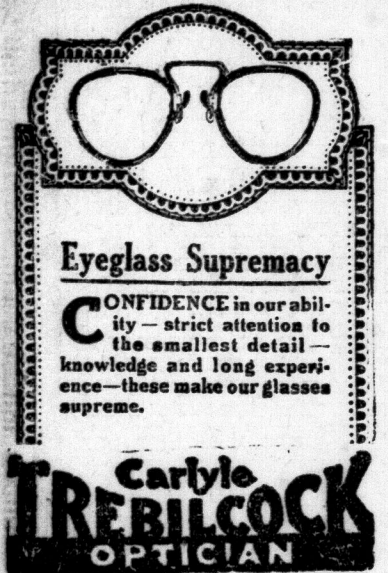


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70c Pound.
Try a Pound Today.
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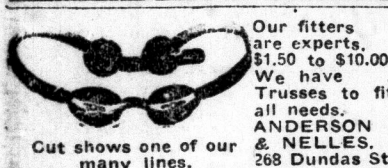


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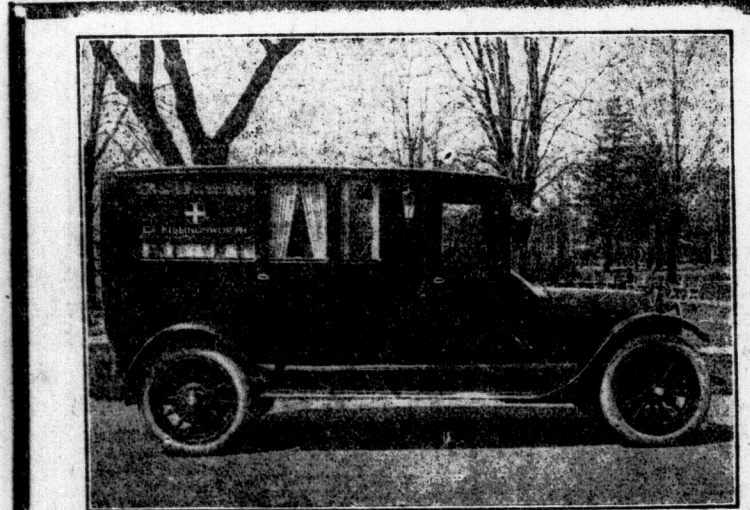
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There is no charge made for the use of the Oatman funeral home.

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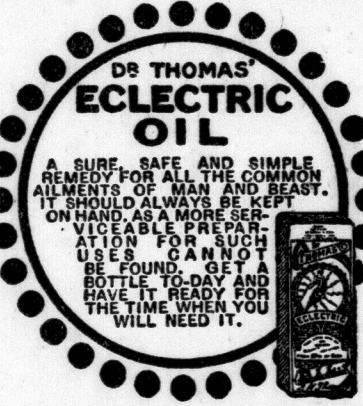
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will save you all the fuss and expense of baking, and we'll wager that you and your family will find them just as tasty and nourishing as you will bake yourself.

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ART WILKES
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THORNTON WOULD SPEAK FOR STRATFORD RAILMEN
Special to The Advertiser.
Stratford, May 19.—Sir Henry Thornton, president of the Canadian National Railways, who comes here on the 24th of May, has expressed a wish to be permitted to address the employees of the C. N. R. in the city. He is to be banqueted by the Chamber of Commerce at 6:30 p.m., and as the space there is decidedly limited, it has been thought advisable to hold a public meeting afterwards. The finance committee of the city council has appointed Mayor Brown, Aids: Greenwood, McLachlan and Gregory to confer with the railway officials on the matter.

ASK GRAIN RATES BE PLACED UNDER RAIL COMMISSION

Investigating Committee Advises Employing Experts Conversant With Problem.

REPORT TO COMMONS
Recommend Vessel Brokers Be Made To File Statement of Space.

Canadian Press Despatch.
Ottawa, May 19.—Supervision of lake rates for grain between Canadian ports should be placed in the hands of the railway commission or some independent body with the assistance of advisers and experts who are thoroughly conversant with this problem.

This is one of the recommendations of the royal commission appointed to investigate charges of combines amongst lake carriers of Canadian grain.

The commission's report was tabled in the House of Commons yesterday by Hon. James Robt., minister of trade and commerce.

