SUPPORT BECK'S PLAN FOR TRACK

Detroit Ratepayers Use System Urged in City by Hydro Chief.

street railway, owned and operated by the ratepayers, indorses by common usage the track and paving Sir Adam Beck and his engineering the so-called slab construction.

In common with Sir Adam's engineers, the chief engineers of Detroit assert that the steel tie if properly laid would better serve than the cak ties. But as City Engineer Near differs with Engineer Fairlie, so do the Detroit engineers differ. The latter maintain that they would never use anything but steel tiez for straight tracks, but if it becomes imperative to use wood ties, they differ in the type of concrete construction

Engineers Differ. The Detroit chief engineers would then favor the so-called "slab" construction as advocated by Engineer Fairlie, while others adhere to the Richmond street type. Engineer Fairlie maintains that the London Street Railway job is but 50 per cent efficient. He would favor their type of construction with the steel tie, but as the wood tie is being used he would follow the slab process. All engineers will disagree in many ways. This they acknowledged freely today, appreciating the fact that it would be difficult for the average person to choose between the arguments. Today's survey of the situation reveals the established fact, however, that Detroit is adopting in the main a system as enunciated by Sir Adam Beck and his engineering advisers. While the Detroit engineers differ as to how they would lay their pave-ments with wood ties they have elim-inated this problem. They adhere strictly to steel ties, and they refute the claim advanced by Vice-President Ivey of London that steel ties are be-Ing replaced. Steel ties are being re-moved from a section of Cleveland track, stated Assistant Construction Superintendent Fenton of the De-troit Street Railway Department, troit Street Railway Department but this is not because they were inferior, it is because of faulty construction." Cleveland was the pioneer In steel ties, and they were not prop-erly laid. That is why they are being replaced.

Support Beck.

In another instance they support Sir Adam Beck. They would not lay seven-inch rail as on Richmond street in London without the use of



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portant detail, they say. Tie rods are

always advisable.
This afternoon the visitors viewed a project in Ford City, where Sir Adam Beck's ideas are being followed to the letter under Engineer Fairlie's direction, and City Engineer Near still insists that the Richmond street

still insists that the Richmond street job is just as superior and in certain respects far superior.

"If a person is sufficiently capable," he stated, "he may go on any job and point out small defects. I still think that the Richmond street job is by no means inferior, in many respects it is better; we are using more concrete for example.

*BOTH CLAIM VICTORY

Special to The Advertiser.
by a Staff Reporter.

Windsor, Sept. 25. — The Detroit street railway, owned and operated would show better results. Would Cost More.

Engineer Fairlie maintains that the recommendations, as submitted by \$13 per single track foot, while the Sir Adam Beck and his engineering London job will cost from \$15 to \$17. Sir Adam Beck and his engineering expert, T. U. Fairlie. This fact was disclosed today when a deputation from London, including City Engineer Near questions this, however, asserting that the hydro estimates have been used for the London job and not the proper London figures. City Engineer Near has evidently not been convinced that Sir Adam's views must be followed, and from the Detroit track allowance as well as Windsor's hydro operated and municipal owned railways. The Detroit trailway engineers will permit the use of nothing but steel ties with a more of nothing but steel ties with a monolithic type of construction similar to Richmond street, although wherever they use the white oak ties, they use the white oak ties, they use the so-called slab construction.

The London deputation covered a lot of ground today, and it was on Belle Isle Bridge when City Engineer Near and Sir Adam's engineer Fairlie engaged in the so-called slab construction. heated verbal combat while debating the question with the Detroit en-gineer. The latter's personal opinion was sought and City Engineer Near was sought and City Engineer Near charged that Engineer Fairlie was first denouncing the London job and then preparing to deliver a lecture concerning the same. Engineer Fair-lie claimed that his attitude was evidently misunderstood entirely, and he subsequently advised The Advertiser that he was not particularly interested in the London angle and had terested in the London angle and had been merely called in to give his opinion, and in conclusion did not care whether they chose to act accordingly or not. The Detroit superintendent was reluctant to give further opinions as he knew that he would "tread on some one's toes." And he suggested a request for an official opinion from the Detroit board of management.

In any event while both sides may

In any event while both sides may claim victory, all members of the deputation are quite pleased with today's survey, and feel that they have gained much valuable information for the ratepayers.

