

The News Record

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THE UNITED FARMERS AND GOOD ROADS

It has been officially announced in the Farmers Sun that the United Farmers of Ontario are opposed to the construction of provincial highways, or as they term it "a few superlative trunk roads."

They contend that gravel and macadam roads will suffice, and that as between one mile of cement highway, built as in the case of the Toronto-Hamilton highway at a cost of approximately \$30,000, they would prefer 30 miles of roadway at \$1,000 per mile. They also fear that the construction of provincial highways will deprive the railways of business, render them unprofitable and cause them to require governmental subsidies.

The construction would also, in their opinion, provide improper employment, attracting men who should go upon the farms.

They claim, too, that the country is nearer bankruptcy than most people are aware, and such public monies as are expended should go to increase production.

Even the interest which townspeople are taking in rural good roads is set down as coming from a small class of pleasure seekers.

In considering these objections sight should not be lost of the fact that the U. F. O. is a political party. It is a rule among these to oppose everything which another may propose. Not on its merits but because political opponents suggest it. This is a common ailment and one which retards the development of the country. All parties should remember that their members are taxpayers and entitled to receive good value for every dollar expended. There is a difference between political rights and economic rights.

Good roads are not a matter of political expediency. They have to do with the well-being of both farmers and townspeople. They enable the farmer to convey his products to market in large bulk, at all seasons of the year, in less time and at less cost. They improve the value of his land far in excess of their cost. A good road to market makes easy the hauling home of purchases in the stores. The town dweller is benefitted by good roads because they tend to lower the cost of foodstuffs and the deliveries of goods he makes to farmers or from town to town. Clearly the construction of good roads is not a political question. Their need would exist were a new government elected next week.

The U. F. O. presently prefers 30 miles of road costing \$1,000 per mile to one mile of concrete at \$30,000. This is succinctly put, but rural roads at \$1,000 per mile would confine them to gravel. Macadam costs at least \$3,000. From the days of the great rural public has shuffled along with gravel roads but never had decent roads. Gravel roads have been passable for a few months in the summer but were then rutted and dusty, even before automobile traffic arrived.

Every good thing, whether steam railways or roadways, met determined when first proposed. The Toronto-Hamilton highway has proved such a magnet for vehicular traffic that it will be doubled in width. When considering its high cost it should be recalled that it is a wide thoroughfare. The Provincial Highways Commissioner says that a concrete roadway of average width can be constructed for \$15,000 per mile. Were the proposed Provincial Highway and Provincial County roads, made 10 to 14 feet wide in the country, or wide enough to permit of two vehicles passing each other, and wider where they approach the towns, their cost might be reduced below \$15,000 per mile.

In 1913, the motor traffic on improved highways had increased from 5 per to 50 per cent. of the whole. It is greater to-day and still increasing. From being a purely pleasure vehicle, it has become a valued utility. Within five years it is safe to assume that the motor-express will be serving the needs of every progressive rural and urban community. As it is our farmers are the largest motorcar-owning class in the province.

Tests of use have shown that concrete roads, even at \$15,000 are the best and cheapest in the end. They do not, for at least fifteen years, require any outlays for maintenance. A trunk highway constructed of gravel or macadam would be riddled within a year and cause an annual bill of expense for maintenance or call for yearly reconstruction. In five years, a main road, like that between this city and Preston, would wear it renewed annually, cost more than a concrete highway.

Professor Caughlan, of the Agricultural College of Texas, said while discussing haulage costs, that while improved earth or sand clay roads effected a saving of 71 cents per ton mile, concrete roads effect a saving of 15 cents. These figures do not take into consideration the saving in wear and tear on vehicles, horses and harness, on motorcars and in time. The capacity of the average horse on an earth road in the best condition is said to be about 3,600 pounds, while on a concrete it is 6,700 pounds. Nearly double.

Poor roads do not cost much if you take it out in wear and tear of teams, wagons, motorcars and gasolines.

Taking up the assertion that the construction of a Provincial Highway will ruin the railways, it does not require much consideration to show that instead of ruining it would act as a feeder for them. Some critics are inclined to view a provincial highway as a giant speedway. Pleasure riding would only be an incident. Farmers living along and adjacent to it would be better able to haul their grain and live stock to shipping points. The railways would still be required to carry these to Toronto and Montreal. For years there has been freight congestion. Provincial highways will, while feeding the railways, also serve to relieve the congestion as far as it relates to local conditions.

