

## U.S. RAILROADS SERVE NATION INTIME OF WAR

Co-operation of Various  
Lines Has Brought About  
Success.

Washington, December 7.—The part America's railroads have played in preparing the nation for war was related to Congress to-day in the annual report of the Interstate Commerce Commission. While struggling under unusual commercial demands, the Commission explained, the railroads were forced suddenly to transport great numbers of troops and quantities of cantonment materials. The giant task was accomplished successfully, but only by co-operation of the roads among themselves and with the Commerce Commission.

The Commission gave no specific words of praise for the railroads, but commendation was implied. Looking ahead, the Commission sees that it is necessary to develop to a greater extent the principle of priority for transportation of commodities essential to the conduct of the war, and predicts "broader action of this sort in the near future."

No hint is given of the Commission's attitude toward the Eastern and Western railroads, pending application for increased freight rates to meet extraordinary expenses.

Mainly through new powers over car service, says the Commission, it has been able to develop traffic co-operation between roads in the most economic use of freight cars. Attention is called to the Esch car service act of last May which some Commissioners have said they believe conveys adequate power to the Commission to virtually assume management of the roads.

This law gives authority "whenever the Commission shall be of the opinion that necessity exists for immediate action to suspend the operation of any or all rules, regulations or practices then established with respect to car service for such time as may be determined by the Commission, and also authority to make such just and reasonable directions with respect to car service during such time as in its opinion will best promote car service in the interest of the public and the commerce of the people."

Commenting on the need for better utilization of freight cars, the Commission said:

"The co-operation of the shippers and carriers is worthy of especial note. The volume of business being offered to the carriers for transportation materially exceeds the assimilating ability of the transportation instrumentalities. Owing to the demand upon car and locomotive building plants for equipment for use abroad, both by our own forces and by our allies, and to the unprecedented difficulties of securing labor and material, it is impossible at the present time for these plants to do much more than replace the equipment worn out in the service in the United States. It is apparent that the solution of the car service problem until such time as additional equipment and facilities can be provided lies in securing the maximum use of those already existing."

Recommendations for legislation were submitted as follows:

"That appropriate provision be made for punishment of any attempt by intimidation, threats, inducements, or otherwise, to influence the testimony of any witness before the Commission or to deter him from testifying; as also for punishment of misbehavior, disorderly conduct, or contumacy, in or about any proceeding before the Commission.

"That the Congress fix a limit of three years within which a carrier, subject to the act to regulate commerce may bring action for recovery of any part of its charges, and amend section 16 of the act so as to provide that if the carrier begins such action after expiration of the two-year limit now prescribed in that section, or within 90 days before such expiration, complaint against the carrier for the recovery of damages may be filed with the Commission after such action shall have

been begun by the carrier, and not after.

"That without abdication of any federal authority to finally control questions affecting interstate and foreign commerce, the Commission be expressly authorized to co-operate with state commissions in efforts to reconcile upon a single record the conflicts between the state and the interstate rates.

"That the portion of section 20 of the act which accords the Commission right of access to the accounts, records, and memoranda kept by carriers be amended so as to also accord right of access to the carriers' correspondence files.

"That there should be appropriate and adequate legislation upon the subject of control over railway capitalization.

"That the use of steel cars in passenger train service be required, and that the use in passenger trains

of wooden cars between or in front of steel cars be prohibited.

"That under the Panama Canal act the Commission be empowered to permit, subject to further order of the Commission, continued operation by a railway or under railway control of water lines or vessels where it will be in the interest of the people and of convenience to the public, even though such operation may reduce competition on the route by water.

"That legislation requiring standardization of railroad operating rules be enacted.

"That Congress consider the advisability of prohibiting by statute, under appropriate penalty, trespass on the tracks of interstate carriers, and on the tracks of such carriers at places where the carrier, by appropriate sign or warning, gives notice that trespassing on its tracks is prohibited, providing that nothing

therein is to be considered as making lawful any trespass which would be unlawful under state laws; and further consider the advisability of conferring concurrent jurisdiction upon federal and state courts for the enforcement of such statute."

