CANADIANS NOT AN INFERIOR RACE

Tory Slander Hotly Resented

Liberal Members Declare We Can Build Ships and Man Them

Hon. Mr. Lemieux and F. F. Pardee Pour Broadsides Into Government Ranks—Verville, Labor M. P., Says War is Impossible Because of the Attitude of Industrial Workers in Civilized Countries.

Ottawa, Feb. 11—The organized labor men of Canada tonight opened their views on the naval question through A. Verville, the only Labor member in parliament. They demanded a vote on the naval proposals and Mr. Verille moved an amendment to that effect.

Mr. Carroll, of Cape Breton, declared that Premier Borden could not be elected in Halifax on account of his proposal to have the Canadian navy built outside this country.

Hon. Mr. Lemieux.

"If I were an enemy of the British empire I would hold up both hands for the Borden policy," declared Hon. Rodolphe Lemieux, in the course of his eloquent speech resuming the naval debate in parliament today. He fortified the declaration by that of Mr. Borden in 1909, when the present premier made his memorable parliamentary announcement that any attempt to solve the question of imperial naval support by contribution, or other than by the construction of a Canadian navy, would be to lessen rather than strengthen the ties of the empire.

"We are ardent Canadians and British subjects," said he. "There is no annexation or separatist sentiment in Quebec, but we are jealous of the British rights we have won." Canada, he maintained, had to decide a momentous matter. "We must either take a step forward, or a step backward," he declared, in contrasting the policy of construction with the policy of contribution. As a Canadian he deplored Premier Borden's declaration that Canada could not undertake the defence of its shores for fifty years.

"The words of the premier cost more to the prestige of Canada than the thirty-five millions," he commented. As a native of Quebec he deplored Hon. Mr. Pelletier's declaration that it would be "cheaper to hire Hessians, as of old, because Canada could not afford to pay blue jackets of her own."

"This policy of contribution is against the spirit of our British constitution. It commits the country to a radical new policy which was not discussed before the electors in 1911. They have a right to be consulted about it. We say to the government, "You must not and you cannot commit the country to all the consequences of this new policy without consulting it."

Mr. Lemieux dealt at length with the conditions which had forced Mr. Borden to adopt the policy of tribute, in the sordid compromise of the high jingoes and the extreme Nationalists. Mr. Foster had said that it was not an emergency it was a need and he had spelled the latter word. "It was," continued Mr. Lemieux, amid laughter, "the weak kneed, compromise of men, whom the country expected to be patriots, to the patronage hunters and the unworthy ends of party exigency." He described the alliance between Tory and Nationalist as "the greatest constitutional scandal which ever dishonored a British parliament." It was true, Mr. Foster had admitted, that the factions did not see eye to eye but he had added eloquently, "Who won?"

"Both factions won," was Mr. Lemieux's response, "Canada lost."

Mr. Pardee.

"This is a man's job let's do it man's way, and do it right." Such was Ontario's message as delivered to parliament in a telling speech by Mr. Pardee, the chief Liberal whip, who followed.

"The trouble is," continued Mr. Pardee, "that we are allowing the development of a mauldin imperialism in this country instead of a sound self-reliant imperial Canadianism. The sooner we get rid of it the better for Canada and the better for the empire. It is to this sentiment that the government unfortunately is appealing. It is a nickel-in-the-slot imperialism, an imperialism that pays and gets but doesn't do. It doesn't build, it doesn't equip, it doesn't man, and it doesn't maintain. It isn't imperial, it isn't empire building at all in the true sense.

What Canadianism had done Canadianism could do again. It had constructed some of the hugest enterprises the world had known, the world's greatest canal system, transcontinental railways, and other stupendous engineering works.

Canadianism could go on with the establishment of ship yards and the building of vessels, vessels of peace and commerce as well as vessels of war. This would develop the resources of the country, the iron, the nickel, the timber and the coal. It would mean permanent and profitable employment for thousands upon thousands of skilled artisans in shipbuilding and the allied industries and," Mr. Pardee added, amid laughter and applause, "as a solace to honorable gentlemen opposite, it may be added that it would do much to build up the home market upon which they seem to be depending.