In those American states which have permanent highways, no complaints have arisen that good roads are putting the railways out of business. On the contrary, the railways welcome them.

Nor would the building of a provincial highway or related roads, cause improper employment. Ontario has a floating population, and considerable unemployment in the larger cities. It is its duty, as far as productive construction can be engaged in, to provide employment for those who have been displaced since the war ended. Unemployed men cannot buy many dollars' worth of butter and eggs. To try and force city men to go upon the farm, by refusing to begin needed public improvements, would not work well. Were our farmers to get them, they would not keep men who only know how to handle a pick and shove.

Instead of the country being near to bankruptcy, it has more wealth than it had five years ago. Apart from business interests, the thrifty workers of the country have more than \$1,000,000,000 in the savings banks. They could loan the Dominion two-thirds of the sum representing to-day's war debt. These and other Canadians, have already loaned more than a billion dollars to the country. No country ever went bankrupt where its national debt was owing to its people. When the war mess had been cleared away, Canada will in all probability enter upon a long period of sustained prosperity, which will enable it to make light work of its public debt.

One of the first things the U. F. O. should do is to get rid of the notion that it is only the pleasure class who want good roads. They do desire them but they are good for all who use them, farmer and citizen alike. There is in an important factor to be considered: The motorcar is admittedly hard on present day roads but every car owner is taxed for the privilege of using them, about as much as the individual farmer's contribution of statute labor taxes. Motorcar owners are now paying \$1,250,000 per annum in taxes and it has been wisely decided to apply this to the construction of permanent roads.

That which every local U. F. O. should do is to see that his country get its full slice of this good roads money. On provincial county roads it amounts to 60 per cent. of the cost and in provincial highways may reach 70 per cent.

Under this plan the farmers can get permanent roads, such as they have never had, at probably less cost to themselves than gravel or near-macadam.

THE ALIEN QUESTION

In its discussion of the alien question, the Presbyterian Synod of Hamilton and London went on record as being in favor of permitting aliens, who may come to Canada, to vote after 5 years' residence, providing they can read and speak English.

This is a sensible recommendation. When they express a willingness to allow immigrants after five years' residence to vote, it implies that at the end of this period they would be naturalized. The Naturalization Act now provides for this. Since the amended immigration law is to provide what classes of persons shall be admitted and presuming that only desirables are to be accepted, there is no reason why they should, not after making good for five years be elevated to the rank of Canadian citizenship.

For aliens who have lived in Canada for five years and upward there is a still stronger claim that they be naturalized. They came by invitation of Canada and have, before and since 1914, performed valuable services. Those who have not and are ultra-radicals, can be deported.

But for the ninety and nine who came seeking new and better opportunities in Canada, and are prepared to shoulder the duties and responsibilities of citizenship, as well as its rights and privileges, no time should be lost in having them naturalized.

WAIT A MINUTE

TO-DAY'S ANNIVERSARIES

- 1837—William B. Ogden was elected first mayor of the city of Chicago.
- 1860—Dr. Theodore Herzl, whose dream of re-establishing the Jews in Palestine is now near realization, born at Budapest. Died at Vienna, July 3, 1904.
- 1865—Clyde Fitch, one of the most successful of American dramatists, born at Elmira, N. Y. Died in France, Sept. 4, 1900.
- 1890—Prince Albert Victor (Duke of Clarence) returned to London from his Indian tour.
- 1906—M. Witte resigned the Russian premiership.
- 1911—The French relief column arrived at Fez, Morocco, and raised the siege of the rebel tribesmen.
- 1915—Austria claimed a crushing victory over the Russians in West Galicia.
- 1916—Italians carried mountain peaks and passes after two days' battle in glaciers.
- 1917—French War Mission headed by Joffre and Viviani began tour of United States.

ONE YEAR AGO TO-DAY IN THE WAR

United States steamship Tyler sunk by submarine in Mediterranean.
 British airmen brought down 14 enemy machines in great battle on western front.

TO-DAY'S BIRTHDAYS

- Jerome K. Jerome, famous humorist and playwright, born near London, 60 years ago to-day.
- Harold F. McCormick, president of the International Harvester Company, born in Chicago, 47 years ago to-day.
- Mrs. Margaret Hill McCarter, Kansas author and educator, member of Republican women's national executive committee, born at Charlottesville, Ind., 59 years ago to-day.
- Hattie Erminie Rives (Mrs. Post Wheeler), author of "The Valiants of Virginia" and other well known novels, born in Christian County, Ky., 41 years ago to-day.
- William S. Goodwin, representative in Congress of the Seventh Arkansas district, born at Warren, Ark., 53 years ago to-day.

