

## COURT RESERVES JUDGMENT BISHOP FALLON'S BANK CASE

Impressive Documents From Rome, Signed by Pontiff, Produced in Court—Bishop Seeks Credit For \$37,136 Deposited in Home Bank, London.

Canadian Press Despatch.

Toronto, Dec. 15.—Charles Garrow, K.C., at Osgoode hall this afternoon reserved judgment on the application of Bishop Fallon, representing the Roman Catholic Episcopal Corporation of London, Ont., for the return of \$32,000 which it was claimed was paid into the Home Bank of Canada on Aug. 17, 1922, the day it closed its doors. He gave judgment as to the London seminary indebtedness of \$19,519 and the Tecumseh indebtedness of \$7,340, permitting these sums to be paid against the proceeds of the sale of the diocese totalling \$37,000.

The advantage to the corporation in securing a set-off is that to the extent of the set-off the corporation secures 100 cents on the dollar from its deposits instead of only 35 cents on the dollar it would otherwise receive.

According to Bishop Fallon, the payment was made at about ten minutes after 2 o'clock, standard time, that afternoon, and that as Toronto was at daylight-saving time the bank's doors would have actually closed its doors for the last time when the payment was made.

The Roman Catholic Episcopal Corporation also seeks to have an indebtedness of \$18,622.81 set off against parochial deposits in various branches amounting to \$37,136.49. Evidence of Mr. M. J. Brady of London, Rev. J. A. Rooney of Windsor, and Rev. Fr. Mahoney of London was to the effect that the parochial funds belonged to the corporation and could be requisitioned by the bishop at any time.

**PRODUCE RARE DOCUMENTS.** Toronto, Dec. 15.—An interesting and seldom seen set of documents was produced before Charles Garrow, K.C., sitting as official referee in the Home Bank liquidation, when the parol evidence of Bishop M. F. Fallon, of the Roman Catholic Diocese of London, was called in court at the instance of Mr. H. Ludwick, K.C., for the purpose of establishing the right of the bishop as a corporation of one person to hold private property of his entire diocese.

The documents, hand lettered in Latin, and bearing heavy lead seals, through which ran heavy cords. The seals were impressed on both sides of the parchment, bearing on one side the signature of the pontiff, and on the other, of St. Peter and St. Paul.

**Seeks Credit for \$37,136.** The hearing before Mr. Garrow was upon a long standing motion whereby Bishop Fallon strove to have credit allowed for \$37,136 which was on deposit in the Home Bank, central branch, at London, at the time of the failure of the bank. There were two outstanding debts of two sums of \$10,819 and \$7,240, and it was argued by A. H. Murphy, of London, that these

sums should be wiped out rather than claimed for collection in full by the liquidators. It was also contended that a check for \$32,076 had been paid into the Home Bank branch at London ten minutes after the head office had closed its doors in Toronto.

**Funds Vested in Bishop.** Rev. Father J. A. Rooney, of Windsor, and Mons. M. Brady, of London, were called to establish the fact that funds deposited in banks were not the property of the parishes from which they had been collected, but were the property of the ecclesiastical corporation who was the bishop, the fact being that the parish priest cannot withdraw more than \$100 without the consent of the bishop. The bishop claimed the right to withdraw such funds at his will.

**Banker Gives Evidence.** Harold F. Clark of the Standard Bank at London gave evidence regarding the drawing of the \$32,076 check, which was paid into the Home Bank, stating the time at which Bishop Fallon had come to him in this connection. Oscar Chapelle, former manager of the bank, also gave evidence, stating that the bishop returned with the check, and that he had been told by the bishop that the check was for the Home Bank.

Mr. Murphy's arguments. Mr. Murphy established by citations the rights of the Roman Catholic bishops to hold personal property as well as real estate. He reviewed parts of the evidence previously given, stressing the fact that the bishop had been told by the bishop that the check was for the Home Bank. He also reviewed parts of the evidence previously given, stressing the fact that the bishop had been told by the bishop that the check was for the Home Bank.

**Point For Buses.** "Mr. Ivey, of the street railway company, raised a good point for buses last night at the council meeting, when he said the street railway had lost money owing to bus competition."

"When six buses can come in here under a handrail, and gain such immediate favor with the travelling public, and to such an extent that the street railway with 63 cars in operation feel the need of a new car, it is not surprising that the competition of six buses, it augurs well for successful bus operation in London."