"It will be a sad day for Canada if she secures the right to have her say as to whether England shall go to war or not."

Mr. Pardee said that it was significant that there had been no contradiction from the government side of Mr. Cockshutt's statement that the policy of contribution would be the permanent policy and that Canada would be called upon to make a contribution every year.

The announcement that Germany and Britain have reached an agreement to preserve the present proportion of their armaments meant the end of the race for greater armaments, and the extinction of the German war scare. He closed with a declaration of Canadian self-reliance as the greatest contribution to imperialism.

Alphonse Verville, the Labor member from Maisonneuve, said that organized labor, like farmers, churches and many societies, had declared against war. Their declaration against war was not, however, a declaration against a proper provision for police protection.

Speaking for organized labor, he said: "We favor providing ships to guard our own coasts and to protect our avenues of commerce." He predicted that the end of war scares had about been reached. The labor men were beginning to speak, and to make themselves heard. The forty-one labor members of the British parliament and the 110 labor members in the German reichstag during the past few years have produced great changes in the attitude of the governments of those countries on all questions. The workmen of England, of Germany, of France and of Switzerland had declared that hereafter before war is declared they must know why it is undertaken, and if it shall be approved or hereafter they would not permit any of these countries to plunge into war to satisfy the whim of any group.

If an effort is made to declare war between these countries, the workmen of each countries will go out on general strike and make the operations of a war, in the starting of which they have not been consulted, absolutely impossible. They had given a demonstration of their capacity to do this. A short time ago the German government threatened war over the Moroccan situation. What happened? One hundred thousand workmen in the city of Berlin made a hostile demonstration against this proposal of the German government, and there was no war.

Seconded by Mr. Robb, the Liberal member for Huntington, he concluded by moving a second amendment to the Borden proposals, declaring: "That the consent of parliament should not be given to this resolution until it has been submitted to the approval and has received the assent of the electors of Canada."

OPERATION OF INTERCOLONIAL

Hon. H. R. Emmerson Asks for Some Useful Information

ANSWERS GIVEN

Number of Cars in Use and Being Built and the Employment and Pay of Officials Set Forth—The Question of Train Agents.

On January 15 Hon. H. R. Emmerson, ex-minister of railways and canals, asked the following questions in regard to the operation of the Intercolonial Railway. The replies were given this week and the information contained therein is published here along with further questions by Mr. Emmerson:

January 15—How many ticket agents or train agents, so-called, are in the employ of the Intercolonial Railway, engaged in collecting tickets and fares or attending to a portion of the work formerly performed by the conductors of the railway, on the trains of the Intercolonial, on what divisions of the railway, on what trains are they so employed, what are their names and what salary is paid each respectively, and what was the occupation of each such train agent respectively, previous to their employment by the railway in this particular work?

2. What salaries or wages are paid per month to the conductors employed and engaged, respectively, on the trains where such train agents are also so employed?

3. What have been the results secured by the employment of such train agents, and what advantage has accrued to the railway by reason of the engagement of such train agents on the Intercolonial?

4. Have any particular results been thereby demonstrated on the eastern division of the railway? If so, in what direction, and has there been, as a result, any financial gains in the matter of passenger fares or earnings on that portion of the railway? If so, to what extent?

5. Can any particular details be given or results set forth as to the financial or other gains and benefits accruing to the railway, or to the conserving of its receipts and earnings, by reason of the creating of these offices of train agents and the engagement of such officials, in addition to the conductors necessarily employed on the same trains?

6. What has been the total cost of the engagement of such train agents, since the inauguration of the system to the present date, or what is the total amount paid to these officials in wages and in expenses to the present date respectively?

Minister, Mr. Cochrane. A. W. Campbell, deputy minister, Ottawa, January 27, 1913.

