on a charge of forgery.

He is said by Sheriff Coffin to have stated that the man who paid him the \$900 changed a \$1,000 bill in order to get the money.

Fields, the sheriff says, told Emory Brooks, turnkey, the story, and later repeated it to Sheriff Coffin, who telegraphed it almost verbatim to the police of Los Angeles, who have been waiting Wednesday night for a report from there on the result of the investigation of Fields' statements by the police there.

Fields, the sheriff says, declared that on the night of the murder he drove two men and a woman to Taylor's bungalow studio in Hollywood.

Says Trio Entered House.

The trio went into the Taylor bungalow, and returned in a few moments, whereupon he drove them away, he said.

Fields, according to the latter, that the plan to kill Taylor was conceived in Los Angeles. He is quoted by the sheriff as saying he got \$900 after the Taylor slaying, with the men and the woman, who, he says, killed Taylor.

He said he did not know the motive behind the slaying and did not know whether the men and the woman were paid for their part of it.

Fields gave Sheriff Coffin the names of the trio, and Sheriff Coffin telegraphed the information to the Los Angeles police, but would not give out the names in Detroit until it is ascertained whether Fields' story is true or false.

Fields has not resorted to drugs since his confinement in the jail, where he was committed Feb. 12.

SENTENCES COMMUTED

Soviet Tribunal Spares Life of Counter-Revolutionary Officer.

MOSCOW, Feb. 22.—Two officers who served under Admiral Kolchak and General Denikin have been found guilty of counter-revolutionary military activity by the Russian supreme war tribunal.

Colonel Avanesoff, who was chief of staff of one of General Denikin's divisions, and served also as an officer under Kolchak, was sentenced to death, but under the general amnesty decree his sentence was commuted to five years' imprisonment.

Colonel Mamuykin, who in addition to a counter-revolutionary charge, was also accused of spying and of shooting his way out of the hands of the communists, was sentenced to five years, but one-third of this was commuted.

ICE HINDERS FISHERS.

GRAND BEND, Feb. 22.—The fishermen are having very poor success with their ice fishing operations here this winter, as the ice keeps moving in and out. A large number of nets have already been lost.

Finds Strange Rumbblings Due to "Hammering" in Water Pipes

THAT the "much-ado" and sensational rumors about the mysterious subterranean rumbblings in the east end, may be nothing more than water hammer, caused by the sudden shutting off of water taps, is the logical explanation that has reached City Engineer H. A. Brazier.

W. C. Bradshaw of 816 York street on Wednesday night assumed the role of scientist, when he heard the rumbblings under his house. He went on the hunt for the noise. He found that when he turned his tap on, the noise disappeared.

He also found that the noise did not molest the home of his neighbors.

Experimenting further, Bradshaw turned his tap off quickly and the noise resumed.

"The sudden stoppage of the water flow in the pipes caused the rush to surge in the pipes and hence the noise. A most reasonable explanation. Try it on your own tap," said Engineer Brazier.

HYDROCOLLAPSE AGAIN CRIPPLES CITY

SEE FIGHT OVER INSURANCE BILL

Delegates to Raney Sure Ottawa Will Balk at Proposed Reciprocal Measure.

WANTS RULING ENFORCED

Attorney-General, Backed by Commercial Men, Supports Move.

TORONTO, Feb. 22.—Following unusually large representation before Attorney-General W. E. Raney today of those interested in the passing of the government's reciprocal insurance bill, there appeared to be little doubt in the minds of those who are in touch with the situation that a bitter fight will ensue over the issue between the provincial government and the federal administration through its department of insurance.

Following the receipt of a large deputation of commercial and industrial men interested in the passing of the government's bill Attorney-General Raney stated that there was little doubt that the bill would pass through the Provincial Legislature, but it would have to be held in abeyance until such time as the courts ruled whether or not the passing of the act would be a violation of the federal government's jurisdiction.

"There is little doubt of the passing of the bill," Mr. Raney informed the deputation.

"The select committee on insurance has advised its passing, but it would be just as well for you if you keep in touch with the progress it makes. The constitutional question will have to be settled first. It would be impossible for us to put such legislation into force without first having a ruling on its constitutionality by the courts."

He said the bill would be passed by the government, but the ruling on the constitutionality of the act would be taken prior to the court's decision. It would be impossible for us to put such legislation into force without first having a ruling on its constitutionality by the courts."

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CLAIM RUDDER WRECKED ROMA

Experts Begin Investigation Into Cause of Norfolk Air Tragedy.

CONTROLS WERE JAMMED

Commander Makrey Alleged To Have Overlooked Increased Power.