FROM HERE AND THERE

Nearly 15,000,000,000 postage stamps a year are required to supply the people of the United States. One of the most difficult walking feats on record was accomplished by a well-known English pedestrian, who undertook for a bet to walk thirty miles backwards in nine hours. This he succeeded in doing with fourteen minutes to spare.

The Siamese have a curious belief about sneezing. They maintain that the devil keeps a large book containing the names of all the people on earth. Whenever he reads through it, and utters a name aloud, the person who answers to it is obliged to sneeze.

Two members of the British Ministry, and two only, enjoy the privilege of being entitled to live rent free during their term of office. These are the Prime Minister and the Chancellor of the Exchequer, who inhabit adjacent houses in Downing Street, close to the House of Parliament.

One of the most curious of the innumerable varieties of fans among the Japanese is the iron war fan. This was invented in the eleventh century for the use of military commanders, either for direction of their soldiers or as a shield for defence. It is made of leather or iron.

In some countries trousers were looked upon with disfavour for many years after they came into vogue. In 1790, for instance, the Landgrave of Hesse-Cassel ordered that the convicts engaged in street-sweeping and road-making should be dressed in trousers, so as to disgust his subjects with this form of dress.

One of the most wonderful of trees is the sorrow tree, found in ancient Persia, which takes its name from the fact that it blooms only at night. When the first star appears in the sky the first flower opens, and, as the evening advances, more and more buds burst into bloom until the lovely tree appears to be one vast flower.

Gas in the Stomach Is Dangerous

Recommends Daily Use of Magnesia To Overcome Troubles Caused by Fermenting Food and Acid Indigestion

Gas and wind in the stomach accompanied by that full bloated feeling after eating are almost certain evidence of the presence of excessive hydrochloric acid in the stomach, creating so called "acid indigestion."

Acid stomachs are dangerous because too much acid irritates the delicate lining of the stomach often leading to gastritis accompanied by serious stomach ulcers. Food ferments and sends out a distressing gas which distends the stomach and hampers the normal functions of the vital internal organs, often affecting the heart.

It is the worst of folly to neglect such a serious condition or to treat with ordinary digestive aids which have no neutralizing effect on the stomach acids. Instead get from any druggist a few ounces of Bismarck Magnesia and take a teaspoonful in a quarter glass of water right after eating. This will drive the gas, wind and bloated right out of the body, sweeten the stomach, neutralize the excess of hydrochloric acid, and there is no sourness or pain. Bismarck Magnesia (in powder or tablet form—never liquid or milk) is harmless to the stomach, inexpensive to take and the best form of magnesia for stomach purposes. It is used by thousands of people who enjoy their meals with no more fear of indigestion.

The Ontario Railway and Municipal Board

IN THE MATTER OF the Application of the Town Planning Commission of the City of Kitchener, under "The Planning and Development Act" (Chap. 38, Ontario Statutes, 1918), for the approval of its proposed plan of the City of Kitchener, showing the location of the Village of Bridgeport, Waterloo County, Ontario. The said Plan is dated "Kitchener, April 4th 1919", and was prepared by Marcel Pequegnat, O.L.S.

The said Plan and Book of Reference to accompany the same are now on file and may be inspected free of charge at the office of the City Clerk of the City of Kitchener, and at the offices of the Ontario Railway and Municipal Board.

APPOINTMENT FOR HEARING The Ontario Railway and Municipal Board hereby appoints Wednesday the Seventh Day of May, A.D., 1919, at the hour of two o'clock in the Afternoon, at the Council Chamber, in the City Hall, in the City of Kitchener, or the Hearing herein.

AND TAKE NOTICE that any person or Municipality interested may inspect, free of charge, the above mentioned Plan and Book of Reference in the office of the City Clerk of the City of Kitchener or at the offices of the Ontario Railway and Municipal Board.

Dated at Toronto this Ninth day of April, A.D., 1919.
 H. C. SMALL, Secretary.

Canada's Shipbuilding Plans Are Outlined

HON. MR. BALLANTYNE TO GO AHEAD WITH POLICY OF STATE-BUILT SHIPS
 Ottawa May 1—Canada will go on building ships on the state owned principle. How many of them will be built and what will be spent what use they will be put to will be explained next week when Hon. C.C. Ballantyne outlines his plans to the House.