The Replies.

The replies to Mr. Emmerson's questions contained the following information:

At the present time eighteen train agents are employed on the I. C. R. Seven men commenced in April, eleven in August and one in October, while one man was transferred to the general office staff on the 1st inst., and has not been replaced.

The men are now employed on the divisions between St. John and Halifax, and between Montreal and Levis. Previously for certain periods they have also operated between Ste. Flavie and Levis, and between Truro and Sydney.

The names of the men and the trains now covered, etc., are as follows:

A. J. Roy, monthly salary $100; employed on trains No. 199 and 200 in Montreal and Levis district; previous to employment as train agent he was ticket agent I. C. R., Levis (P. Q.)

J. A. Trudel, monthly salary $100; employed on trains No. 33 and 34 in Montreal and Levis district; previous to employment as train agent he was freight clerk I. C. R., River Du Loup (P. Q.)

Thos. Powers, monthly salary $100; employed on trains No. 199 and 200 in Montreal and Levis district; previous to employment as train agent he was clerk dispatcher's office, Levis (P. Q.)

J. E. Guimont, monthly salary $100; employed on trains No. 33 and 34 in Montreal and Levis district; previous to employment as train agent he was merchant, Montmagny (P. Q.)

E. Belanger, monthly salary $100; employed on trains No. 33 and 34 in Montreal and Levis district; previous to employment as train agent he was time clerk, superintendent's office, Levis (P. Q.)

L. G. A. Aubut, monthly salary $100; employed on trains No. 145 and 146 in Montreal and Levis district; previous to employment as train agent he was clerk, Montreal L. H. & Power Co.

E. C. Belliveau, monthly salary $100; employed on trains No. 33 and 34 in Moncton and Halifax district; previous to employment as train agent he was clerk, trackmaster's office I. C. R., Moncton.

A. P. Voyer, monthly salary $100; employed on trains No. 33 and 34 in Moncton and Halifax district; previous to employment as train agent he was operator and ticket clerk B. & M. Ry., Boston.

E. H. Melanson, monthly salary $100; employed on train No. 9 and 10 in Halifax and St. John district; previous to employment as train agent he was clerk I. C. R. audit office, Moncton.

J. E. Legere, monthly salary $100; employed on trains No. 9 and 10 in Halifax and St. John district; previous to employment as train agent he was clerk I. C. R. audit office, Moncton.

G. B. Edgett, monthly salary $100; employed on trains No. 9 and 10 in Halifax and St. John district; previous to employment as train agent he was clerk M. R. A. Co., Ltd., St. John (N. B.)

C. N. Smith, monthly salary $100; employed on trains No. 199, 25, 200 and 26 in Halifax and St. John district; previous to employment as train agent he was time clerk superintendent's office, Campbellton.

R. R. Brown, monthly salary $100; employed on trains No. 199, 25, 200 and 26 in Halifax and St. John district; previous to employment as train agent he was operator I. C. R., Sackville (N. B.)

E. Evans, monthly salary $100; employed on trains No. 199, 25, 200 and 26 in Halifax and St. John district; previous to employment as train agent he was temporary clerk I. C. R., Moncton (N. B.)

E. S. Williams, monthly salary $100; employed on trains No. 133 and 134 in Halifax and St. John district; previous to employment as train agent he was clerk car foreman's office, Moncton (N. B.)

R. Jarvis, monthly salary $100; employed on trains No. 19, 1, 2 and 20 in Halifax and St. John district; previous to employment as train agent he was clerk electrician's office, Moncton (N. B.)

J. H. Brown, monthly salary $100; employed on trains No. 12 and 18 in Halifax and St. John district; previous to employment as train agent he was stores clerk, River Du Loup (P. Q.)

F. Youmans, monthly salary $100; employed on trains No. 1 and 2 in Halifax and St. John district; previous to employment as train agent he was loom fixer Gibson Cotton Mills, Gibson.