The commissioner further recommends that all persons or corporations carrying grain between Canadian ports shall be obliged to file maximum rates with such commission, that the commission shall have power to approve and to disapprove such maximum rates and when not so approving shall prescribe reasonable maximum rates; that provision shall be made for alteration of such rates to suit different portions and conditions of the shipping season, and that rates in excess of the maximum shall be illegal.

That power be placed in the hands of the governor-in-council to suspend existing regulations, insofar as the same may be necessary to enable American vessels to carry grain for winter storage between Canadian ports; and that the governor-in-council shall be empowered to make such regulations on grain in other cases on the recommendation or report of the commission having power of supervision over rates to be charged on the great lakes.

That all vessel brokers and persons in any way engaged as agents or otherwise in chartering vessels, or space on vessels from Port William and Port Arthur east, be prohibited from writing cargo for outward insurance on grain, from enacting in any way as agents for the placing of such insurance or any premium connected therewith.

Must Provide Statements.

That all vessel brokers and persons in any way engaged as agents or otherwise in chartering vessels, or space on vessels for the carriage of grain from Port William and Port Arthur east, shall, at the grain exchange at the place where such chartering for vessel or space is made, ascertain and show the city, date of shipment and destination for carriage of each grain charter entered into each day.

The report is signed by S. J. McLean, chairman and Levi Thomson and T. L. Tremblay, commissioners.

In its summary of the facts placed before it, the board states:
1.—It is admitted that, at one time during the 1922 shipping season, vessel operators controlling a sufficient proportion of the bulk freighters on the upper lakes to constitute a virtual monopoly, combined to fix rates to be charged on the shipment of grain on these lakes, and in the opinion of your commission a tacit understanding between these operators as to those rates existed during the whole season, and measures should be taken to prevent its continuation.

2.—Rates on grain between Canadian ports were discriminatory as compared with rates charged by Canadian operators on grain and other bulk freight between Canadian and United States ports, and as compared with those charged by American operators on grain and other bulk freight between United States ports.

3.—In justification of discrimination, it is alleged:
(a) That there was congestion at Canadian ports;
(b) That the Canadian vessels got less return cargo than the American; and
(c) That the work of Canadian vessels was less steady than that of the American by reason of the seasonal character of the grain traffic.

4.—That rates to Buffalo, were, during the early part of the 1922 season, "distressed" rates by reason of American freighters being unable to procure their usual tonnage of iron ore.

5.—Congestion was as bad at Buffalo as at Port Colborne, and was worse than at Bay ports.

6.—Therefore that discrimination cannot be justified by congestion.

7.—Congestion did exist, both in 1921 and 1922, and was one cause of high freight rates. The fact that grain can be so much more rapidly discharged from Port William and Port Arthur than it can be transferred at Montreal, Quebec and Port Colborne, makes for congestion.

Expect Increased Business.

With the completion of the Welland Canal, and the addition of such facilities along the all-water route as may be found necessary, in order to take advantage of the more economical operation offered thereby, it may be anticipated that there will be an increase in the grain traffic moving by the St. Lawrence route, called by Mr. Stocking of Duluth, "the natural attractive route"; and in order properly to utilize such facilities for the transferring of grain at Montreal, Quebec and Port Colborne, every effort should be made, through effective co-operation to insure the fullest possible co-ordinated use not only of all the facilities at the ports in question, but also in all factors used or bearing on the transportation and transfer of grain.

8.—The United States vessels have some advantage over Canadian vessels in matter of return cargo. Coal is the only extensive return cargo for vessels carrying bulk freight from Lakes Superior and Michigan, and the average return cargo is much less than the cargo carried down, coal being only about 20 or 30 per cent of American bulk freight on the Great Lakes, the most of the vessel tonnage carrying bulk freight down from the upper lakes, whether American or Canadian, must go back light, and so long as a returning vessel can get a cargo of coal she can afford to carry at any rate that will

pay her better than returning light. Whatever she gets beyond sufficient to pay for the extra time and cost caused by taking the return cargo over the time and cost of going back light, is clear gain. It is alleged that trade connection existing between United States vessels and coal companies give the former an advantage over the Canadian vessels in obtaining this return cargo. It would seem, however, that in general the advantage possessed by the American vessel in respect of coal is not so great as represented.

