



## Children's Shoes

Or their health and development will suffer. Careful mothers appreciate this, and insist on Hurlbut shoes—because they are scientifically made to conform to the needs of children's feet. They are roomy, well-shaped—“Every toe has its right to grow.” They support arch and instep—the cushion insole from heel to toe makes them comfortable and jar-resistant. No effort or thought is spared to make Hurlbut the ideal shoe for children. Hurlbut are the highest quality shoes in Canada, and though they cost more than inferior shoes—they last much longer. It is price-per-day's-wear that determines real cost.

## HURLBUT CUSHION-SOLE Shoes for Children

Correct Shape for growing feet. Broad Extended Sole to protect upper. Flexible—no ticks, no ridges. Cushion Sole from heel to toe. Ventilated for comfort and cleanliness. Sturdy Grace and refinement of line.

The highest first-price shoes on the market—but the lowest-price-per-day's-wear

Made at Preston, Canada, by The Hurlbut Co. Limited.

Sole Wholesale Distributors for Canada: Philip Jacob, Toronto.

## HURLBUT CUSHION-SOLE SHOES FOR CHILDREN

### ROWLAND HILL'S

RELIABLE FOOTWEAR STORES  
198 Dundas Street and 429 Hamilton Road.

## ITALY WILL OBTAIN SOVEREIGNTY OVER FIUME, IS REPORT

Geneva States Commission Has Reached Agreement.

GENEVA, April 8.—A telegram received at Lugano from Trieste asserts that the Italo-Yugo-Slav commission which has been in consultation regarding the Adriatic settlement, has reached an agreement concerning the Adriatic ports under which Italy obtains sovereignty over Fiume. The Yugo-Slavs, under the reported agreement, would receive Susak, the canal, the Delta, Fiumana, the Porto Barone and the Port of Volosca. The Port Abbazia, just to the southwest of Volosca, would remain Italian, with the Yugo-Slavs receiving Scutari, on the Albanian coast, as compensation. Gabrielle d'Annunzio, the insurgent commander at Fiume, is declared to be strongly against the arrangement. The report credits Premier Lloyd George as being the author of the settlement proposition, regarding which the opinion of President Wilson was not asked by the Allies. It is declared.

LLOYD GEORGE LEAVES. LONDON, April 8.—David Lloyd George, the British prime minister, will leave for Sanremo, Italy, next Saturday for the coming session of the peace conference. Mr. Lloyd George will travel by boat to Marseille. Earl Curzon of Kedleston, the British foreign secretary, and Viscount Chinda, the Japanese ambassador to Great Britain, will proceed overland to Marseille.

## TOY BALLOON CAUSES DEATH OF CHILD

NEW YORK, April 8.—A two-cent toy balloon caused the death of five-year-old Popsy Doyl, at his parents' home, 250 Rockaway avenue. The child put the balloon in his mouth to inflate it, but drew in his breath instead, and it choked him.

## Same Fair Price As Before The War

and the same pure, wholesome beverage so many have enjoyed for years.

## INSTANT POSTUM

has a pleasing coffee-like flavor but is more economical than coffee and has the added value of absolute freedom from caffeine or other harmful ingredients.

“There's a Reason”

Made by Canadian Postum Cereal Co. Ltd. Windsor, Ont.

## SAYS INTERNATIONAL CANAL WILL ADD TO BONDS OF FRIENDSHIP

Representative A. P. Nelson of Wisconsin For Proposal.

### CANADA MIGHT BUILD

If One Country Started Project Alone, Duplication Would Follow.

WASHINGTON, April 8.—(By Canadian Press).—One of the strongest supporters in Washington of the proposed international water route from the Great Lakes to the Atlantic, is A. P. Nelson, representative of the Wisconsin district. Nelson, in the House of Congress, is an outspoken advocate of the co-operation of Canada and the United States in everything which tends to the mutual benefit of the citizens of the two countries, and he sees in the proposed deep water St. Lawrence route a means, not only of promoting the interests of his own country, but a further strengthening of the bonds of friendship which unite the peoples of the Dominion and the United States. He recently presented a very lucid and lucid argument in favor of the project in a speech delivered in Congress.