The answer given to question No. 2 was that on train Nos. 9 and 10, Halifax to St. John district four conductors were employed, two making fourteen trips at $113.75 and two making twelve trips at $97.50 each or a total of $422.50 a month. Three train agents cover all these trips; on Nos. 199, 25, 200 and 26 there are four conductors, two making sixteen trips at $130 and two making fifteen at $121.88 or a total of $503.76 a month, these trips are covered by three train agents every day except Sunday; on Nos. 33 and 34 in Halifax and Moncton district there are three conductors, two making eighteen trips at $109.69 and one making sixteen trips for $97.50, or a total of $316.88 a month, two train agents cover these trains on all trips; Nos. 133 and 134, Point du Chene and St. John district, two conductors making twenty-six trips at $115.38 each or a total of $230.76, one train agent covers half these trips; Nos. 19, 1, 2 and 20 in Halifax and Amherst district, two conductors, one covering sixty trips for $105.63 and the other forty-four trips for 102.38, or a total of $208.01 a month, one train agent covers half these trips; Nos. 17 and 18, in Halifax and Truro district, three conductors, one making forty-eight trips for $97.50 and two making two trips each for $7.30 or a total of $112.10 a month, one agent covers all these trips. Nos. 1 and 2, in Amherst and St. John district, two conductors each making twenty-six trips for $105.63 or a total of $221.86, one agent covers half these trips; Nos. 33 and 34 in the Levis and Montreal district, five conductors, one covering twenty-one trips for $129.97, one covering twenty trips for $121.88, one covering thirteen trips for $79.22, one covering seven trips for $42.66 and the other covering one trip for $6.09, or a total of $379.82 a month, three train agents cover all these trips; Nos. 199 and 200 Levis and Montreal district, five conductors, one having twenty-two trips for $134.06, another having twenty trips for $121.08, another ten trips for $60.94, another six trips for $36.56, and another four trips for $26.41, or a total of $379.85 a month, two agents cover these trips; Nos. 145 and 146 in the Nicolet and Montreal district, two conductors each covering twenty-six trips for $84.50, or a total of $169 a month, one train agent covers these trips. The total amount for these conductors is given as $2,933.94.

The answer to the third question was given as follows: In the opinion of the management, the employment of train agents has resulted in a safer and better service to the public, and an advantage to the railway in increased passenger revenue. The conductors are enabled to devote more time to the handling of the trains and looking after the safety of the passengers, while the train agents willingly and courteously answer any questions and look after the comfort of the passengers.

Question four was partly answered by number three but the increased earnings in May, 1912, in the Halifax and St. John district over the corresponding month of the previous year was $4,720.54 or 8.79 per cent, or an increase of 5.23 per cent. over district not covered by train agents. For September, 1912, in the Truro and Sydney district there was an increase of $5,682.54 or 12.96 per cent over same month of previous year or .82 per cent. increase over district not covered by train agents. In October, 1912, in Truro and Sydney district there was an increase of $8,500.03 or 31.21 per cent. being an increase of 11.42 per cent. on district not covered by train agents in the same month of the previous year. For the same district in November, 1912, there was an increase of $3,301.91 or 15.84 per cent., which is an increase of 14.48 per cent. on district not covered by train agents in same month of the previous year. The total increase for the above period would be $22,155.02 or 15.88 per cent.

Estimating 8.44 per cent. as the normal per cent. of increase during the above period the total increase would be $11,768.89. The estimated increase in earnings attributed to train agents would be $10,386.33, while the salaries of the train agents in connection with the above would be $2,375. The estimated net gain to the railway would be $8,011.33.