"The citizens can thank the buses for faster street railway service on the lines where we are in direct competition with them. When they had their own way, and they are in a position to serve, they have spruced up considerably."

"They have brought the matter to a head right at the busy season, and are just in time to bring in the winter business. My opinion is that it is all bluff. They can't afford to junk their cars, and they know it. They feel compelled to keep the people who stand behind them rather than walk, and it may be they will gain their end."

Mr. Kamm denied that the present buses would be switched to St. Thomas, where a serious shortage have been made to operate on four tickets for a quarter price. He stated that should the city fall the bluff of the street railway his company would bring in buses to take their place at the rate of a dozen a week. It would take two months to bring in all the buses that would be needed to give a real service.

**DRIVER OF FATAL CAR LEAVES CITY HOSPITAL**

Frederick Field, driver of a motor car in which Orville J. Smith met his death Friday, has been made to operate on four tickets for a quarter price. He stated that should the city fall the bluff of the street railway his company would bring in buses to take their place at the rate of a dozen a week. It would take two months to bring in all the buses that would be needed to give a real service.

**JUNIOR FARMERS AT KOMOKA.** Frank Parrish of the London office of the Ontario department of agriculture last night addressed a meeting of the Komoka branch of the Junior Farmers' Improvement association. Mr. Parrish also exhibited moving pictures at the gathering.

The Komoka junior farmers' pig club put on a demonstration of the work done by them at the Toronto exhibition last fall.

**GANG STARTS DIGGING AT WEST DISPOSAL SITE**

Twenty men, working under the direction of the city engineer's department commenced excavation today on the open cut near the coves in connection with the west end sewage disposal plant.

The city engineer stated that the cut would be 4,000 feet in length, 6 feet deep, and 10 feet wide. The bottom of the cut in diameter will be 10 feet in diameter and will be covered with a foot or more of earth. The tie will run parallel to the tracks of the Springbank car line.

**NEW CENTRAL LEAGUE.** Muskegon, Mich., Dec. 16.—Revival of the old central baseball league with four clubs, Muskegon, Ludington, Grand Rapids and Kalamazoo, is announced by Russell H. Gallagher, Chicago real estate dealer, who will operate the Muskegon club.

**ROW IN SUGARFIELD.** Havana, Dec. 16.—The reports from the provinces of Camaguey and Oriente say the sugar planters have broken off relations with mill owners. It is asserted that numerous planters have halted cane harvesting until the dispute is ended.

**Women Drivers Twice As Cautious; Only Six Speeders Fined In Year**

Women motor drivers of London have an enviable record. According to the police, they are twice as cautious as men drivers and a great deal more obedient of traffic regulations.

Court statistics give positive substantiation of the police department's high opinion of female drivers. Not more than half a dozen have been fined for speeding or any other breach of the highway traffic act in the past year.

## RUSH OF SETTLERS COMING IN SPRING

Director of Colonization Declares Thousands of Britishers Are Waiting.



W. D. DAVIDSON, newly-elected master of Union Lodge, No. 380, A. F. and A. M.

## Condition Imposed By L.S.R. Favored

Continued From Page One.

trict. I think the street railway will be prepared with a better proposition than they have intimated to date."

Ald. Bottrell was not in favor of removing the buses from the streets. "I won't say anything more just now, because it is not good business to talk about these things before the council meets," he declared.

Ald. Kilpatrick declared he had nothing to say at present on the subject, while Ald. Cronyn is also keeping his own counsel.

Ald. Dolg was against cancelling bus lines entirely. He thought buses operating on streets parallel to the street railway would be a good move, and considered that buses would help the London South service on Ridout street and Wortley road.

"It is the street railway that is in trouble, and they are the people to seek the franchise," said Ald. Dolg. "They never came to the 1922 council with a definite proposal."

"We want to serve the sections that aren't being served now," declared C. K. Kamm, president of the bus company. "We were invited here, and we want to negotiate with the council and street railway whereby the people will get service and we will get revenue."

"We are not adopting the dog-in-the-manger attitude of the street railway, where they want the complete franchise without promising real service."

**Point For Buses.** "Mr. Ivey, of the street railway company, raised a good point for buses last night at the council meeting, when he said the street railway had lost money owing to bus competition."