A child simply will not stop playing to empty the bowels, and the result is, they become tightly clogged with waste, liver gets sluggish, stomach aches, then your little one becomes cross, half-sick, feverish, don't eat, sleep or act naturally; breath is bad, system full of cold, has sore throat, stomach-ache or diarrhoea. Listen, Mother! See if tongue is coated, then give a teaspoonful of "California Syrup of Figs," and in a few hours all the constipated waste, sour bile and undigested food masses out of the system, and you have a well, playful child again.

Millions of mothers give "California Syrup of Figs" because it is perfectly harmless, children love it, and it never fails to act on the stomachs, liver and bowels.

Ask your druggist for a bottle of "California Syrup of Figs," which has full directions for babies, children of all ages and for grown-ups plainly printed on the bottle. Beware of counterfeits sold here. Get the genuine, made by "California Fig Syrup Company." Refuse any other kind with contempt.

THE ONLY GIRL  
At the Grand, Saturday, Matinee and night.

THE REX.  
What can be accomplished by the ordinary young man through sheer pluck, nerve and determination is demonstrated in "The Son of His Father," featuring Charles Ray at the Rex theatre for the latter part of the week. The story is that of a young man, accustomed to ease and luxury of a comfortable wealthy home, who accepts the challenge of his father to make good with a start of five thousand dollars. The young man makes good with a vengeance, and equals the record of his capable father. How this is done is shown in "The Son of His Father." The picture is admirably adapted to the talents of Charles Ray, whose capacity in this phase of motion picture work is well known.

Bowie's Uncle Sammy Girls equalled their performance for the first part of the week by the presentation of another miniature musical comedy. Snappy costumes, catchy songs, a good looking if not numer-

# The Best Clothes Value in Canada BECAUSE WE ARE SPECIALISTS



One of our new double-breasted overcoats, \$16. Our cutters can give you any other style you prefer.

The reason for Henry Ford's success is that he is a specialist. He concentrates on one product. His mechanics are trained each to do only his own specialty—and as a result of this skilled teamwork, Ford produces for less and produces better.

Just so with Tip Top one-price, made-to-measure Clothes. WE ARE SPECIALISTS. We are concentrating our entire efforts in making to-measure clothes for men and young men at \$16 exclusively. We carry no side lines—have no other interests than to win and hold your patronage. This policy of specialization is made up of many important factors, chief of which are the following:

FIRST: A corps of expert buyers of woolsens who pride themselves on a remarkable record of purchases before the recent price advances.

SECOND: A tailoring organization that keeps in touch with the latest creations from the world's finest tailors and thereby makes Tip Top Clothes meet the requirements of men of all tastes.

THIRD: A business plan of cash selling through a chain of stores all over Canada—eliminating all credit losses or requiring the cash purchaser to pay an added profit to make up for a poor paying charge customer.

FOURTH: A direct from Maker to Wearer wholesale tailoring policy which eliminates all national advertising expenses and manufacturing profits.

Visit Tip Top Tailors store to-morrow and see why you can get for \$16 to-measure clothes that you cannot duplicate unless you pay \$25 to \$30 elsewhere.

N. B.—We wish to emphasize that owing to the condition of the woolen market our price may have to be raised at any time without notice. We are now supplying our customers with woolsens purchased over a year ago, and it is only on this account that we are able to maintain our price of \$16.

Because of the uncertainty of the dyes we cannot include fast dye Serge Suitings in our \$16 range. You have your choice of everything else in the store at \$16—one price only.

THE LARGEST EXCLUSIVE \$16 TAILORS IN CANADA  
**TIP TOP TAILORS**  
A CHAIN OF STORES FROM COAST TO COAST.  
**68 Colborne St., Brantford**  
Every Garment Made to Measure

WE WILL TAKE YOUR VICTORY BOND IN PAYMENT FOR CLOTHES, GIVE YOU THE CHANGE AND PAY YOU INTEREST TO DATE.