The answer to number five is as follows: The following will show the estimated gain to the railway, on the districts covered by the train agents, from April 1, to November 30, 1912. Districts covered by train agents, April, 198 miles, May, 275 miles; June, July and August, 198 miles; September, October and November, 412 miles. Local passenger revenue, April 1 to November 30, 1912 $307,333.58; April 1 to November 30, 1911, $316,288.37; total increase, $51,045.21; per cent. of increase, 16.14. Districts not covered by train agents, April, 1,270 miles; May, 1,193 miles; June, July and August, 1,276 miles; September, October and November, 1,066 miles. Local passenger revenue, April 1 to November 30, 1912, $1,233,108.63; April 1 to November 30, 1911, $1,150,073.81; total increase, $83,034.82; per cent. of increase, 7.22. Increase in passenger revenue, districts covered by train agents as shown above, $51,034.21. Estimating the normal per cent. of increase 7.22 per cent, the same as to the districts covered by train agents, the total increase would amount to, $22,938.02. Estimated increase in earnings attributable to train agents, $28,209.19.

Cost of train agents service during the above period: Salaries, $9,723.29; expenses, $637.40; total, $10,360.69; estimated net gain to the railway on districts covered by train agents, $17,848.50; average percentage of increase in cash collections on trains over districts covered by agents for above period amounted to 23.53 per cent (on some trains the increase was more than 100 per cent) the average percentage of increase in cash collections on trains not covered by train agents for the above period amounted to 3.77 per cent; cost of the engagement of train agents since the inauguration of the system to December 31, 1912: Amount paid in wages, $11,792.35; amount paid for expenses, $637.40; total, $12,429.75.

No. 1—How many box, refrigerator or other freight cars were in use on the Intercolonial Railway on the 31st day of December, 1912, and what was the number of each particular class and kind? Answer, 10,931; box, 6,746; platform, 2,561; refrigerator, 237; coal, 1,251; tanks, 92; stock, 125.

No. 2. How many of these cars with the number of each class and kind were Intercolonial cars belonging to the railway? Answer; 5,293; box, 1,491; platform, 2,494; refrigerator, 104; coal, 1,037; tank, 41; stock, 125.

No. 3. How many Intercolonial freight cars, with the number of each particular class and kind, were in use on that date on other Canadian railways, or railways in the United States, or were on such date in possession of such railways, respectively? Answer, 6,279; on Canadian railways: Box, 2,297; platform, 243; refreigerator, 16; coal, 91; tank, 12; stock, 12; on United States railways: box, 3,472; platform, 97; refrigerator, 92; coal, 1; tank, 0; stock, 6.

No. 4. How many freight cars of other Canadian railways, with the number of each kind and class, and the railway which owned or claimed them were in use or in possession of the Intercolonial Railway on the 31st day of December, 1912? Answer, 2,260. The names of the railways were also given.

No. 5. How many freight cars of the United States railways, with the names of the railways which owned or claimed them, and the number of each class and kind were in use on or in the possession of the Intercolonial Railway on the 31st of December, 1912? Answer, 3,459. The names of the railwsye were given also.

Questions 4 and 5. In addition to cars belonging to Canadian and United States railways, as shown, the following private line tanks cars and refrigerator cars were on the Intercolonial December 31st, 1912: Tanks, total, 48; refrigerator cars, total, 41.

It was answered that the total number of freight cars owned by the Intercolnial Railway on December 31 was 12,138; to be replaced, 239; undergoing repairs, 80; waiting repairs, 257; total in commission, 11,571.

Fifty-four new cars were constructed in the Intercolonial Railway shops in 1912. Under construction, 170.

Notices of Motion.

In the house of commons on Monday, Hon. H. R. Emmerson gave the following notices of motion:

1. Is the government aware that the new public wharf at Sackville (N. B.), constructed by the department of public works for the dominion, was completed early in September last, and taken over by said department?

2. Has there been any connections made by a spur line of railway between the Intercolonial Railway and the said new wharf? If not, is it the intention of the government to make such connection? If so, when?

3. Is the government aware that great inconvenience and loss is said to have resulted to the trade and shipping interests of Sackville by reason of the want of such rail connections during the past autumn?

4. Previous to the completion of said wharf and as early as a year ago, was the attention of the Intercolonial Railway authorities or management called to the necessity of the construction of such spur line anticipatory to the completion of said wharf, in order that the shipping facilities at Sackville might be perfected and the traffic of the Intercolonial Railway increased?

