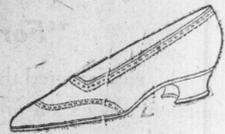




SLASH! CUT! CRASH!



—FOR—

SATURDAY, May 10th

30 pairs of Women's Brown Kid Oxfords, low and high heels. Sizes 2 1/2 to 7.
 30 pairs of Women's Black Kid Oxfords, low and high heels. Sizes 2 1/2 to 7.
 30 pairs of Women's Black Patent Oxfords, low and high heels. Sizes 2 1/2 to 7.

30 pairs of Women's Black Kid Pumps, low and high heels. Sizes 2 1-2 to 7.
 30 pairs Women's White Buckskin Oxfords, low heels. Sizes 2 1-2 to 7.
 30 pairs Women's Grey Kid Pumps, high heels. Sizes 2 1-2 to 7.

30 pairs of Women's Brown Kid Pumps, high heels. Sizes 2 1-2 to 7.
 30 pairs Black Kid Pumps, 10-inch top, military heels. Sizes 2 1-2 to 7.
 30 pairs of Boys' Mahogany Neolin Soled Boots. Sizes 1 to 5.

30 pairs Misses' Mahogany Neolin Soled Boots. Sizes 11 to 2.
 30 pairs Men's Gunmetal Goodyear welt Boots. All sizes.
 17 pairs of Men's Mahogany Neolin and leather soles. All sizes.

The above Specials for Saturday Only. All sizes. Full cases, direct from the factory. Special for Saturday selling. Values \$5.00 to \$7.50. We are bound to do a big business for Saturday, and we Slash, Cut and Crash down the prices for

SATURDAY, MAY 10th, ONLY

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 As Advertised

\$3.95

LOOK
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U. S. FACTORY SHOE STORE

86 and 88 St. Paul Street.

The Store That Saves You the Middlemen's Profit

SWALLOWING THE RAILWAYS

By H. F. GADSBY

A gulp or two—the government had to choke the thing down with the closure—and the bill incorporating the Canadian National Railways company passed the House. The bill having been rendered, so to speak, all Canada has to do now is to pay. Our experiment in public ownership will cost us seventy million dollars this year in repairs and betterments and there is more to follow.

No doubt the government will give us a chance to invest in railway bonds from time to time and show how much we love our country at five per cent. or better. One of the speakers alluded to our latest acquisition as a half a billion dollar elephant. An elephant like that eats a lot of hay but no one will complain if it does the work and shows results. It is quite true that its chief feeder, or what ought to be its chief feeder, that is to say,

the thing it takes the hay together with, in other words, the Grand Trunk, is not an integral part of our elephant yet, but we have hopes.

The Act is wide enough to take in any elephant or any part of an elephant, and although our elephant's feet are hobbled to the extent that he is not allowed to underbid the C.P.R. on freight rates, the time may come, not yet nor very soon, when public ownership of railways will accomplish its real purpose: which is service, not dividends.

Meanwhile there will be fifteen directors on the board of the Canadian National Railways Company (not a labor man among them), and the one shareholder will be the Dominion of Canada to whom the directors will report via the Governor-in-Council. This means that the directors' meetings will be about as public as director meetings usually are. While admitting that the Dominion of Canada is the only shareholder (indeed the government made no attempt to deny it) Sir Thomas did not take the House into his confidence on the subject of the bond holders (the canny fellows for example who bought up C.N.R. bonds at forty cents on the dollar and now find them at par because Canada stands behind them. Naturally the act says nothing about these lucky dogs. It would have been an unkind act if it had, and very cruel to some good friends of Union Government.

Perhaps it was a certain nervousness that the House might get round to the ticklish subject that suggested the closure to Mr. Weighan, who has the kind of disposition to which closures appeal. The House has been dawdling over all sorts of small stuff, waisting daylight and electric light worth a thousand dollars an hour to the ratepayers on any kind of piffle that would shove off the tariff until Premier Borden could get back with five cents on the dollar (or less) and becloud all the other sorts of time to squander on knight-hood debates and Sir Sam's little quarrels, but as soon as it got round to the Canadian National Railways Company it was in such a devil of a hurry that Mr. Weighan had to clap the closure on before the question was fully opened. The

closure has not been used since 1913 when it was employed to expedite Premier Borden's dreadnoughts which never got near the water, having done all their fighting in the House of Commons.

The closure, as I remember, is always trotted out when there is a menace to be discussed. The menace in this case was not, I take it, public ownership, but the want-to-know spirit which makes sarcastic remarks about the nigger in the woodpile when the Government refuses to answer questions. Sir Thomas, it is true, carried the war into Africa when he hinted that the Opposition was in love with the C.P.R., whereas the Government doted on public ownership, but the words of the man who made the speech on Naboth's vineyard did not carry conviction. In short there was considerable dissembling.

On the other hand, there is no doubt that the government has a real affection for the C.N.R. Those

AFTER INFLUENZA— WINTER COLDS— BAD BLOOD

You are pale, thin, weak—with little vitality. Your liver is sluggish and the bad blood causes your stomach muscles to lose their elasticity and become flabby and weak—then indigestion.

Doctor Pierce's Golden Medical Discovery, made from wild roots and barks, and free from alcohol or narcotics, is the great and powerful blood purifier of today. Ingredients printed on wrapper. This tonic, in liquid or tablet form, is just what you need to give you vim, vigor and vitality.

