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A graduate practitioner, a foot expert, specially trained in the famous corrective methods devised by the universally recognized authority, Dr. Wm. M. Scholl, which have made millions of sick, aching feet normal and healthy, is at your service here.

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Have you painful corns, callouses or bunions? Has the springiness gone from your step? Are your toes cramped? Do your feet perspire excessively? Are your heels tender? Do you have shooting pains up the legs? Let our practitioner examine your feet, through the hose, at no cost to yourself. He will tell you just what your trouble is, what causes it and how it can be corrected.

COME TODAY, TOMORROW OR SATURDAY.

for this demonstration and know the joy of tortoiseless feet. Be enabled to wear in comfort the type of shoes that you prefer.

Cook's Shoe Store

G. T. R. PENSIONS TO BE CONSIDERED

OTTAWA, March 16.—In reply to E. W. Tobin (Richmond-Wolfe) in the House of Commons this afternoon, it was stated that the solicitor representing the Government at the arbitration proceedings in connection with the Grand Trunk Railway had been instructed to bring before the board of arbitrators the matter of the pensions due by the Grand Trunk Railway Company to its employees prior to the general strike of 1910.

The Government could not consider the re-establishment of the pensions for these employees until the final taking over of the railway.

JUDGE DISMISSES TEACHER'S APPEAL

TORONTO, March 16.—The appeal of James A. Smyth, a school teacher of Windsor, Ontario, against an order of the local judge requiring him to give \$200 security for costs in an action brought by him against Inspector Robert Meade and others for \$10,000 damages for alleged conspiracy, was dismissed by Judge Hall today. The judge, commenting on the action, said: "Had the matter been left to me, I would have been rather inclined to dismiss the action, thinking that in the end this might be in the interests of both parties."

WILL STOP WORK FOR PRESENT ON HUDSON BAY RY.

Financial Conditions Do Not Warrant Going On For Awhile.

HAS COST \$23,000,000

Dr. Reid Says Western Lines Are More Urgently Required.

OTTAWA, March 16.—(By Canadian Press).—There is to be no further work on the Hudson Bay Railway this year. On this, Dr. Reid was emphatic in the House of Commons this afternoon. J. A. Campbell (Nelson, Man.) had introduced a resolution asking the Government to resume work on the railway. Hon. T. A. Crerar supported the idea but said the present time was not propitious for further outlays.

Mr. Campbell declared the Government appeared to have forgotten its promises. After spending \$23,000,000 on the road it appeared to have been abandoned. There were important resources in the district traversed by the road, and the people of the West were demanding that it be completed. He seemed to be interested responsible for the Government's present attitude, and those interests were not showing their hands.

Financial stringency, Dr. Reid replied, was the only reason for construction work on the road having been held up. It was only possibly postponed until conditions were more favorable. Dr. Reid reminded Mr. Campbell that when 310 miles of the line were operated with a bi-weekly train service the revenue was not sufficient to pay the train crews' wages. "If money were available this year," said Dr. Reid, "I would use it to extend some railways in the West to the territories which have been suffering so long, and give them relief instead of continuing the Hudson Bay Railway at the present time."

Thomas Hay (Selkirk) moved in amendment that completion of the Hudson Bay Railway be carried out when conditions permitted, and that the road be completed as soon as possible. This carried, and debate on the resolution was adjourned.

Up to Commission.

Earlier in the afternoon the House took up Major C. G. Power's resolution, asking that the upkeep and control of the ancient walls of Quebec vested in the national battlefields commission. The minister of militia said there was no objection to handing over part of the fortifications, but some must be retained by the militia department. Engineers were now making estimates of the cost of rebuilding and upkeep. Major Power withdrew his motion on receiving this assurance.

West was keenly interested in this project, and quoted Sir Robert Borden as saying in 1912 that the road would be finished without unnecessary delay. Now, after \$23,000,000 had been spent, it appeared as if the Government was abandoning the work.

Mr. Campbell said that the Hudson Bay Railway had met with the support of both political parties. He quoted from the speeches of members from both sides of the House in which they expressed their support of the project. He stated that more money was spent on the construction of this road during the four war years, from 1914 to 1917, inclusive, than had been spent in any other period since the project was started. It was incomprehensible to him, unless it could be explained on the basis that the Government thought it might use the railway for war purposes. Engineers had reported that the road was perfectly practicable and feasible. Valuable Minerals.

There were very valuable mineral deposits in the country traversed by the road, and doubtless other discoveries would be made once the road was through. Navigation in the straits was open at present for about four months. By using modern aids to navigation, this period could probably be extended to five months in the year. Mr. Campbell said it appeared to him that there were certain persons responsible for the Government's negligence in regard to this project. These persons, he said, were not showing their hands. He moved the resolution, seconded by Andrew Knox (Prince Rupert, B.C.), that the Government should be asked to resume work on the railway. The carrying of this resolution meant the ideal but not the motion calling for the expenditure of public money, and it was not submitted in order for a private member to introduce such a motion.