"When six buses can come in here under a handrail, and gain such immediate favor with the travelling public, and to such an extent that the street railway with 63 cars in operation feel the need of a new car, it is not surprising that the competition of six buses, it augurs well for successful bus operation in London."

"The citizens can thank the buses for faster street railway service on the lines where we are in direct competition with them. When they had their own way, and they are in a position to serve, they have spruced up considerably."

"They have brought the matter to a head right at the busy season, and are just in time to bring in the winter business. My opinion is that it is all bluff. They can't afford to junk their cars, and they know it. They feel compelled to keep the people who stand behind them rather than walk, and it may be they will gain their end."

Mr. Kamm denied that the present buses would be switched to St. Thomas, where a serious shortage have been made to operate on four tickets for a quarter price. He stated that should the city fall the bluff of the street railway his company would bring in buses to take their place at the rate of a dozen a week. It would take two months to bring in all the buses that would be needed to give a real service.

**DRIVER OF FATAL CAR LEAVES CITY HOSPITAL**

Frederick Field, driver of a motor car in which Orville J. Smith met his death Friday, has been made to operate on four tickets for a quarter price. He stated that should the city fall the bluff of the street railway his company would bring in buses to take their place at the rate of a dozen a week. It would take two months to bring in all the buses that would be needed to give a real service.

**JUNIOR FARMERS AT KOMOKA.** Frank Parrish of the London office of the Ontario department of agriculture last night addressed a meeting of the Komoka branch of the Junior Farmers' Improvement association. Mr. Parrish also exhibited moving pictures at the gathering.

The Komoka junior farmers' pig club put on a demonstration of the work done by them at the Toronto exhibition last fall.

**GANG STARTS DIGGING AT WEST DISPOSAL SITE**

Twenty men, working under the direction of the city engineer's department commenced excavation today on the open cut near the coves in connection with the west end sewage disposal plant.

The city engineer stated that the cut would be 4,000 feet in length, 6 feet deep, and 10 feet wide. The bottom of the cut in diameter will be 10 feet in diameter and will be covered with a foot or more of earth. The tie will run parallel to the tracks of the Springbank car line.

**NEW CENTRAL LEAGUE.** Muskegon, Mich., Dec. 16.—Revival of the old central baseball league with four clubs, Muskegon, Ludington, Grand Rapids and Kalamazoo, is announced by Russell H. Gallagher, Chicago real estate dealer, who will operate the Muskegon club.

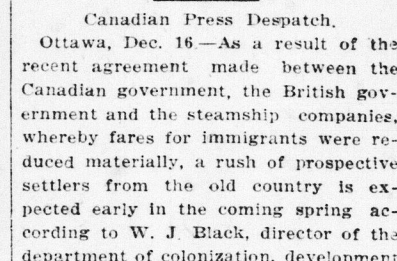
**ROW IN SUGARFIELD.** Havana, Dec. 16.—The reports from the provinces of Camaguey and Oriente say the sugar planters have broken off relations with mill owners. It is asserted that numerous planters have halted cane harvesting until the dispute is ended.

**Women Drivers Twice As Cautious; Only Six Speeders Fined In Year**

Women motor drivers of London have an enviable record. According to the police, they are twice as cautious as men drivers and a great deal more obedient of traffic regulations.

Court statistics give positive substantiation of the police department's high opinion of female drivers. Not more than half a dozen have been fined for speeding or any other breach of the highway traffic act in the past year.

Director of Colonization Declares Thousands of Britishers Are Waiting.



W. D. DAVIDSON, newly-elected master of Union Lodge, No. 380, A. F. and A. M.

## Condition Imposed By L.S.R. Favored

Continued From Page One.

trict. I think the street railway will be prepared with a better proposition than they have intimated to date."

Ald. Bottrell was not in favor of removing the buses from the streets. "I won't say anything more just now, because it is not good business to talk about these things before the council meets," he declared.

Ald. Kilpatrick declared he had nothing to say at present on the subject, while Ald. Cronyn is also keeping his own counsel.

Ald. Dolg was against cancelling bus lines entirely. He thought buses operating on streets parallel to the street railway would be a good move, and considered that buses would help the London South service on Ridout street and Wortley road.

"It is the street railway that is in trouble, and they are the people to seek the franchise," said Ald. Dolg. "They never came to the 1922 council with a definite proposal."

"We want to serve the sections that aren't being served now," declared C. K. Kamm, president of the bus company. "We were invited here, and we want to negotiate with the council and street railway whereby the people will get service and we will get revenue."