NORFOLK, Va., Feb. 22.—Army air service experts today put under way their investigation to determine the cause of the disaster which overtook the American airship Roma, in which 34 were killed and 11 injured. Stark and flame-seared, the twisted steel skeleton that had been the queen of American skies, lay near the Norfolk mud flats today, its charred remains concealing many of the secrets the air service experts will seek to probe.

The consensus of opinion is that Captain D. L. Mabrey, commander of the Roma, in making the turn over the army base failed to allow for the increased power. The rudder broke under the unusual strain, jamming into the controls. This occurred at a height estimated at 650 feet. The Roma's nose pointed down and Lieut. Burt, at the elevation lever, tugged desperately to straighten the ship, but she refused to respond, and he yelled at Captain Mabrey to shut off the motors. They were shut off one by one.

In the meantime the helpless giant sagged rapidly, its nose pointing down at an angle of 45 degrees. Two score feet from the ground the nose passed over a half dozen high tension wires, tearing them to tatters. The dirigible struck the wires, machine parts and scrap iron and collapsed on its living freight.

Fire Swept Wreckage.

A few seconds more fire, flamed by the twisting serpents of flame, from the 2,500 volt electric wires, swept the wreckage.

Few of the survivors could recall today the incidents leading up to the collapse. The dirigible struck the ground before any of them realized she was in distress. The stunning crash left most of them senseless, and instinct alone impelled them to claw their way out of the wreckage.

Lieut. Welch and Major Reardon were in the forward cabin when the collapse came. They were stunned for a few seconds, and while still in a daze began cutting away at the fabric. After opening a large hole they found themselves directly over a deep depression in the ground, and this enabled them to crawl to safety.

Mr. Raney assured them that he had already satisfied himself that it should be passed, and that he did not need to be convinced further.

The deputation included representatives of various companies throughout Ontario. Members of the lumbermen's reciprocal exchange and representatives of Toronto department stores were also on hand to press for the passing of the bill.

Premier Drury, who was called out of town to attend a funeral in Barrie, was unable to be present.

Mr. Raney vouched for his support of the bill.

TO ASK ORLANDO TO FORM CABINET

ROME, Feb. 22.—Enrico de Nicola, president of the Italian Chamber of Deputies, today declined the king's invitation to form a new cabinet to succeed the Bonomi ministry.

Signor de Nicola told his majesty he would be the most likely person to succeed in the formation of a new government, whereupon the king summoned Orlando for a conference this afternoon, when, it was said, he would invite the former premier to assume the task.

At midnight Wednesday a wireless message was sent broadcast across the whole North American continent from Chicago, Pittsburgh and Los Angeles to all Rotary Clubs in the United States and Canada.

The text of the message was: "On this, its seventeenth birthday anniversary International Rotary asks: 'Is there any problem of government, commerce, or industry which a practical spirit of mutual service can fail to solve?'"

Rotary is a "school for service," in which men of hundreds of cities, big and little, gather once a week, in the middle of the day, to become acquainted, open their hearts, and seek to apply their lesson so thoroughly that the world everywhere is learning to look upon rotarians as men who do things worth while and do them willingly and unselfishly.

By improving the individual members of the club, each man's business is, as a result, conducted on a higher plane; this means a finer influence upon all other men of the community engaged in the same line.

The individual becomes a better man in his life, while his attitude and activities in connection with his town, state and nation are ever keener and broader; that is, if he is a true rotarian, and such, it is believed all men connected with the organization are striving to be.

EXPLANATION

The Advertiser regrets that owing to power trouble, this evening's paper is late and not up to the usual standard.

We feel certain readers will understand the situation and bear with us in this emergency which is beyond our control.

SEVEN LOSE LIVES IN SEA TRAGEDY

Galveston, Texas, Feb. 23.—When the Morgan Line steamship El Oriente arrived in this port Wednesday morning, she brought the story of a tragedy of the sea in which seven men had lost their lives, after hours of suffering, and only two had survived. The men were the crew of the fishing schooner Caldwell H. Holt out of Pensacola, which was wrecked on a reef during a gale on Feb. 13 near the Tortugas light.

Survivors of the disaster are Captain L. A. Smith, master of the schooner, who was brought to this port by the Morgan liner, and Frank Brooks, who was picked up by a British tramp and taken to New Orleans.

Captain Smith, Joseph Meuse and Francis Nebuta, floating on the deck of the wrecked schooner, were sighted Monday afternoon by the El Oriente. Before they could be rescued Nebuta dropped from exhaustion and was drowned. Meuse died shortly after being taken on board the rescuing steamer, and was buried at sea at sundown last Monday.

Captain Smith reports that all the crew stayed on the deck of the schooner for several days without food or water, but later on dropped off one by one, and were lost. Brooks, who was picked up by a tramp steamer and taken to New Orleans.