Representative Nelson believes that if the United States neglects the present opportunity, Canada will ultimately have an all-Canadian route from the lakes to the sea, forcing the United States to find a route of its own. In an interview with the Canadian Press, he said:

“In a broad way, there are three possible routes from the Great Lakes to the sea: one all-American, one all-Canadian, and one joint American-Canadian. From every point of view the joint Canadian-American route, the St. Lawrence, along the international boundary line, is the only logical, practical and economical route to construct. But it is evident that if you Canadians should build, as I believe you ultimately will do, an all-Canadian route, we Americans would be compelled to do likewise, and the duplication of the cost of construction and expense of upkeep of two routes would have to be borne by Canadian and American commerce and paid by the producers and consumers of the two countries.

“The only opposition to the project,” Mr. Nelson continued, “has come from Montreal, in Canada and New York, in the United States. Montreal argues, ‘Why should Montreal give up her prestige for the benefit of ports of the United States on the Great Lakes, and a few Canadian villages on the north shore?’ Meanwhile New York argues, ‘Why should we spend our money to develop a waterway through Canada and promote the commerce of foreign ports and lessen the commerce of the port of New York?’ Both are wrong; both are selfish. It is merely the case of selfish monopoly by reason of strategic position on the seaboard, against the welfare and happiness of the entire peoples of the two countries.

“Our nation as a whole, and the great Middle West in particular, should not be sacrificed to the selfish and narrow provincialism of any one port, or any one province of the state or terminal. I cannot, of course, speak for Montreal, but as for New York, I believe when she sees this project in its broadest aspect she will enthusiastically support it. The opposition in New York is very limited, and the rank and file of the people of the state will overwhelmingly support the project when they realize the tremendous advantage to be derived from it.”

Representative Nelson flatly contradicted the arguments presented by some of his fellow-countrymen that the proposed route would give Canada too great a military advantage.

“The naval terror can be dismissed as a mere nightmare and burlesque, which will neither scare nor delude any well-informed American citizen,” he said. “Hostilities with Canada, our friend and neighbor, are well nigh inconceivable. Such a situation would mean that both Christianity and civilization had completely broken down. Over 100 years without a shot or gun on our 4,000 miles of international boundary assures us that we can build in perfect faith and peace, and closer international business relations will undoubtedly tend to bind us closer as friends and neighbors.

“From a military point of view the joint route is the only correct one for my country, as we would continue to have, as now, absolute joint control of all war vessels entering the lakes from the sea. Independent routes might place either government in a position of military suspense and in an attitude of feeling called upon to provide military fortifications and defenses upon the Great Lakes, which I fervently hope may never maintain. I hope that the only line of defense between Canada and the United States may continue to be that imaginary boundary line.

“Sooner or later,” continued Mr. Nelson, “the immense power of the St. Lawrence must be developed. So great a natural resource cannot much longer be neglected just because it happens to lie on an international boundary. If there are complications, business diplomacy must overcome them. As there is a prospective preponderance of benefits, engineering skill must adjust them. Coal is getting each year more costly to bring to the districts removed from the mines. Hydro-electric power is every year becoming more of an economic necessity. The people of Canada and the United States cannot afford not to use the St. Lawrence.

“If within ten years the major portion of the available horsepower could be utilized at the present price of coal, the total cost of the entire project would be saved in two years. Lake access to the sea is not only an expenditure to encourage navigation, but also an investment in hydro-electric power that promises to pay large dividends.

“I sincerely hope that my country will not hesitate to join Canada in the St. Lawrence development, particularly as competent engineers have declared the project is perfectly feasible and that the return of the water power alone, leaving out all advantages of transportation, will more than pay for the entire investment.

“Courageous and far-sighted, Canada, with a population of less than one-tenth of that of the United States, and with an estimated national wealth of less than one-twentieth of that of the United States, is ready to join hands with the United States on a fifty-fifty contribution basis to develop this marvelous waterpower and navigation project. The United States must not and will not hesitate.”

## WARSAW HUMMING WITH WAR ACTIVITY; POPULATION JUMPS

Crowded To Doors With Poverty-Stricken Refugees.