## CHILD'S TONGUE BECOMES COATED IF CONSTIPATED

When cross, feverish and sick give  
"California Syrup of Figs."

Children love this "fruit laxative," and nothing else cleanses the tender stomach, liver and bowels so nicely.

A child simply will not stop playing to empty the bowels, and the result is, they become tightly clogged with waste, liver gets sluggish, stomach aches, then your little one becomes cross, half-sick, feverish, don't eat, sleep or act naturally; breath is bad, system full of cold, has sore throat, stomach-ache or diarrhoea. Listen, Mother! See if tongue is coated, then give a teaspoonful of "California Syrup of Figs," and in a few hours all the constipated waste, sour bile and undigested food masses out of the system, and you have a well, playful child again.

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ous chorus and fair comedians are the outstanding qualities of the show. Another installment of "The Fighting Trail," and a two reel comedy round off the programme.

PRICES WILL ADVANCE SHORTLY.

This is the time to secure one—prices will advance shortly. The official Laboratory model, the Edison Diamond Disc Phonograph, is perfection in tone, ease and every detail and is still sold for \$325. One of these wonderful musical instruments would be the ideal Christmas gift for the home and family. H. J. Smith & Co will demonstrate them for you at any time.

## Grand Trunk Railway

### MAIN LINE EAST

Eastern Standard Time.  
2:01 a.m.—For Hamilton, St. Catharines, Niagara Falls and New York.  
6:30 a.m.—For Dundas, Hamilton, Niagara Falls and Buffalo.  
6:47 a.m.—For Toronto and Montreal.  
8:59 a.m.—For Hamilton, Toronto and intermediate stations.  
10:29 a.m.—For Hamilton and Toronto only.  
1:53 p.m.—For Hamilton, Toronto, Niagara Falls and East.  
4:05 p.m.—For Hamilton, Toronto, Niagara Falls and Buffalo.  
6:00 p.m.—For Hamilton, Toronto, Niagara Falls and East.  
8:37 p.m.—For Hamilton, Toronto and East.

### MAIN LINE WEST

Departure  
3:46 a.m.—For Detroit, Port Huron and Chicago.  
10:02 a.m.—For London, Detroit, Port Huron and Chicago.  
9:29 a.m.—For London and intermediate stations.  
3:02 p.m.—For London, Detroit, Port Huron and intermediate stations.  
6:22 p.m.—For London, Detroit, Port Huron and Chicago.  
7:22 p.m.—For London, Detroit, Port Huron and Chicago.  
8:25 p.m.—For London and intermediate stations.

### BUFFALO AND GODERICH LINE

East  
Leave Brantford 10:05 a.m.—For Buffalo and intermediate stations.  
Leave Brantford 6:00 p.m.—For Buffalo and intermediate stations.  
West  
Leave Brantford 10:10 a.m.—For Goderich and intermediate stations.  
Leave Brantford 8:15 p.m.—For Goderich and intermediate stations.

### GALT, GUELPH AND NORTH

Leave Brantford 6:30 a.m.—For Galt, Guelph, Palmerston and all points north; also Goderich.  
Leave Brantford 8:55 a.m.—For Galt and Guelph.

Leave Brantford 3:55 p.m.—For Galt, Palmerston and all points north.

BRANTFORD-TILSONBURG LINE.  
Leave Brantford 10:55 a.m.—For Tilsonburg, Port Dover and St. Thomas.  
Leave Brantford 5:15 p.m.—For Tilsonburg, Port Dover and St. Thomas.  
From South—Arrive Brantford 8:45 a.m.; 6:10 p.m.