"We are not adopting the dog-in-the-manger attitude of the street railway, where they want the complete franchise without promising real service."

**Point For Buses.** "Mr. Ivey, of the street railway company, raised a good point for buses last night at the council meeting, when he said the street railway had lost money owing to bus competition."

"When six buses can come in here under a handrail, and gain such immediate favor with the travelling public, and to such an extent that the street railway with 63 cars in operation feel the need of a new car, it is not surprising that the competition of six buses, it augurs well for successful bus operation in London."

"The citizens can thank the buses for faster street railway service on the lines where we are in direct competition with them. When they had their own way, and they are in a position to serve, they have spruced up considerably."

"They have brought the matter to a head right at the busy season, and are just in time to bring in the winter business. My opinion is that it is all bluff. They can't afford to junk their cars, and they know it. They feel compelled to keep the people who stand behind them rather than walk, and it may be they will gain their end."

Mr. Kamm denied that the present buses would be switched to St. Thomas, where a serious shortage have been made to operate on four tickets for a quarter price. He stated that should the city fall the bluff of the street railway his company would bring in buses to take their place at the rate of a dozen a week. It would take two months to bring in all the buses that would be needed to give a real service.

**DRIVER OF FATAL CAR LEAVES CITY HOSPITAL**

Frederick Field, driver of a motor car in which Orville J. Smith met his death Friday, has been made to operate on four tickets for a quarter price. He stated that should the city fall the bluff of the street railway his company would bring in buses to take their place at the rate of a dozen a week. It would take two months to bring in all the buses that would be needed to give a real service.

**JUNIOR FARMERS AT KOMOKA.** Frank Parrish of the London office of the Ontario department of agriculture last night addressed a meeting of the Komoka branch of the Junior Farmers' Improvement association. Mr. Parrish also exhibited moving pictures at the gathering.

The Komoka junior farmers' pig club put on a demonstration of the work done by them at the Toronto exhibition last fall.

**GANG STARTS DIGGING AT WEST DISPOSAL SITE**

Twenty men, working under the direction of the city engineer's department commenced excavation today on the open cut near the coves in connection with the west end sewage disposal plant.

The city engineer stated that the cut would be 4,000 feet in length, 6 feet deep, and 10 feet wide. The bottom of the cut in diameter will be 10 feet in diameter and will be covered with a foot or more of earth. The tie will run parallel to the tracks of the Springbank car line.

**NEW CENTRAL LEAGUE.** Muskegon, Mich., Dec. 16.—Revival of the old central baseball league with four clubs, Muskegon, Ludington, Grand Rapids and Kalamazoo, is announced by Russell H. Gallagher, Chicago real estate dealer, who will operate the Muskegon club.

**ROW IN SUGARFIELD.** Havana, Dec. 16.—The reports from the provinces of Camaguey and Oriente say the sugar planters have broken off relations with mill owners. It is asserted that numerous planters have halted cane harvesting until the dispute is ended.

**Women Drivers Twice As Cautious; Only Six Speeders Fined In Year**

Women motor drivers of London have an enviable record. According to the police, they are twice as cautious as men drivers and a great deal more obedient of traffic regulations.

Court statistics give positive substantiation of the police department's high opinion of female drivers. Not more than half a dozen have been fined for speeding or any other breach of the highway traffic act in the past year.

## TOYS AND GIFTS

Director of Colonization Declares Thousands of Britishers Are Waiting.



W. D. DAVIDSON, newly-elected master of Union Lodge, No. 380, A. F. and A. M.

## Condition Imposed By L.S.R. Favored

Continued From Page One.

trict. I think the street railway will be prepared with a better proposition than they have intimated to date."

Ald. Bottrell was not in favor of removing the buses from the streets. "I won't say anything more just now, because it is not good business to talk about these things before the council meets," he declared.

Ald. Kilpatrick declared he had nothing to say at present on the subject, while Ald. Cronyn is also keeping his own counsel.

Ald. Dolg was against cancelling bus lines entirely. He thought buses operating on streets parallel to the street railway would be a good move, and considered that buses would help the London South service on Ridout street and Wortley road.

"It is the street railway that is in trouble, and they are the people to seek the franchise," said Ald. Dolg. "They never came to the 1922 council with a definite proposal."