### TENEMENTS JAMMED

Many Seek Shelter in Stables and Basements Used For Storage.

WARSAW, April 8.—Warsaw is humming with war activity and is crowded to its very doors with hordes of poverty-stricken refugees from the areas for which the Poles and Bolsheviks are fighting. Travelers say it is the most crowded city in Eastern Europe. The population is estimated to have increased from 800,000 to 1,300,000 since the world war began.

Everywhere there are officers and soldiers. Military automobiles, tractors and various other vehicles of war traverse the streets all day and most of the night. The cafe life is as bright and gay as ever, but the restaurants and theatres close at 10 p.m. to save food, light and labor. The refugees from the war-stricken areas began streaming into the city about a year ago, and have been coming ever since, hoping to find food and places to sleep. The problem of providing for them has baffled the city officials.

In the poorer districts, basements, which for generations were used for storage purposes, have been used for refugees' sleeping quarters. In instances 15 to 20 persons, and even more, are crowded on a basement floor, on straw. Others have found shelter in stables or in buildings intended for schools. Many of these refugees are women, with children who have come out of the east virtually without funds. During the day these people are partly supplied with

food by the municipality or some of the welfare organizations. Many exist only by begging.

Warsaw's tenements, always crowded as New York's east side has been for years, are jammed with humanity as never before, and during the severe winter weather when there was an epidemic of influenza here old men and women and children died by the hundreds every day in this land of the poor.

## INGERSOLL OFFICER MAY IDENTIFY THE MYSTERY SOLDIER

Remembers Similar Incident to That Told by Injured Man.

TILLSONBURG, April 8.—Local soldiers who read this morning's dispatch from Toronto concerning the identity of the soldier now lying in the Dominion Hospital, in that city, with much interest, owing to the fact that in the interview he mentioned the name of Lieut. Reginald Brookfield as belonging to his unit in France.

Lieut. Brookfield left Tillsonburg with the 71st Battalion under the command of Lieut.-Col. Sutherland, and in an interview today stated that he remembers a case very similar to this happening to a member of his unit.

“I could not be positive about the name, but I could identify the man if I had an opportunity to see him.” The incident which Lieut. Brookfield has reason to remember happened to a fellow soldier who was driving a transport when he was seriously injured. This fact and Lieut. Brookfield's recollection that he was riding the high horse of a team when struck by a piece of shrapnel in the back, blends together in several details.

## TESTED HIS LOVE BY TWO YEARS' SEARCH

YOUNGSTOWN, April 8.—Mrs. Mary Heffernan, 53, was courted by Russell L. Richman, 23, in order to test his

## WHY EXPERIMENT?

Food scientists claim that the leavener is largely responsible for the flavor, texture and wholesomeness of your home baking. That on no other one ingredient does so much depend. It is important, therefore, to use a baking powder that you know possesses the necessary leavening qualities.

## MAGIC BAKING POWDER

Contains No Alum

and is the only strictly high class baking powder in Canada selling at a moderate price. Its reputation is built on purity and highest quality.

The only well known medium priced baking powder made in Canada that does not contain alum and that has all its ingredients plainly stated on the label.

Made in Canada

## OWEN SOUND LADY GOES TO ST. JOHNS, Nfld.

Miss Evelyn Smith Appointed to Responsible Post in Hospital.

OWEN SOUND, April 8.—Miss Evelyn Smith of Owen Sound left today for St. John's, Nfld., to accept a responsible position with the New-

foundland Government. Miss Smith has been put in charge of ward work in the military hospitals of the Newfoundland Government. She received her training in Toronto military hospitals in 1916, and has worked since then in the military hospitals of Montreal, and has made a decided success of her work. She is the daughter of W. H. Smith, and the niece of H. B. Smith of the Canadian Steamship Lines.



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After making an honest comparison of fabrics, workmanship, style and perfect fit of TIP TOP ONE-PRICE, made-to-measure clothes, you will admit that it is not necessary to pay \$40 to \$50 for a Spring Suit or Topcoat.

\$27 is a very low price for the quality of clothes we are making to measure—and every garment we make is guaranteed to satisfy you in every respect or we will refund the purchase price.

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