1. Has Mr. A. B. Carson, of Kent County, New Brunswick, been appointed to any position under the direction or control of the department of marine and fisheries? If so, to what position and when was he so appointed?

2. Has his position, if appointed, anything to do with a Fisheries Advisory Board, as a representative on such board of the counties of Northumberland, Kent and Westmoreland, in New Brunswick?

3. What experience has the said A. B. Carson to qualify him for holding such a position, and what are his qualifications for such an office; what was his occupation, by whom was he employed at the time of his appointment, and who recommended his appointment?

4. Did he ever have any connection with the fisheries in Canada beyond retailing fish, such as herring and codfish, in a country store, and what salary is paid him?

5. Is the government or the department of the marine and fisheries aware that the said A. B. Carson is said to be an American citizen?

1. Has the government yet reached any decision, with regard to the policy of acquiring the branch lines of railway, or any of them, connecting with the Intercolonial Railway, with a view to operate same as a part of the government system of railways? If so, what conclusion has been reached and will it be announced to parliament?

2. What is the total amount of expenditure involved in the acquisition of such railways, and in improvements to same?

1. Is the government aware that just previous to the holding of the provincial general election in the Province of New Brunswick in June last, that a number of men were said to be engaged and employed in building a side bed to the dominion government wharf at Gatros village, county of Westmorland, New Brunswick, and that an expenditure of about two hundred dollars was made in the construction of said side bed for said wharf and that the work was undertaken under the direction and instruction of Mr. James P. Sherry, of Memrumcook (N. B.), who, as alleged, authorized the same and instructed the employment of the men engaged on the work?

2. Was the said work authorized by the department of public works, or the minister of public works, or by any officer of the department? If so, by whom?

3. Has the department paid out any sum or sums of money in connection with said works? If so, to whom and what amount?

4. Is the government, or the department of Public Works, or the minister thereof, aware that the workmen who were said to be employed or engaged in such work have never been paid therefor, and that not a cent has been received by them, as alleged?

1. Has the Intercolonial Railway ceased to operate its Producer Gas Plant at Moncton since the installation of the use of natural gas at the works there in connection with the railway?

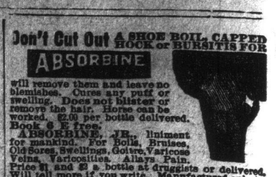
2. How many men were employed in and about the operations of the Producer Gas Plant?

3. Will these men be given other employment in connection with the railway works at Moncton?

4. If not, will they be dismissed? If so, will they be retired in the enjoyment of the privilege of the Provident Fund Act?

Mr. Emmerson—On Wednesday next—Order of the house—For a copy of all correspondence, letters, telegrams, reports and other papers on file in the department of railways and canals, or in the offices of the Intercolonial Railway at Moncton, relating to M. L. Tracy, an employee of the mechanical department of the Intercolonial during the years 1899 and 1900, and of all letters and correspondence relating to the case of the said M. L. Tracy, passing between the then minister of railways and canals and any of the official of the railway, during those years; also a copy of the letter of D. Pottinger, then general manager, the late James E. Price, then general superintendent, and the late M. Jarvis, then a divisional superintendent of said railway, relating to the same subject during the said period of 1899 and 1900.

Mr. Emmerson—On Wednesday next—Order of the House—For a copy of all letters, correspondence, petitions and other documents, on file in the department of railways and canals, or in the offices of the Intercolonial Railway at Moncton, relating or in any way appertaining to the new public wharf at Sackville (N. B.), and the necessity of establishing in the interests of the traffic of the Intercolonial Railway, and of the shipping and trade facilities of Sackville, and of the commerce of communities adjacent thereto, rail connections between the said wharf and the main line of the said railways at Sackville station; also of all letters and other communications received by the chairman or vice-chairman of the government railways managing board, or by any official of the said railway, relating in any manner to the said subject, received by them or any of them during the years 1911, 1912 and 1913.