### G. T. R. ARRIVALS

From West—Arrive Brantford 2:01 a.m.; 6:30 a.m.; 6:47 a.m.; 8:59 a.m.; 10:29 a.m.; 1:53 p.m.; 4:05 p.m.; 6:00 p.m.; 8:37 p.m.  
From East—Arrive Brantford 3:46 a.m.; 10:02 a.m.; 9:29 a.m.; 3:02 p.m.; 6:22 p.m.; 7:22 p.m.; 8:25 p.m.

Buffalo and Goderich  
From West—Arrive Brantford—10:05 a.m.; 6:00 p.m.  
From East—Arrive Brantford—10:10 a.m.; 8:05 p.m.

W. G. AND N.  
From North—Arrive Brantford—9:08 a.m.; 12:40 p.m.; 4:50 p.m.; 8:40 p.m.

## Brantford and Hamilton Electric Railway

Leave Brantford—6:35 a.m.; 7:45 a.m.; 9:00 a.m.; 10:00 a.m.; 11:00 a.m.; 12:00 p.m.; 1:00 p.m.; 2:00 p.m.; 3:00 p.m.; 4:00 p.m.; 5:00 p.m.; 6:00 p.m.; 7:00 p.m.; 8:00 p.m.; 9:00 p.m.; 10:00 p.m.; 11:00 p.m.; 12:00 p.m.

Leave Brantford 3:55 p.m.—For Galt,

## T. H. & B. RAILWAY

### EFFECTIVE NOVEMBER 18, 1917.

Eastbound  
7:38 a.m. ex. Sun.—For Hamilton and intermediate points, Welland, Niagara Falls and New York.  
9:47 a.m. Sunday only—For Welland, Niagara Falls, Buffalo and New York.  
2:42 p.m.—For Hamilton and intermediate points, Toronto, Peterboro, Winnipeg and Buffalo.

Westbound  
8:47 a.m. except Sunday—For Waterloo, Detroit and Chicago.  
4:40 p.m. daily—For Waterloo and intermediate points, St. Thomas, Chicago and Cincinnati.