Those in attendance from London were City Engineer Near, Alderman L. T. Douglass, chairman of the board of works, and two members of the transportation commission, Alderman John Greer and P. J. Watt. Several members of the Windsor Street Railway and engineering department were present with Engineer Fairlie.

YOHN'S TRIAL DELAYED FOR INDEFINITE PERIOD

Partner Appears At Detroit For Preliminary Trial-Brother Released.

Special to The Advertiser by a Staff Reporter. Detroit, Sept. 25. — John Casey Yohn of London, Ontario, facing several charges, including murder, robbery while armed and automobile theft, will not face trial for several tie rods. These are always used with toak ties as another precautionary measure. A slight depression on the surface of the pavement occasioned on Detroit streets, from the use of tie rods, is unavoidable, but an important part of the rods of the pavement occasioned to be a native of Detroit, appeared today in Judge Jeffries' court for preliminary evamination. Young peared today in Judge Jeffries' court for preliminary examination. Yohn waived these proceedings before Judge Faust in the recorder's court. Yohn is charged with the fatal shooting of Floyd Johnson employed as an attendant at a Standard Oil gas station, Harper avenue and Grand boulevard. He claims accidental shooting, alleging that Savelli pushed Johnson into him.

"Jimmy" Yohn, a brother, and Mrs. Gladys McKenzie, supposedly his sister-in-law, and who were apprehended on suspicion at the time of Casey's arrest, have been released. Yohn and Savelli are charged also by the police with implication in several automobile thefts.

WILL EXPLAIN PLANS TO ASSIST JAPANESE

Deputation Will Wait On Number One Committee of City Council.

It was decided that deputations rom the Chamber of Commerce, the Canadian Red Cross Society, and the Walfare Association should wait on number one committee of the city council tonight to explain their proposals for raising relief funds for the stricken people of Japan, at yesterday's meeting of the directors of the Chamber of Commerce.

A questionaire will be sent to mem-A questionaire will be sent to members of the chamber asking them for an opinion on the existing system of assessing the business tax in Ontario. It is pointed out that the method in this province is to assess the tax on the value of the property and buildings owned by the firm instead of on the amount of business done, a state of affairs that is thought to be inconsistent with justice and equity.

At their last meeting the directors went on record as being opposed to

went on record as being opposed to any increase in the express rates in the Dominion. At yesterday's meeting they indorsed a resolution passed by the Winnipeg Board of Trade declar-ing that the proposed increase in express rates was not in the best in-terest of the country, and asking the Board of Railway Commissioners to soard of Kallway Commissioners to instruct counsel, as they have power to do under section 1, chapter 36 of the railway act, in order to prevent this increase. The act provides that in such a case the expense of counsel may be met from any unappropriated funds.

ated funds.

The directors also indorsed a resolution from the Vancouver Board of Trade urging the introduction at the earliest possible time of a scheme of Imperial preference.

OPPOSE GRANTING TITLES. Sydney, N. S. W., Sept. 25.—The Legislative Assembly has adopted by a vote of 39 to 24 a resolution declaring the granting of titles to be contrary to the sentiments of the citizens of New South Wales.

POTATO CROP SMALL,

Regina, Sept. 25.—The potato crop
of Saskatchewan shows a distinct
falling off this year, according to a
report made to the markets branch
of the provincial department of agri-



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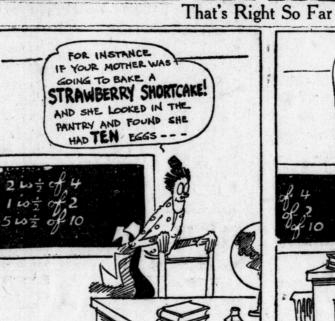
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ANYTHING

FUNNY ABOUT





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5'NOTHING

WITH IT-

DINNER ISN'T READY-

AD ENOUGH TO HAVE

THIS JUNKY

It's Much Easier to Tell Somebody Else. IS THAT SO !? COOK THE WELL IF YOU DINNER YOURSELF-THINK THERE'S MY SENSE OF HUMOR IS NT EQUAL TO THE OCCASION - -



TOOTS AND CASPER

Bah, a Little Thing Like That Means Nothing to Toots





OTHER PEOPLE

SEEM TO HAVE

FUN AT IT-

YOU'RE NOT

RESOURCEFUL

ENOUGH -