Speaker Rhodes reserved his decision on the matter, the debate proceeding in the meantime.

Hon. W. S. Fielding said there was nothing to prevent a private member introducing a resolution which called for an abstract expression of opinion, as this one did. He requested the Speaker to give particular attention to this phase of the question when making his ruling.

Fielding Sustained.

Following a brief plea in support of the early extension of the railway to develop the northwestern portion of Canada by Andrew Knox, Speaker Rhodes gave his decision, which sustained Mr. Fielding's contention.

Hon. Dr. Reid then explained that construction had not been resumed on the railway owing to financial stringency. He claimed that the line was being discriminated against, as many others throughout the West were not being resumed. He added that the line, when 310 miles of it was in operation, operated at a loss. The revenue from traffic when one train ran twice a week failed to pay the crews' wages. There was no intention, however, he added, to abandon the construction of this line. It is merely postponed until conditions warrant the expenditure.

More Important Work.

Dr. Reid intimated that the Government was not in a position to undertake railway extensions which were, in his opinion, much more pressing than the construction of the Hudson Bay Railway. Mr. Campbell, he said, had drawn attention to the fact that delegations had supported the Hudson Bay project, and that resolutions were being introduced asking for its construction in many places across the Government.

The Government was faced with a great annual loss on its national system, and a loss which would persist for many years. What was wanted was the Grand Trunk Pacific and National Transcontinental was \$20,000,000 per annum. What Mr. Campbell wanted was for the Government to go out and borrow money at 10 per cent. to carry out a project which would probably add to this deficit. The minister of finance was a man of business, said Dr. Reid, it would be devoted to extending roads in the West where resources were abundant. There were much more urgently needed than in the Hudson Bay project.

Would Be Supported.

W. D. Euler (Waterloo North) declared that if Dr. Reid had stated that the Government would not go on with the Hudson Bay Railway, he would have been supported by a large number of members. Already a large sum of money had been sunk in this rather uncertain proposition.

The railway was designed to carry wheat to Port Nelson, whence would be shipped overseas, but experts had testified that there was practically only three months of the year when navigation was safe to the Hudson Straits. Mr. Euler expressed the view that the Hudson Bay Railway were built in would be productive of good money after bad. In his opinion, both parties had been playing politics in connection with this railway. He had been a supporter of public ownership of railways, and did not want to see it untimely hampered by over-construction.

Thomas Vren (Lethbridge) also opposed the resolution.

Is Not Feasible.

E. W. Nesbitt (North Oxford) said that as far as he was concerned, the Government would not proceed with the construction of the Hudson Bay railway. It was not feasible for many reasons. The railway would be limited to three months in the year; it would require two large elevators and a special class of ships that could not compete on other routes would have to be procured. Mr. Nesbitt did not believe the Hudson Bay Railway would reduce the cost of transportation. It would be suicide to add in any way to the railway problem at the present time.

The people of Canada did not comprehend what the country was up against in the present railway problem. The Government was not to blame. As a Liberal, in 1914, he had advocated building the Transcontinental Railway, and if his efforts had been successful, he felt he should be put in jail for it. His support of the Government of public ownership of railways, and did not want to see it untimely hampered by over-construction.

Suggests Committee.

He suggested a committee from both sides of the House to investigate the railway situation. When members of the Opposition criticized the Government for the railway situation they were talking for political purposes. "We members of the House might as well make up our minds not to play politics as far as the railway is concerned," Mr. Nesbitt said, when declaring that the House must face the situation as a unit. It was necessary to get in touch with the labor unions with a view to reducing the wages. Wages were not reduced the railways would be forced to cut down their services to such an extent that thousands of employment. Transportation charges must be reduced and the wages under the McAdoo award must come down if it was to be effected. The railways must be made to earn their operating expenses.

Thomas Hay (Selkirk) moved an amendment to the resolution to the effect that the completion of the Hudson Bay Railway should be resumed as soon as the financial condition of the country permitted, and that the project be completed with the least possible delay. He was satisfied that the Hudson Bay scheme was bound to be a great success some day. It would become one of the biggest trade routes of the world. But he would have to oppose its completion for the present on account of financial difficulties. The Government's paramount duty at the present time was to bring the country's expenditure within its income at the earliest possible moment.

The vote on the amendment was taken at 6 o'clock and was carried. Mr. Campbell then sought to move the adjournment of the debate on the main motion as amended. He declined to allow the motion to go to a vote. Thus, the subject can again be discussed.

54 NOMINATED FOR BOARD OF BENCHERS

TORONTO, March 16.—Fifty-four Ontario barristers have been nominated for the board of benchers of the Law Society of Upper Canada. Thirty are to be elected. While the nominations have closed before Returning Officer Edwin Bell, secretary, four days are given for withdrawal.