Don't Cut Out A SHOE BOIL, CAPPED HOCK or BURSITIS FOR
ABSORBINE
will remove them and leave no blemish. Cures any puff or swelling. Does not blister or remove the hair. Horse can be worked. $2.00 per bottle delivered. Book 4 E free.
ABSORBINE, JR., liniment for mankind. For Bolls, Bruises, Old Sores, Swellings, Gitters, Varicose Veins, Varicosities. Allays Pain. Price $1 and $2 a bottle at druggists or delivered. Will tell more if you write. Manufactured only by W. F. YOUNG, P.D.F., 188 Lymans Bldg., Montreal, Ca.

ROLLED GOLD BRACELET FREE!
for selling 30 sets of our Easter, St. Patrick, Birthday and Scenic Postal Cards 6 in a set for 10c. It is very daintily engraved, has invisible joint, and is extremely nice. Write today; we will send the cards free; return us the money and we will send the bracelet postpaid. Write for big list of premiums for boys and girls. Address
Toronto Novelties Co. Dept. 107 Toronto, Ont.

JOHNSON'S ANODYNE LINIMENT
Used 102 Years for Internal and External Ills
Are you prepared to relieve sudden cramps and pains that may come any time?
Johnson's Anodyne Liniment responds quickly in relieving coughs, colds, bowel troubles, burns, cuts, chaps, etc.
25c and 50c everywhere
I. S. JOHNSON & CO. Boston, Mass.
Parsons' Pills Help The Liver

WHEN SHOPPING BY MAIL MONTREAL IS YOUR LOGICAL SOURCE OF SUPPLY
And That Means SCROGGIES
Here are Values that Will Reduce Your Cost of Living

THE MID-WINTER SALE IN WOMEN'S GARMENTS

THE MID-WINTER SALE IN WOMEN'S GARMENTS IS A GREAT VALUE GIVING EVENT. New and attractive styles at prices lower than we have ever sold equal qualities for. Order from the page to-day.

WE PREPAY TRANSPORTATION CHARGES TO YOUR NEAREST RAILWAY STATION

WHEN ORDERING BE CAREFUL TO GIVE NUMBER THAT ACCOMPANIES ARTICLE AND AVOID MISTAKES

C13-06—Percale Waist, pretty new style, made of good quality Percale; Robespierre collars, has fancy border trimming, also border trimmed band down front and on turned cuffs, open front fastens with pearl buttons; colors—sky or navy; sizes 32 to 42; a wonderful waist for the money. Mid-Winter Sale Price ... 69¢

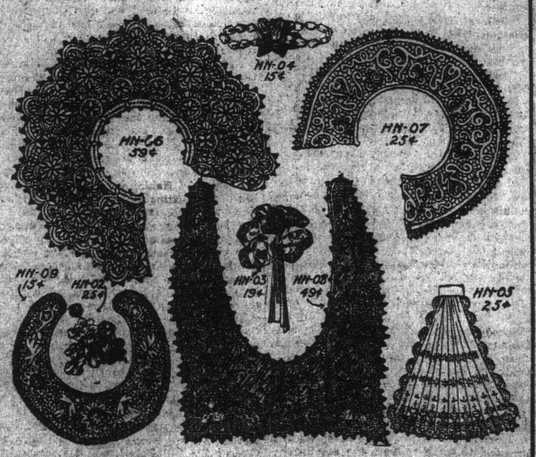
C13-07—Women's Waist, made of good quality flannelette, in a smart style, black and white shepherd's check, Gibson pleat over shoulder, front fastens with silk covered buttons, pleated collar and cuffs satin strapping on front; sizes 32 to 42 ... 69¢

C13-010—Women's Lawn Waist, made of finest quality sheer Swiss lawn, linen collar and cuffs, dainty embroidered front and tucking, front fastens with pearl buttons; two rows of tucking down back; sizes 32 to 42. Our Mid-Winter Sale Price ... $1.00