"We want to serve the sections that aren't being served now," declared C. K. Kamm, president of the bus company. "We were invited here, and we want to negotiate with the council and street railway whereby the people will get service and we will get revenue."

"We are not adopting the dog-in-the-manger attitude of the street railway, where they want the complete franchise without promising real service."

**Point For Buses.** "Mr. Ivey, of the street railway company, raised a good point for buses last night at the council meeting, when he said the street railway had lost money owing to bus competition."

"When six buses can come in here under a handrail, and gain such immediate favor with the travelling public, and to such an extent that the street railway with 63 cars in operation feel the need of a new car, it is not surprising that the competition of six buses, it augurs well for successful bus operation in London."

"The citizens can thank the buses for faster street railway service on the lines where we are in direct competition with them. When they had their own way, and they are in a position to serve, they have spruced up considerably."

"They have brought the matter to a head right at the busy season, and are just in time to bring in the winter business. My opinion is that it is all bluff. They can't afford to junk their cars, and they know it. They feel compelled to keep the people who stand behind them rather than walk, and it may be they will gain their end."

Mr. Kamm denied that the present buses would be switched to St. Thomas, where a serious shortage have been made to operate on four tickets for a quarter price. He stated that should the city fall the bluff of the street railway his company would bring in buses to take their place at the rate of a dozen a week. It would take two months to bring in all the buses that would be needed to give a real service.

**DRIVER OF FATAL CAR LEAVES CITY HOSPITAL**

Frederick Field, driver of a motor car in which Orville J. Smith met his death Friday, has been made to operate on four tickets for a quarter price. He stated that should the city fall the bluff of the street railway his company would bring in buses to take their place at the rate of a dozen a week. It would take two months to bring in all the buses that would be needed to give a real service.

**JUNIOR FARMERS AT KOMOKA.** Frank Parrish of the London office of the Ontario department of agriculture last night addressed a meeting of the Komoka branch of the Junior Farmers' Improvement association. Mr. Parrish also exhibited moving pictures at the gathering.

The Komoka junior farmers' pig club put on a demonstration of the work done by them at the Toronto exhibition last fall.

**GANG STARTS DIGGING AT WEST DISPOSAL SITE**

Twenty men, working under the direction of the city engineer's department commenced excavation today on the open cut near the coves in connection with the west end sewage disposal plant.

The city engineer stated that the cut would be 4,000 feet in length, 6 feet deep, and 10 feet wide. The bottom of the cut in diameter will be 10 feet in diameter and will be covered with a foot or more of earth. The tie will run parallel to the tracks of the Springbank car line.

**NEW CENTRAL LEAGUE.** Muskegon, Mich., Dec. 16.—Revival of the old central baseball league with four clubs, Muskegon, Ludington, Grand Rapids and Kalamazoo, is announced by Russell H. Gallagher, Chicago real estate dealer, who will operate the Muskegon club.

**ROW IN SUGARFIELD.** Havana, Dec. 16.—The reports from the provinces of Camaguey and Oriente say the sugar planters have broken off relations with mill owners. It is asserted that numerous planters have halted cane harvesting until the dispute is ended.

**Women Drivers Twice As Cautious; Only Six Speeders Fined In Year**

Women motor drivers of London have an enviable record. According to the police, they are twice as cautious as men drivers and a great deal more obedient of traffic regulations.

Court statistics give positive substantiation of the police department's high opinion of female drivers. Not more than half a dozen have been fined for speeding or any other breach of the highway traffic act in the past year.

**Will Pursue Construction Policy in Hope of Winning Public Confidence.**

By HENRY SOMERVILLE. Special Cable to The Advertiser. Copyright.

London, Dec. 15.—The differences of opinion on the tactics of the parliamentary Labor party have been composed.

Messrs. Wheatley, Wedgwood, Lansbury and Maxton have advocated a policy of obstruction to all government legislation, and had threatened to pursue this line themselves even without the backing of their party. They have found no support for their attitude in the party generally.

The opinion is that Labor's best policy is that which will gain for it the confidence of the country, so that the people who voted Conservative and Liberal at the last election will vote Labor at the next election. Obstruction in the house of commons would only prejudice Labor's future with the prospect that the same game could be played by Conservatives when in opposition. Some satisfaction has been given to the back benches in the Labor party by the 1922 promise that the front bench will not monopolize debating opportunities, as it has been inclined to do in the past.