9.—Canadian bulk freight being mostly grain is more seasonal than American, and Canadian vessels were at times also short of employment; and although the companies controlling nearly all the Canadian upper lake tonnage were able to represent before the commission, they were only able to show that one Canadian vessel had been laid up for want of work during the season, and that vessel for 30 days. On the other hand, it has been admitted that labor costs were lower on the Canadian side than on the American.

10.—After making due allowance for additional cost of operating and handling to which the grain was subject, but which did not apply to ore and coal, there is still an excess of earnings from the transportation of grain between Canadian ports over earnings from the carriage of other bulk freight, which shows high and unjustifiable rates.

Rates Not Satisfied.

11.—The increase of the 1922 rates over those of 1921 by the Canadian vessel operators was so great as to be high and unjustifiable.

12.—Railway rates and rates for the transportation of all important bulk freight on the Great Lakes, except grain, are being controlled in some way; the former through committee, acting on behalf of the public, the latter by agreement between the producers and carriers. The difference in cost of operation of lake vessels at different periods of the shipping season, and the movable nature of the capital invested in lake transportation, owing to the fact that not being tied down to one fixed route, among other things, make it impractical to attempt to control lake traffic by exactly the same way in which rail traffic is controlled; and joint fixing of rates by agreement between producer and carrier, as in the case of iron ore, does not seem feasible.

13.—The season of 1922 was characterized by high levels of rates which cannot have been detrimental to all those engaged in the production and disposal of grain, and it is, therefore essential that through control of upper level of rates the competitive principle which has been relied upon by Parliament in the case of water transportation should be permitted to operate.

14.—The difficulties in the way of controlling rates on lake-borne grain are such that your commission is of the opinion that the only feasible method of rate control through a regulatory tribunal is through maximum rates.

15.—Power to suspend the existing laws in respect of the grain trade should be conferred upon the governor-in-council. It is suggested in this connection that the dominion bureau of statistics should keep statistical records of the port cargo as in the existing trade, such records to be based on returns from the vessel or vessel companies operating.

16.—The broker should not obtain the payment for his services from participating in the premium of insurance written by him. The basis of compensation for services rendered should be a direct charge.

Refers to Rate Fixing.

In its reference to rate fixing the commission states:
The fact seems to be that so far at least as the 1922 season was concerned when the fixing of rates suited the carriers, they fixed the rates without consulting the producers, whose grain they were carrying, or the shipper from whom they were to receive the grain; but when the demand for space by shippers became so great that they could scarcely meet it, they allowed the law of "supply and demand" to operate to a great extent, but still acted so well in concert that the going rate from day to day was easily ascertainable.