Following the arrival of the El Oriente Wednesday, Captain Smith was taken to a local hospital, but was reported as being on the road to recovery.

Blocks Guelph Traffic

Storm Cripples Industries By Cutting Off Power.

GUELPH, Feb. 22.—The storm which struck this city is proving to be one of the most disastrous of any which has been experienced during the present winter, especially from the standpoint of the crippling of the local industries because of power trouble. It started to rain early last evening, and this finally developed into one of the worst sheet storms seen here in a long time. This morning there were nearly three inches of snow and ice which almost completely paralyzed traffic. The street car service was tied up all day, while every local industry dependent on hydro power was also closed down.

BURY MRS. McINNES.

DRESDEN, Feb. 21.—The funeral of Mrs. Martha McInnes, 73 years old, wife of Donald McInnes, who died on Saturday, took place Monday afternoon from her late residence, North Dresden. The services were conducted by Rev. R. G. McKay.

Her husband and a grown up family survive.

Traveler always occupied a removed place in the hotel lobby, a pullman car, and that his attitude was one of longing for a good pal to cheer him up.

So great was the impression made upon him, that Harris decided to voice a tangible protest against the loneliness of big cities.

His idea was to form a group of individuals and share with them the lonely joys of the small town.

With that purpose in view he gathered around him three good friends, who of an evening would join together usually in each other's office or some frugal restaurant, there to abandon business matters entirely and concern themselves in good-hearted merrymaking.

Because the meetings were held at different places, the name Rotary was given the crowd.

The plan proved popular. New members were taken in, each man representing a distinct craft or profession, a rule which is adhered to today.

Seventeen years have passed. That Harris' plan has succeeded is attested by existence of 1,045 clubs scattered in 22 countries with a membership approximating 100,000.

WATERWAYS TO BE PARTY ISSUE

Welland Canal Engineer Foresees U. S. Support For International Project.

WAS EARLY FRENCH IDEA

A. J. Grant Addresses London Branch of Canadian Engineering Institute.

It is quite possible that in the next general election in the United States that one of the planks in the platform of the two political parties will stand for action on the construction of the projected International Waterways System on the Great Lakes and St. Lawrence River, stated A. J. Grant, engineer in charge of the construction of the Welland Ship Canal, in an address before the London branch of the Engineering Institute of Canada Wednesday night in the council chambers, city hall.

"The whole of the Mississippi Valley states from the Great Lakes to the Gulf are a unit in their demand for the construction of the canal, and they are supported in their demand by the industrial east, who see, by the construction of the canal, development of 2,000,000 horsepower on the international section of the St. Lawrence River," said the engineer.

It had been reported that Montreal opposed the development of the canal but in that city only the electric power interests were antagonistic, the same interests which were in opposition to the project in the cities of the Atlantic seaboard in the United States, Mr. Grant asserted.

Was Early Dream.

"The dream," said Engineer Grant, "of the early French voyageurs and explorers to connect the great inland lakes with the seas has never been lost sight of by succeeding generations, and is at the present moment a very live issue."

The Welland ship canal was to be the connecting link in the chain which had been in construction since 1914, he said. As far back as 1790, the first canal had been planned for the Niagara Peninsula by a French abbe of the Seminary of St. Surplice, the speaker said, in reviewing the history of the canals that had been thrown across the peninsula.

Three canals in all had been cut through the peninsula, the last one of which had 25 locks, which in the new canal would be reduced to seven.

For all practical purposes the canal is a straight line between Port Weller, Lake Ontario, and Port Colborne, Lake Erie," he said.

The general dimensions of the canal were: length, 25 miles; elevation between the extreme low water level between the two lakes, 325½ feet; seven lift locks, each with 46½ feet, the engineer stated.

Protected by Gates.

The locks are protected by gates above the other locks in case of accident. Forty minutes are required for a ship to pass from one lock to another, and the whole length of the trip will be made by a ship, when the construction is completed, in eight hours.

Five of the nine sections are under way now, but the time when the whole project will be completed is not known, he said.

During the war the work had been halted on account of the high price of material and labor, but now the work was being pushed on account of the cheapening of labor.

Thirty-two bridges spanning the canal at different points, and when completed the canal will accommodate the largest ship in Canada easily. This ship can carry grain to a tonnage of 50,000.

Mr. Grant also pointed out during his address that if the waterways project were paid for on a basis of tonnage between Canada and the United States, the onus of the cost would rest on the United States since its tonnage was by far the greatest.

Cost Underestimated.

The Welland ship canal had been undertaken by the government, he said, at an estimated cost of \$50,000,000, but so much had the cost been underestimated that the construction cost, when completed, would be all likelihood be in the neighborhood of \$100,000,000, the speaker said.

