

GIGANTIC "LET GO" SHOE SALE

10-Day Sacrifice of Broken Lines Ladies' and Men's Shoes

Business here has grown consistently since we opened our doors at 123 Yonge, and of late it has been beyond all expectations. We have consequently a huge stock of broken lines—this season's styles—these must positively sell now to make way for spring shipments arriving daily, hence the sensational price cuts below. Although we have not all sizes in any one line, we have your size in one or other of the advertised lots—all of which are truly wonderful values. Below we give brief description of lines offered in this immense 10-day clearance.

FOR LADIES AND MEN—Tans and black calf, laced and buttoned, also patent winter weights—heavy viscol soles (waterproof). Every style worn at this season, is shown in our windows. No old stock, but up-to-the-minute styles in reliable Owl shoe qualities. Inspection will promptly convince you of the merit of these values. Don't hesitate about coming and feel under no obligation to buy—we welcome your careful scrutiny. It's seldom we put on a sale, but when we do it's a real money-saver. Let's prove it.

Regular 4.00 Shoes Ladies' and Men's "Let Go" Sale Price	Regular 4.50 & 5.00 Shoes Ladies' and Men's "Let Go" Sale Price	Regular 5.00 Shoe Ladies' and Men's "Let Go" Sale Price	Regular 6.00 Shoe Ladies' and Men's "Let Go" Sale Price	Regular 7.00 Shoe Ladies' and Men's "Let Go" Sale Price
2.99	3.49	3.99	4.49	4.99

Owl Shoe Store Edward Cook, 123 Yonge St. Just Below Arcade

CHANNEL TUNNEL BECOMING POPULAR

Aviation Has Deprived Opposition of the Greatest Objection.

By W. B. T. Thompson.
LONDON, Jan. 24.—The channel tunnel was the subject of a lecture and discussion at a recent meeting of the Royal Society of Arts.

had been growing weaker, while those in its favor have been growing stronger all along the line. He believed that the possible disadvantages of the tunnel were few, and might never occur, whereas the certain advantages were countless and constant, and would be experienced every hour of every day by ever increasing numbers. One objection raised to the tunnel was that it would deprive Great Britain of her position, but he thought that aviation had done that already.

Mr. Arthur Fell, M. P., in the course of a paper, corrected the impression that the scheme could not be a success because the gauge of the French railways and of the English railways was not the same. Sir Francis Fox spoke of the increased employment which the construction of the tunnel would bring to the British workmen, and asserted that the cost of working the tunnel could be reduced to a minimum. The destruction of the tunnel would not be necessary in time of war. It was proposed to make a dip in the level on

both the English and the French sides, and the opening of a valve in either country would fill the tunnel with water for a mile of its length. As one who had had to do with the tunnel beneath the Mersey, and also with the Simplon tunnel, the longest in the world, he gave it as his opinion that the problem of ventilation would be of the simplest possible character. The ventilation of one-tube railways was a far more complex problem. Sir Robert Perks said that, in the cost and danger of its construction, the channel tunnel would be in no way comparable to the Severn tunnel. On all grounds, commercial, political and engineering, there could be no doubt about the necessity for the tunnel or of the ease with which it could be constructed. Mr. Alfred Stie, of the Chemin de Fer du Nord, said that in France they felt that the question at present was purely a British one, and it was not intended that the French people should take any part in the discussion. "But if the British government de-

VOTES FOR FLOWERS IS THE NEW WAR CRY

English Lady Gives Bouquets for Signatures on Suffrage Petition.

PARIS, Jan. 24.—A beautiful lady, with an April face, so the chivalrous French papers say, has been bartering roses with French deputies for their signature on a monster petition she is getting up in favor of woman's suffrage. The beautiful lady is, it appears, none other than a distinguished non-militant suffragist connected "with the highest English aristocracy," who had adopted the nom de guerre of rather, de pair, of Lady Lillian Clentworth. I leave Lady Lillian to tell her story and explain her aims in the words she used in a French newspaper, only exercising my right of selection for the good lady was rather prolix. "Unhappily married and miserable," writes Lady Lillian, in excellent French, "I realized that the English law is shamefully unjust to women, and how necessary it was that the women should have the vote."

Militants Are "Odious."
Finding the militant suffragists to whom she first carried her grievances and her hopes, "odious, and destitute of feminine grace," Lady Lillian suddenly saw the "better path." It was to gain votes for women "by gentleness."

Having realized her mission in life, Lady Lillian undertook a crusade through Europe to bring back a million crosses, or, preferably, signatures, in favor of votes for women. Up to date, she has been fairly successful. She has ten thousand signatures already. "Everywhere people have been very good to me," she writes, "except in Germany, where several newspapers said I had been arrested, and that I was 40 years old; both of which shameful charges are utterly untrue. In Paris, when I stood on the boulevards offering bunches of violets in return for signatures, they 'ragged' me a little, but, on the whole, they were chivalrous and kind. One man tried to kiss me, and another, instead of writing his name, wrote 'your ducky,' but these were exceptions." Paris is much more interested in Lady Lillian, with her red roses and violets, than in a wilderness of Pankhursts.

BAKERS WERE VERY DANGEROUS PEOPLE

Report Drawn Up at Request of Napoleon—Make Strange Statements.

(Special Cable Dispatch.)
By Henri Ferrer.

PARIS, Jan. 24.—Somebody has just unearthed a curious document, dating back to the first empire, which makes rather amusing reading. It is the report, drawn up at Napoleon the First's request, by the then prefect of police, on the state of mind of the workers in Paris.