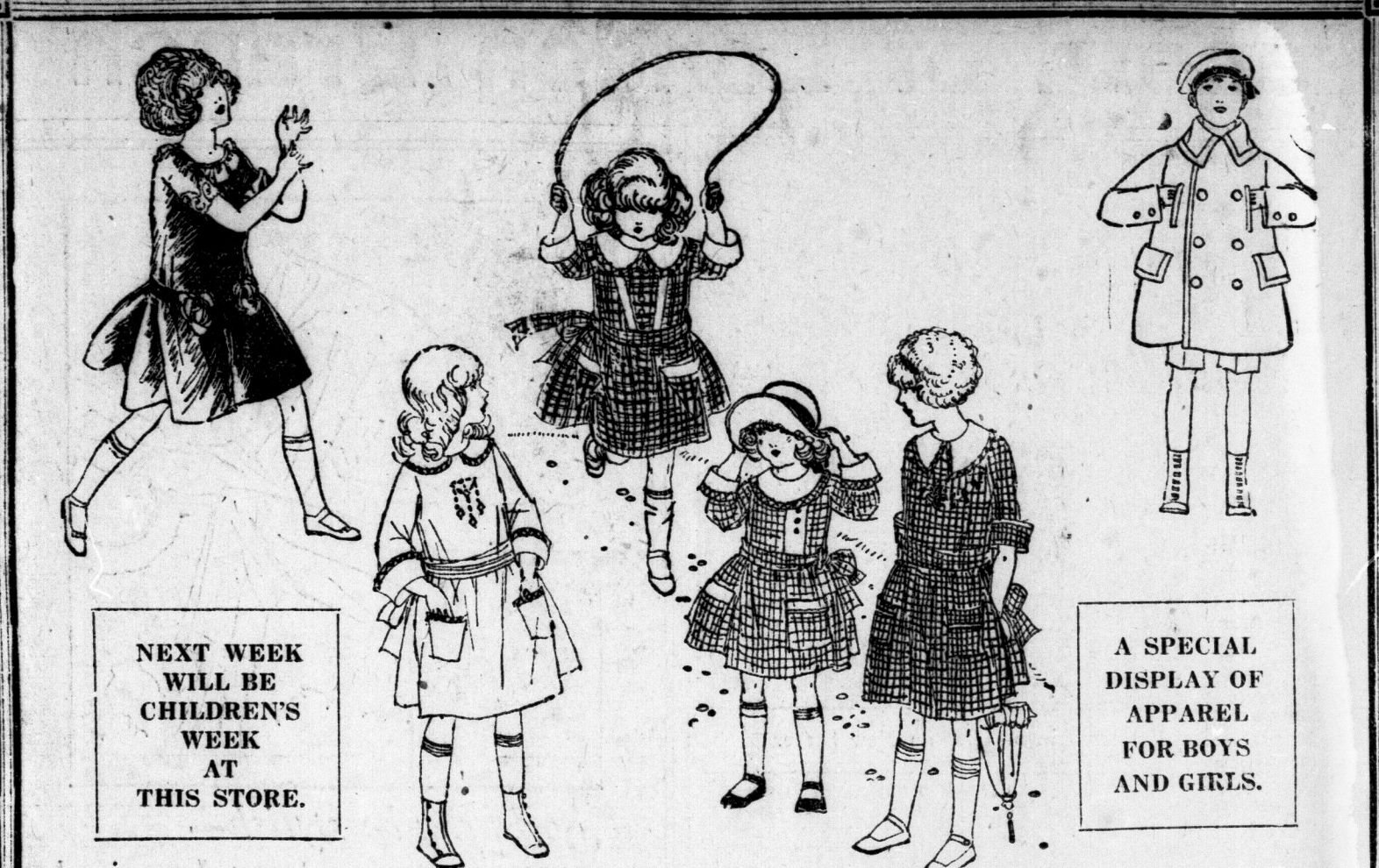
The present practice in Winnipeg, the report states, is that the chartering of vessels or space therein, is done by agents generally known as vessel brokers. The work so far as Canadian grain is concerned is usually in the hands of the Standard Shipping Co. managed by Mr. L. H. Wolvin, a brother of Mr. Roy Wolvin; the Tomlinson Company, managed by Mr. Spendlove; and the Western Shipping Company, managed by Mr. Rule.

It seems clear, the commission says, that controlling the Canadian side is not nearly so keen as on the American side. In fact, among Winnipeg brokers it is almost nonexistent; but the natural reason of this is the absence of any real or active competition among the upper lake vessel companies, by whom the brokers are employed. So long as there is a practical monopoly of that traffic in the hands of three or four companies who find it so easy to get together to arrange rates there is not likely to be very serious competition among the brokers. Dealing with rate control, the report continues:

It would appear that, under the circumstances, the only direct rate control advisable is through maximum rates. This also is not without its difficulties. But control through maximum rates would leave a reasonable margin for that competitive bargaining as to rates which the grain dealers desire, while at the same time controlling the upper level of rates.

Rates Might Be Changed.

Without attempting to enumerate here factors that would have to be taken into consideration in this connection it may be said that it would not appear that one maximum rate applicable to the whole season of navigation would be a workable arrangement. It would appear that cognizance must be taken of the differences in conditions as between the first part of the season down to the end of August, and the second portion down to the close of navigation, and it might be necessary, because of special conditions arising within each of these seasonal periods, to further readjust the maximum rate from time to time.