He gave the ministerial caucus today the benefit of advance information and though there were reports that the plan is to be abandoned report emanating from exceedingly well-informed sources it is now learned that this is not Mr. Ballantyne's proposal and further that what he does propose has in the light of the information and arguments submitted its indorsement.

Many Rumors
 While Mr. Ballantyne was ill many stories were circulated that the program was to be abandoned because of the advent of peace and the new condition it has developed. In fact from time to time that inference was conveyed semi-officially. Companies seeking contracts get little encouragement and one of them went into liquidation on the assumption there was nothing doing.

Mr. Ballantyne, however, is fully alive to the need of a merchant marine in connection with the export trade of the country upon which so much depends and he will next week justify the program so far carried out and fairly ambitious plans which he has for the future.

Another matter before the caucus related to methods of developing the mineral resources of Northern Ontario particularly iron ore, and by this may be the subject of an inquiry by commission of otherwise.

Mayor Gray, of Winnipeg, would jail reckless auto drivers, who travel at such too fast a clip. For the first time, he says, they should be heavily fined or their license cancelled, for the second offense the should go to jail without the option of a fine.

No Breakfast trouble at our house
 says Bobby
 Every morning now we have
POST TOASTIES

LADIES' NOBBY SUITS AND COATS



Spring weather is with us and there is a real desire for a change for the lighter and more spring like garments. Our stock of women's tailored and ready to wear suits, and coats will appeal to those not yet supplied. Come tomorrow and come early. The following are worth your attention.

LADIES' AND MISSES' SUITS.—In navy and black serge, made in neatly belted styles, braid and button trimmed, worth from \$25.00 to \$35.00, special prices \$19.75 and \$24.75
 LADIES' HANDSOME SUITS, made in fine botany serges, loose back styles, also tailored and belted styles, trimmed with military braids and buttons, worth from \$38.00 to \$50.00, on sale special at \$28.75, \$32.50 and \$35.00
 LADIES' SEPARATE COATS, Ladies, misses spring coats, made in velours, poplins and serges, flare backs, belted effects and Dolman styles, colors of taupe, sand, pekin, grey very special at \$16.00, \$18.00, \$20.00, \$25.00 to \$35.00
 Ladies' wool tweed and covert cloth coats, made in good styles and especially suitable for motoring, also street wear, worth from \$21.00 to \$35.00, on sale at \$17.50 to \$26.50



15 Ladies' Raincoats

Made in Merc. Rep. material, belted backs, good styles, in Olive and Tan shades, sizes 16 and 18, also 34 to 40 worth regular \$6.75, for \$4.75
 20 Ladies' and Misses' Raincoats, made in guaranteed wool paramotte cloth, raglan and set in sleeves, in navy, fawn and black, all sizes, worth \$10.50, for \$7.50
 Ladies' and Misses' Raincoats, made in fine Tweed. Waterproof materials, with large collar, also convertible collars, belt all round, cuff sleeves, special prices \$12.50, \$14.00, \$16.00, to \$18.50



Rain Capes

Ladies' and Misses' Rain Capes, made in Rubberized plain and Raw Silk materials, also Tweeds, special at \$15.00, \$18.75 and \$23.00

Children's Capes

Children's Rain Capes, made with large hood, tawn color for ages 6 to 14 years at \$3.50 and \$5.00

Umbrellas

Ladies' and Gents' Umbrellas, made in a good quality Taffeta cover, assorted handles, very special at \$1.25
 Ladies' and Gents' Umbrellas, made with fine quality Taffeta cover, neat handles, worth \$2.00 at \$1.75
 Children's School Umbrellas, special at \$1.00, \$1.25 and \$1.50
 Ladies' and Gents' Umbrellas, in better qualities, made with silk and wool mixed covers, very neat choice of handles, priced special at \$2.00, \$3.00, \$4.00 to \$5.00

Automobile Rugs

Auto and steamer rugs, a good selection of plaids and plain rugs, finished plain and with fringe, good colors, all wool, special at \$5.00, \$9.00, \$11 to \$12.00

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SUITS in box style, embroidered with vetees, trimmed with military braiding, in french, blue sand, rouke, brown, taupe, navies and blacks, all fully lined, satin linings, paisley patterns. A splendid selection. Clearing some as low as \$19.00.

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 sell at \$5.00, \$6.00,
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