From it we learn that in the year of grace 1807 publicans were, as a class, unfaithful to their wives; house-painters drunken; shoemakers drunk; and hostlers inclined to revolutionary ideas. Butchers, the prefect had found to be contrary to the general opinion, the meekest and most affable of men, the explanation being "that, by reason of their trade, they are continually inhaling animal emanations, which lower their constitutions with the privileges of health and tranquil vigor."

A nasty set-back that for the vegetarians! On the other hand, bakers are excessively dangerous customers, and very easily become murderers, "by reason of their crass ignorance, and because working at night and sleeping during the day, they form a species of tragiodytes." What do you say to that, Messieurs les Journalistes, espèce de tragiodytes that you are? Napoleonic barbers, you will be glad to learn, were as gentle and mild-mannered folk as ever gashed a chin.

RUSSIA MAY PROFIT BY PANAMA CANAL

Hope That Europe Will Become Consumers of Siberian Fish.

ST. PETERSBURG, Jan. 24.—The Russian export chamber has been devoting many of its semi-weekly meetings to various aspects of trade relations with America, which continue to interest Russian industrial and commercial circles. The blow dealt to an expanding trade in which the United States has risen to second place in imports is reflected in reports for the first seven months of 1913. During that period Russian exports to America decreased by 2,000,000 roubles, or over \$1,000,000. The new American tariff is expected to recoup for Russia some of this loss by increased trade in certain articles, such as eggs, hides and wool.

One of the organs of the Russian ministry of finance dwells upon the Panama Canal's menace to the Russian merchants' predominance in Mongolia. Mongolian wool and hides even now largely go to San Francisco by way of Tientsin. To save this raw material for Russian industries, the ministerial organ advocates that "feeders" should be built to the Trans-Siberian railway, traversing Mongolia to its main centers, such as Khabarovsk and Ulyanovsk. On the other hand, Russians view favorably the development of Siberian and Manchurian timber exports to America; hopes also are entertained that Europe may become a large consumer of Siberian fish, via the Panama Canal. The freight rates via the Suez Canal are prohibitive, and the Japanese profit by buying the whole catch at ridiculously low prices.

Women will find more news of interest to them in The World's magazine page every morning than in any other paper.

RUSSELL KNIGHT MOTOR

Breaking World's Reliability Record
Has Run 216 Hours—Nine Days and Nights Under Full Power
Without Adjustment, Stop or Repair

Now Running Better Than At The Start

In April of 1909, the Daimler Company of Great Britain submitted two of their Daimler Knight Engines to the severest test that, up to that time had, ever been undertaken by an internal combustion motor. This run included 132 hours with wide open throttle on the bench, then a run of 2,000 miles on Brooklands track and a further bench test of five hours. The successful completion of this test is now a matter of history.

In December last, in the United States, before the Automobile Club of America, the Moline Automobile Company, of Moline, Illinois, submitted one of their

Moline Knight motors to a test. The marvellous performance of that engine is fresh in the minds of motorists. It established the world's record for reliability and power production.

We believe that it is possible in Canada to produce a product that will meet competition with that produced anywhere in the world.

On Wednesday, the 14th of this month, we selected from our stock one of our regular motors which had just been assembled and given its usual short run on the bench, but before it had received its full regular test.

Russell
KNIGHT

It was to run day and night continuously until such time as it had either broken all records or required adjustment or repair.

Every minute of the time it was to be under the technical observation of Professor H. W. Price (Engineering Department, University of Toronto) or his associates.

It was to run constantly under wide-open throttle—commencing at a speed of 500 revolutions per minute the first day, and increasing by 100 revolutions per minute each day until the maximum motor speed was reached. The motor is strictly a stock motor in every respect.

Up to date after nine days' constant running, this motor has broken two world's records.

I. RELIABILITY. It has run 216 hours, without a single adjustment, stop or repair.

II. LUBRICATION. It has established a new economy record for lubrication—using less than one-fourth the quantity of oil consumed by one of the finest poppet motors in a recent official test.

To-day (Friday) at 3 p.m. this motor is running at 1,400 revolutions per minute. It is developing 47 1-2 h.p.—almost 75 over its R.A.C. rating of 28 h.p. It has run a total of 216 hours. It has covered a distance equal to 8,500 miles—UP HILL. It has not had a single adjustment, stop or repair. Yet it is running swifter—pulling stronger—working smoother than at the start.

Beauty of line, luxury of appointment, and completeness of equipment are combined in the Russell with a degree of motor-reliability and economy not equalled in any other car.

"Made Up To A Standard,
Not Down To
A Price"

RUSSELL MOTOR CAR CO., LTD.
100 Richmond Street West - Toronto

FACTORIES: WEST TORONTO.
BRANCHES: Montreal Hamilton Winnipeg Calgary Vancouver Melbourne

Only
\$9.75
--the Phenomenal Price of a Suit or Overcoat made to measure.

WE have a large stock of beautiful suit and overcoat lengths---ends of mill runs---which we want to clear out immediately.

On Saturday, Monday and Tuesday

you have your choice of these materials, which represent the newest and most popular weaves of Britain's best looms, for

Suit or Overcoat

Made-to-Order

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Guaranteed Satisfactory

Suits and Overcoats made of the materials of which these are the overruns at the mill sell at from \$20 to \$30---an indication of the remarkable quality of the goods as well as the unique character of this offer.

Remember that this offer is good on Saturday, Monday and Tuesday, and leave your order as soon as possible.

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Open Evenings 211 Yonge Street Opposite Albert