The Children Will Need Tub Suits

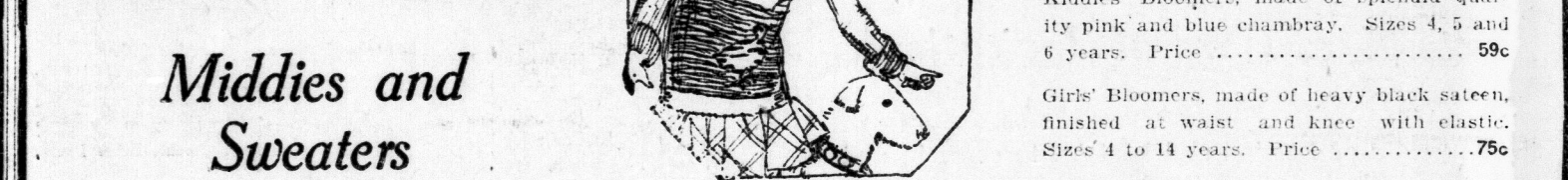
Little tots have decided tastes, too, about clothes, though most of them would rather die than admit it. When wearing a favorite suit they're always more particular about keeping it clean, too, not saying what they would like to do to the one they don't care for. Any little master or miss will be mighty careful in any of these, because they are all crispy, new and ever so smart.

Bloomer Dresses Children's Whitewear

Girls' Bloomer Dresses of nice quality gingham, made kimono style, trimmed with rick-rack braid. Sizes 4, 5 and 6 years. Price \$1.25
Another cute little Bloomer Dress is made of fine Chambray, kimono style, finished with fancy stitching. Sizes 4, 5 and 6 years. Price \$2.50

For the larger girl we are showing some very pretty styles in Gingham and Chambray, trimmed with fancy stitching and touches of embroidery. Sizes 8 to 14 years. Prices \$2.00 and \$2.50

Girls' All-Wool Navy Blue Serge Skirts, pleated style, finished with waist of white cotton. Sizes 8 to 14. Price \$2.50 and \$3.00



Middies and Sweaters

GIRLS' MIDDIES.
Of splendid white jean, made in the Russian, Regulation and Russian styles, in all white or white with colored collars. Prices ranging from \$1.25 to \$2.50

GIRLS' SWEATERS.
Girls' All-Wool Pullover Sweaters, knitted in plain or fancy weave, in a lovely variety of different styles and colors. One of these worn with a pleated skirt makes a very smart outfit for school or sport wear. Prices ranging from \$1.59 to \$3.50

Children's wear for summer is simple and washable. Also some very fine Zephyrettes. In our assortment for small kiddies, as well as the larger girls, we are showing some very clever models, with smart touches of embroidery and smocking, which are very effective. In all the newest and prettiest colors. Prices ranging from \$1.25 to \$6.75

A REMARKABLE SALE OF Boys' High-Grade Sailor Suits

BLUE SERGE \$5.95 WHITE DRILL
SHORT TROUSERS LONG AND SHORT TROUSERS
ONE-THIRD OFF REGULAR PRICES. ON SALE MONDAY, 9 A.M.

Boys' Sailor Suits—just at the beginning of the season—at this sale price is a great opportunity for mothers. Not ordinary cheaply made suits, but high-grade, beautifully tailored and finished, made by specialists in this line. Every detail is correct; neat fitting, fully equipped and trimmed. There are nearly one hundred suits, in sizes 4 to 8 years. Here is the description of each line in detail:

Blue Serge White Drill

Short Knickers \$5.95
Long and Short Trousers \$5.95

Fine all-wool twill serge, some with double collars; emblem on sleeve; middie blouse style, serge dicky; black regulation tie. Regular price of these suits today is considerably more than the sale price tomorrow. Sizes 4 to 8 years. Sale price

White Drill
Long and Short Trousers \$5.95

Heavy extra quality English duck, guaranteed to give maximum wear; blue fast color; trim blue collar; three stripes, black tie, white dicky; regulation front, blouse or middie style. There are fifty suits in this group. Sizes 4 to 8 years. This is a value-giving price for these high-grade suits.

CONGRATULATIONS Grafton & Co.

Today we shake hands across the street and welcome you, our neighbor, opposite. The opening of your handsome new premises recalls our earliest business relations about thirty years ago (back in the nineteenth century), when we occupied single stores side by side on this side of the street. The founders of these two institutions were not only business associates but personal friends. Their business relations were so friendly that an arch was cut through the separating wall, which formed as it were twin stores, working in perfect harmony with each other. We are pleased to state that the same friendly business feeling has ever since existed. Today we are glad to welcome you again a little nearer to our threshold and to know that you still have unbounded confidence in our city and community. We wish you all success in your new business home.



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SPECIAL COURSE DINNER For Busy Men Restaurant.
MAY RECORDS "His Master's Voice." Hear Them on a Victor—Third Floor.