The meeting of the parliamentary Labor party yesterday, when these decisions were arrived at, was perfectly harmonious. Ramsay MacDonald was absent, but Clynes and Henderson are quite capable of upholding the policy of the right wing.

Two Brothers Toil 11 Years Build Replica of Holy Land

Canadian Press Despatch. Montreal, Dec. 16.—Made up, it is claimed, of six million pieces in 15,000 sections and weighing nearly seven tons is a replica of the scenes, cities and villages made memorable by the life of Christ, has been created by the labors of two brothers, Joseph and Salvador, of Jerusalem, the River Jordan and the Dead Sea are depicted under special lighting effects.

For Jerusalem the brothers have produced Solomon's temple, Pilate's palace, Herod's tower and David's palace, together with the walls enclosing the ancient city. The temple is about 15 inches in height.

SPRIT OF CHRISTMAS ON DUNDAS STREET. In front of the Smallman & Ingram store, Dundas street, hangs the biggest Yuletide wreath in London. It is fully twelve feet in diameter and reaches out beyond the curb, high above traffic lines. At night the colossal wreath is lighted by 100 electrical lamps interwoven amongst the evergreen foliage, and great spotlights play upon the wreath.

Accuses Britain. Tewfik Rashed Bey, head of the Turkish delegation to the League of Nations, has been invited here, and we want to negotiate with the council and street railway whereby the people will get service and we will get revenue.

"We are not adopting the dog-in-the-manger attitude of the street railway, where they want the complete franchise without promising real service."

**Point For Buses.** "Mr. Ivey, of the street railway company, raised a good point for buses last night at the council meeting, when he said the street railway had lost money owing to bus competition."

"When six buses can come in here under a handrail, and gain such immediate favor with the travelling public, and to such an extent that the street railway with 63 cars in operation feel the need of a new car, it is not surprising that the competition of six buses, it augurs well for successful bus operation in London."

"The citizens can thank the buses for faster street railway service on the lines where we are in direct competition with them. When they had their own way, and they are in a position to serve, they have spruced up considerably."

"They have brought the matter to a head right at the busy season, and are just in time to bring in the winter business. My opinion is that it is all bluff. They can't afford to junk their cars, and they know it. They feel compelled to keep the people who stand behind them rather than walk, and it may be they will gain their end."

Mr. Kamm denied that the present buses would be switched to St. Thomas, where a serious shortage have been made to operate on four tickets for a quarter price. He stated that should the city fall the bluff of the street railway his company would bring in buses to take their place at the rate of a dozen a week. It would take two months to bring in all the buses that would be needed to give a real service.

**DRIVER OF FATAL CAR LEAVES CITY HOSPITAL**

Frederick Field, driver of a motor car in which Orville J. Smith met his death Friday, has been made to operate on four tickets for a quarter price. He stated that should the city fall the bluff of the street railway his company would bring in buses to take their place at the rate of a dozen a week. It would take two months to bring in all the buses that would be needed to give a real service.

**JUNIOR FARMERS AT KOMOKA.** Frank Parrish of the London office of the Ontario department of agriculture last night addressed a meeting of the Komoka branch of the Junior Farmers' Improvement association. Mr. Parrish also exhibited moving pictures at the gathering.

The Komoka junior farmers' pig club put on a demonstration of the work done by them at the Toronto exhibition last fall.

**GANG STARTS DIGGING AT WEST DISPOSAL SITE**

Twenty men, working under the direction of the city engineer's department commenced excavation today on the open cut near the coves in connection with the west end sewage disposal plant.

The city engineer stated that the cut would be 4,000 feet in length, 6 feet deep, and 10 feet wide. The bottom of the cut in diameter will be 10 feet in diameter and will be covered with a foot or more of earth. The tie will run parallel to the tracks of the Springbank car line.

**NEW CENTRAL LEAGUE.** Muskegon, Mich., Dec. 16.—Revival of the old central baseball league with four clubs, Muskegon, Ludington, Grand Rapids and Kalamazoo, is announced by Russell H. Gallagher, Chicago real estate dealer, who will operate the Muskegon club.

**ROW IN SUGARFIELD.** Havana, Dec. 16.—The reports from the provinces of Camaguey and Oriente say the sugar planters have broken off relations with mill owners. It is asserted that numerous planters have halted cane harvesting until the dispute is ended.

**Women**