C13-08—500 only, Strikingly Beautiful Waists, made of fine quality flannelette, bordered band across front, also on collar and cuffs, Gibson pleat, open back. This style is new and will be very popular. Colors—sky and white, navy and white, black and white; sizes 32 to 42 ... 98¢

C13-011—White Lawn Waist, made of finest quality sheer white Swiss lawn, front beautifully embroidered, scalloped edge down front, fancy stitched, turned collar and cuffs, front fastens with pearl buttons; sizes 32 to 42 ... $1.00

BOWS, COLLARS AND HANDKERCHIEFS
THAT YOU WILL LIKE AT FIRST SIGHT, AND PRICES MEAN MONEY SAVINGS.



C13-HN2—Dainty Floral Bows, with brooch pin, value 35c, assorted colors, for ... 25¢

C13-HN3—Assorted Floral Bows, with pin fasteners, value 25c; for ... 19¢

C13-HN4—Silk Bows, very pretty, assorted colors, with pin fasteners, value 19c, for ... 15¢

C13-HN5—Fine Quality Swiss Embroidered Jabot, assorted designs; regular value 39c, for ... 25¢

C13-HN6—Stylish Guipure Lace Dress Collar, in white and cream, 6 inches wide; reg. 79c, for ... 59¢

C13-HN7—Guipure Lace Collar, assorted designs white and cream, width 4½ inches wide, very pretty; reg. 35c, for ... 25¢

C13-HN8 — Handsome Guipure Lace Collar, in white and cream; value 69c, for ... 49¢

C13-HN9—Dainty Guipure Lace Collar, in white and cream, depth 3 inches; regular 25c, for ... 15¢

C13-HN10—Ladies' Fine Swiss Handkerchiefs, hemstiched and with pretty guipure lace corner; special value; regular 25c, for ... 19¢

C13-HN11—Ladies' Swiss Handkerchiefs, lace edges and embroidered corners; rare bargains; reg. value 20c, for ... 15¢

C13-HN12—Ladies' Beautiful Swiss Embroidered Handkerchiefs, assorted designs, exceptional value; regular 19c, for ... 10¢

C13-F57—DRESS SHIELDS.

Light Weight Dress Shields, perfectly odorless lined both sides. Sizes 1, 2 and 3. 10c each, or 3 pairs ... 25¢

CHILD'S SWEATER

C13-Z30—Child's Sweater Coat of best quality worsted yarn, has two large patch pockets, double band around neck and down front; also double cuff. Buttons down front with large bone buttons. A good warm and durable sweater coat for every day wear. Comes in white, grey, red, navy and black. Price ... 75¢
6 to 14 years.

Girls' Dress Middy Style

C13-Z31 — Girls' Dress, middy style, good quality, all wool shrunk serge waist, has sailor collar, laced front, and black patent leather belt with double clasps. Separate skirt has 8 inch waist band and open back, deep kilted pleats, well sewn and finished throughout. Comes in navy and red. Sizes 6 to 14 years. Price ... $4.50

FREE!
NEW STYLE ALUMINUM, MAHOGANY STEREOSCOPE AND FIFTY VIEWS. Patent slide holder and handle, first quality crystal lenses, which bring out every line and color true to nature. Also FIFTY of the finest PHOTOGRAPH VIEWS it is possible to obtain. They sell retail in the stores at $2.00 per dozen. We give the STEREOSCOPE and FIFTY Views FREE for selling only $3.00 worth of Beautiful Picture Post Cards at 6 for 10c. All the latest in Views, Floral, Comics, Valentine, St. Patrick and Easter. Send your name and address and we will send you a package of cards. You can also win this Flashing Electric Diamond Pin extra if you are prompt in answering this adv. and selling the Cards.
Address COBALT GOLD PEN CO., Dept. 920, Toronto, Ont.

W. H. SCROGGIE, LIMITED
MONTREAL