FOUR SOUND TEETH PULLED BY SCHOOL DENTIST, IS CHARGE

Windsor Parent Takes Action Over Injuries To Eight-Year-Old Son.

[Special To The Advertiser.]

WINDSOR, March 16.—Instructions were received this afternoon by Wilson and Wilson, barristers, to start an investigation involving the Windsor Board of Education and Dr. E. Biehn, school dentist, on behalf of William Chantler, a Wellington avenue citizen, who alleges that serious personal injuries were suffered by his eight-year-old son as a result of Dr. Biehn extracting four sound and permanent teeth.

The action, it is stated, is taken because the school board has offered no explanation to Mr. Chantler's demand for an investigation of his charges. The writ will be served tomorrow, when the amount of damages claimed will be made public.

The case also involves Miss Muriel Nash, supervisor of nurses, who alleges that she was injured by Dr. Biehn, because she is said to have taken excep-

tion to Dr. Biehn's method of treating teeth, and because she gave the teeth that were extracted from the Chantler boy's mouth to his parents. This act is construed as "disloyal."

ALFONSO IS NEW PRESIDENT. HAVANA, March 16.—Dr. Alfredo Sayas y Alfonso was elected to the presidency of Cuba in the partial elections held yesterday.

Don't throw your old carpets away! They make new Velvetex Rugs. Send for Velvetex pamphlet. Canada Rug Company, London. 62bu

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You are invited to attend a demonstration of Johnson's Prepared Wax and Johnson's Wood Finishes at the store of **SCOTT PAINT-VARNISH CO.**, 398 Clarence street, London, Ont., on March 17, 18 and 19, between the hours of 9 a.m. and 6 p.m. Instructions in making the home beautiful will be given and the Johnson products demonstrated. We are sure you will find this both interesting and instructive. Cordially yours,
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New Serge Suits for Misses

Made in box-back style, braid trimming on back, collar and pockets, coat silk lined, skirt with pockets and separate belt; sizes 16, 18 and 20. **\$37.50**

Special Women's Suits, in fine all-wool Botany serge, silk-lined coat, trimmed with military braid, narrow string belt and buttons. Very special at **\$32.50, \$35.00**

Misses' Coats of fine velour cloth, sport and three-quarter length, made with belt, pleated back and silk stitching, in grey, sand, fawn, reindeer and Belgian blue. **\$22.50 \$25.00 \$27.50**

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For nice soft dress, separate skirt or blouse, a fabric that will please you, full 40 inches wide, in shades of navy, taupe, camelia, black and ecru. Per yard **\$3.50**

TAFFETA SILK

Heavy quality, chiffon finish, 36 inches wide, in black, sand, grey, rose and green. **\$2.19**

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A trim, well-corseted figure, in old clothes or new, is a credit to the discrimination of its owner. Our Corset Section at all times offers models which indicate fashion's trend. New models. Prices **\$1.50 to \$5.00**

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New Quilt Coverings, in very pretty designs, yard wide **25c, 35c**
One table of Plain, Stripe and Plaids, wonderful value. Friday and Saturday **25c**
Five pieces Heavy Printed Repp for covering boxes or drapings, 30 inches **59c**

Two cases Cotton Batts, clean and free of specks, sizes 3x7 feet. Each **20c**
15 pairs Marquisette and Serim Curtains specially priced. Best values in Pillow **49c, 59c, 65c**
Cottons

Men's Smart Spring Clothes

You'll find surprises on every hand in the showing of new Spring Togs. Qualities that have been missing for a long time are here again, and prices that have bought only the very commonest goods, are again buying real qualities.

\$39 SUITS---

Wonderful selling in these splendid all-wool worsteds, chevots and tweeds. Plain browns, greens and blues — smart pencil stripes and new Lovatt shades, in single and double breasted models.

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Values you've been used to seeing at \$35 to \$45 are here now at these prices. Splendidly made, cleverly designed garments in many handsome and attractive patterns in tweeds and worsteds.

Spring Coats, \$15 to \$39---

There are many kinds here; featured are splendid gabardines and coverts in new and attractive models. Plain grey chevots in standard styles are also selling well.

Unusually Fine Shirts at \$2.25---

The best shirt values for many a month are these on sale this week. English closely woven cambrics that will wear splendidly and keep their color. Made in best possible manner with big full-cut bodies. New and handsome designs.

**R. J. YOUNG & CO.****55 Dozen Trimmed Hats**

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\$5.00
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Our buyer just completed a very fortunate purchase in New York, securing 660 Trimmed Hats, worth from \$7.50 to \$10.00, which we are able to offer in our stores for Friday and Saturday, selling at the very low and popular price of \$5.00. London's share of this purchase is 144 Hats, representing a wide variety of styles and colorings. The shapes alone are worth the full asked price. The trimming, work and lining are a gift.

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