## L. E. and N. Railway

### Effective November 11th, 1917.

#### SOUTH BOUND

Leave Kitchener 8:05, 10:05 a.m.; 12:05, 2:05, 4:05, 6:05, 8:05 p.m.  
Leave Hespeler 8:10, 10:10 a.m.; 12:10, 2:10, 4:10, 6:10, 8:10 p.m.  
Leave Preston 8:15, 10:15 a.m.; 12:15, 2:15, 4:15, 6:15, 8:15 p.m.  
Leave Galt 8:20, 10:20 a.m.; 12:20, 2:20, 4:20, 6:20, 8:20 p.m.  
Leave Brantford 8:25, 10:25 a.m.; 12:25, 2:25, 4:25, 6:25, 8:25 p.m.  
Leave Guelph 8:30, 10:30 a.m.; 12:30, 2:30, 4:30, 6:30, 8:30 p.m.  
Leave Paris 8:35, 10:35 a.m.; 12:35, 2:35, 4:35, 6:35, 8:35 p.m.  
Leave Mt. Pleasant 8:40, 10:40 a.m.; 12:40, 2:40, 4:40, 6:40, 8:40 p.m.  
Leave Waterloo 8:45, 10:45 a.m.; 12:45, 2:45, 4:45, 6:45, 8:45 p.m.  
Leave St. Thomas 8:50, 10:50 a.m.; 12:50, 2:50, 4:50, 6:50, 8:50 p.m.  
Leave London 8:55, 10:55 a.m.; 12:55, 2:55, 4:55, 6:55, 8:55 p.m.  
Leave Port Dover 9:00, 10:00 a.m.; 12:00, 2:00, 4:00, 6:00, 8:00 p.m.  
Leave Simcoe 9:05, 10:05 a.m.; 12:05, 2:05, 4:05, 6:05, 8:05 p.m.  
Leave Brantford 9:10, 10:10 a.m.; 12:10, 2:10, 4:10, 6:10, 8:10 p.m.  
Leave Waterloo 9:15, 10:15 a.m.; 12:15, 2:15, 4:15, 6:15, 8:15 p.m.  
Leave Mt. Pleasant 9:20, 10:20 a.m.; 12:20, 2:20, 4:20, 6:20, 8:20 p.m.  
Leave Paris 9:25, 10:25 a.m.; 12:25, 2:25, 4:25, 6:25, 8:25 p.m.  
Leave Guelph 9:30, 10:30 a.m.; 12:30, 2:30, 4:30, 6:30, 8:30 p.m.  
Leave Brantford 9:35, 10:35 a.m.; 12:35, 2:35, 4:35, 6:35, 8:35 p.m.  
Leave Galt 9:40, 10:40 a.m.; 12:40, 2:40, 4:40, 6:40, 8:40 p.m.  
Leave Brantford 9:45, 10:45 a.m.; 12:45, 2:45, 4:45, 6:45, 8:45 p.m.  
Leave Port Dover 9:50, 10:50 a.m.; 12:50, 2:50, 4:50, 6:50, 8:50 p.m.  
Leave Simcoe 9:55, 10:55 a.m.; 12:55, 2:55, 4:55, 6:55, 8:55 p.m.  
Leave Brantford 10:00, 11:00 a.m.; 1:00, 2:00, 4:00, 6:00, 8:00 p.m.  
Leave Waterloo 10:05, 11:05 a.m.; 1:05, 2:05, 4:05, 6:05, 8:05 p.m.  
Leave Mt. Pleasant 10:10, 11:10 a.m.; 1:10, 2:10, 4:10, 6:10, 8:10 p.m.  
Leave Paris 10:15, 11:15 a.m.; 1:15, 2:15, 4:15, 6:15, 8:15 p.m.  
Leave Guelph 10:20, 11:20 a.m.; 1:20, 2:20, 4:20, 6:20, 8:20 p.m.  
Leave Brantford 10:25, 11:25 a.m.; 1:25, 2:25, 4:25, 6:25, 8:25 p.m.  
Leave Galt 10:30, 11:30 a.m.; 1:30, 2:30, 4:30, 6:30, 8:30 p.m.  
Leave Brantford 10:35, 11:35 a.m.; 1:35, 2:35, 4:35, 6:35, 8:35 p.m.  
Leave Port Dover 10:40, 11:40 a.m.; 1:40, 2:40, 4:40, 6:40, 8:40 p.m.  
Leave Simcoe 10:45, 11:45 a.m.; 1:45, 2:45, 4:45, 6:45, 8:45 p.m.  
Leave Brantford 10:50, 11:50 a.m.; 1:50, 2:50, 4:50, 6:50, 8:50 p.m.  
Leave Waterloo 10:55, 11:55 a.m.; 1:55, 2:55, 4:55, 6:55, 8:55 p.m.  
Leave Mt. Pleasant 11:00, 12:00 a.m.; 2:00, 3:00, 5:00, 7:00 p.m.  
Leave Paris 11:05, 12:05 a.m.; 2:05, 3:05, 5:05, 7:05 p.m.  
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Leave Brantford 11:35, 12:35 a.m.; 2:35, 3:35, 5:35, 7:35 p.m.  
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Leave Brantford 5:25, 6:25 a.m.; 8:25, 9:25, 11:25, 12:25 p.m.  
Leave Galt 5:30, 6:30 a.m.; 8:30, 9:30, 11:30, 12:30 p.m.  
Leave Brantford 5:35, 6:35 a.m.; 8:35, 9:35, 11:35, 12:35 p.m.  
Leave Galt 5:40, 6:40 a.m.; 8:40, 9:40, 11:40, 12:40 p.m.  
Leave Brantford 5:45, 6:45 a.m.; 8:45, 9:45, 11:45, 12:45 p.m.  
Leave Galt 5:50, 6:50 a.m.; 8:50, 9:50, 11:50, 12:50 p.m.  
Leave Brantford 5:55, 6:55 a.m.; 8:55, 9:55, 11:55, 12:55 p.m.  
Leave Galt 6