Mr. Grant was questioned at the close of his lecture, when the project would be finished, and answered that it remained with the government and the amount of money that would be voted at its next sitting.

England's Envoy!



MRS. LAURA KNIGHT.

LONDON, England, Feb. 23.—It was announced here today that Mrs. Laura Knight will represent England on the jury of the International Art Exhibition to be held at Pittsburgh, Pa., in March. She is the first woman selected for the committee. Her associates will be a Frenchman and two Americans.

80 NUKOL SHAREHOLDERS WILL CONTEST CLAIMS

Company Hopes To Obtain Judgment For \$16,000 From Others.

TORONTO, Feb. 22.—Eighty shareholders in the Nukol Company, which recently went on the financial rocks, signified their intention this afternoon to contest the claims made against them. There are 311 shareholders. It is said that the company hopes to obtain judgment for about \$16,000 against those who have not contested the claims.

The affairs of the company were considered this afternoon before J. A. C. Cameron, official referee, at Osgoode Hall, but none of the contested claims were dealt with.

Amongst those against E. C. Ebby, of Breslau, Ont., who has an unpaid balance of \$3,450; estate of M. W. Trimble, of Essex, for \$1,140, and H. A. Short, of Port Stanley, for \$1,000.

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At the conclusion of his discourse a large number of pictures of the canal and plans of the canal, at different stages in the course of the work, were explained to the assembled engineers by Mr. Grant.

These showed the huge locks in the course of completion, the manner of their working and other technical points illustrating the magnitude of the monumental undertaking. Engineer H. A. Brazier presided at the meeting.

Tonight, with a turn to milder weather, the falling ice was a menace to pedestrians.

THREE MEN BURNED IN CAVE-IN OF TUNNEL

CANTON, Ohio, Feb. 22.—Three men were buried when a tunnel cave-in struck under car tracks in a city street here caved in this morning. One man was rescued and will be removed. Two others have been imprisoned for more than an hour and authorities fear they have been crushed to death or suffocated. The tunnel was being put through the street under the car tracks in connection with the laying of a large sewer.

The Weather

LOCAL TEMPERATURES.

LACK OF POWER STOPS WORK IN ALL FACTORIES

Longest Interruption Occurs From 12:15 to 2:45 Thursday Afternoon.

BREAK OUTSIDE LONDON

Newspaper Service Furnished by Relay System From Detroit.

With the effect of Wednesday's storm still potent, Hydro-Electric power gave more or less intermittent service Thursday morning, and at about 12:15 the power lapsed and left street cars laden with the noon-hour crowds helplessly stranded throughout the city.

E. V. Buchanan was unaware of the point at which the break had occurred, but stated that it was outside the city, as all damage wrought by the ravages of the storm in London had been repaired.

At 2:45 power again made its appearance, and the wheels of industry were once more in motion.

Street cars ran at half-speed throughout the morning to conserve power, but the motormen received orders to run at full speed between the hours of 12 and 1 o'clock.

The power gave out entirely at that hour, however, fate seemingly being well aware of the correct time at which to jumble matters.

Newspaper offices were crippled to a great extent by lack of power and light, and only by special efforts was a news-carrying wire secured to relay Canadian Press dispatches through Detroit and Windsor to London.

Land all this was in spite of the fact that at the same moment the wires failed, the sun broke through the clouds which had obscured it for the past two days.

While the stormy weather was beating down telegraph, telephone and hydro wires, the sun shone brightly in many places that candle light was no longer needed for illuminating purposes.

STRAFORD VISITED.

Special to London Advertiser.

STRAFORD, Feb. 21.—A complete paralysis of Stratford's industrial and business life, thousands of dollars in damage to the power lines in the city, ruination of hundreds of Stratford's beautiful shade trees, all followed in the wake of the worst storm which has been experienced in the oldest residents remember since a complete tie-up.

Rain, coupled with a driving wind, continued from early morning throughout the entire day, and wires and trees were coated an inch thick with ice. Under

weight, which trees snapped and crashed to the ground, carrying telephone, telegraph and light wires into a jumbled mass. Dozens of poles snapped off and telephone communication was badly disarranged.

The G. T. R. telephone and telegraph system was badly broken up, and train services were demoralized. Trains were kept standing at the station waiting orders, which could not be sent.

So terrific was the storm that electric services were in some cases ripped off the sides of houses and the wires pulled out of the conduits. Newspapers were unable to publish today because there was no power. Every industrial plant was closed down. The industrial lines were quickly repaired, but the break in the high tension lines outside the city made it impossible to get current. Owing to the break in the main line, the city will be two or three days before the entire lighting system is resumed in the city. Tonight the city is in darkness. Taxi men refused to answer any calls for service. Picture shows were all suspended.

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