Take it as directed and it will search out impure and poisonous matter throughout the system and eliminate it through the natural channels.

who think that the National Railway Company's Act gets rid of Mackenzie and Mann have another guess coming. In some slight disguise or other, we have these two gallant gentlemen always with us. We can't lose them any more than we can Sir Joseph Flavelle or the high cost of living. There is no woodpile on Parliament Hill where these two black-heards do not lurk. Last session we had them with us collecting the Last Ten Million which was considerably easier to round up than Premier Borden's Last One Hundred Thousand which never got to the front. This session they are still with us under various aliases and alibis. Not only are they with us but their lawyers also and their lobbyists and the other friends of public ownership who drew nourishment from their pay roll.

They are with us in the shape of Z. A. Lash, K. E., who drew up the Canadian National Railway Company Act with his own fair hands. Mr. Lash, as everybody knows, hates the Canadian Northern like a cat hates cream and this Act of his is a masterpiece. There are clauses in it which enable the Government to do almost anything for the people or with them, to snuff out Sir Adam Beck, for instance, or to unload the Toronto Street Railway on the Dominion of Canada as a work of general utility. Much as they love public ownership Messrs Mackenzie and Mann are in no danger of losing money by it. What profits there were in promoting the C. N. R. they took. What profits there were in building the C. N. R. they took also. What profits there are in tinkering the cripple they will take too and when nosy members of Parliament ask the Minister of Railways who the Northern Construction Company is that he buys ties from he will reply that it is not in the public interest to answer such questions. Foolish question No. 149—why should it be in the public interest when Mackenzie and Mann are working for their own?

The National Railway Company Act as I see it, merely operates to embed Mackenzie and Mann more firmly in the Canadian constitution. They are, so to speak, amendments to the British North America Act and, are now an integral part of the national edifice. They are not only part of the national edifice but they will take any contracts in connection therewith that can show a profit. They are not stingy—they do not want everything—far from it. Any losses they have they will gladly hand over to the Government. The C. N. R. is their latest donation.

Not only have these generous men handed over their railway—at a price—to their beloved country—but they have handed over the whole executive of the C. N. R. which now by a simple twist of the wrist becomes the brains of the Canadian National Railway Company with Mr. D. B. Hanna as Managing Director. When Mr. Hanna's salary is asked after, Sir Thomas White feigns forgetfulness. The Minister of Railways whom I remember once to have overlooked a little matter of ten million dollars in his railway budget, also professes loss of memory. A messenger, being hurriedly despatched for the facts, comes back with the information that Mr. Hanna's salary is \$25,000 a year whereas they are surprised and grieved because it is such a small reward for Mr. Hanna's great talents. That's what's the matter with Hanna—he is not getting enough money for his big job.

On this chorus of praise impinges Euler of Waterloo who suggests that the C. N. R. directorate is probably entrusted with the greater task of running the national railways because it did so well with the smaller task

of running the C. N. R. into a hole. Mr. Euler has a pretty wit. Some people might call it logic. At all events it sounds reasonable.

The forty-four charters become ours too. The fact that Mackenzie and Mann had forty-four disused charters in their clothes when they went under the ice only goes to show what a brisk pair of collectors they were. One of these charters I am informed, was for a two hundred and fifty mile railway of which thirty-five miles had been built. Of course the subsidy on the other two hundred and fifteen miles had been cashed, so Mackenzie and Mann were out of pocket.

Public ownership is to have a run for our money, but just what the run on our money is going to be is hard to tell because the railways are to do their own bookkeeping. In a word they will check out of the consolidated revenue fund—if there are deficits; but they will not check in—if there are profits. The only open checking the national railways aim to do is in the baggage room.

NEW SERVICE TO NEW YORK

Visitors to New York City will be glad to know that the Grand Trunk Railway are inaugurating on May 4th, 1919, a through sleeping car service from Toronto to New York, leaving Toronto 5.45 p.m. daily, and arriving in Gotham at the Pennsylvania Terminal. This will be a great convenience to visitors to New York as the Pennsylvania Station is centrally situated and is in easy reach of the latest hotels and the shopping and theatre districts. Ask Grand Trunk Agents for further particulars.

The Only Cut Rate Tire Store in City

30 x 3 1/2 \$14.50
32 x 3 1/2 18.00
33 x 4 25.00
34 x 4 26.50
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 42 Geneva Street

HOW THIS NERVOUS WOMAN GOT WELL

Told by Herself. Her Sincerity Should Convince Others.

Christopher, Ill.—“For four years I suffered from irregularities, weakness, nervousness, and was in a run down condition. Two of our best doctors failed to do me any good. I heard so much about what Lydia E. Pinkham's Vegetable Compound had done for others, I tried it and was cured. I am no longer nervous, am regular, and in excellent health. I believe the Compound will cure any female trouble.”—Mrs. ALICE HILLMAN, Christopher, Ill.

Nervousness is often a symptom of weakness or some functional derangement, which may be overcome by this famous root and herb remedy, Lydia E. Pinkham's Vegetable Compound, as thousands of women have found by experience.

If complications exist, write Lydia E. Pinkham Medicine Co., Lynn, Mass., for suggestions in regard to your ailment. The result of its long experience is at your service.



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