



Extra Years of Satisfaction

Ride the wheel that will give you extra years of easy running. Certainly it is worth anyone's while to make sure of this by choosing a

Cleveland Bicycle



We have a Cleveland Bicycle in our store that has been in use for over 25 years, and it is still in good running condition—good for many more years of use. How is that for service? Is there any other bicycle made that will give the service that this bicycle has? The owner of this wheel certainly got wonderful value for every dollar he invested in a Cleveland. So can you. Ride a Cleveland Bicycle.

All Clevelands have the Hercules Coaster Brake—always sensitive, smooth, powerful and dependable. The Crank Hanger is accurately made. It runs true year in and year out. All bright parts are nickel-plated over a coating of copper. This prevents rust.

Ninety per cent of the parts of every Cleveland Bicycle are made in Canada in a Canadian factory by Canadian workmen, and every bicycle is fully guaranteed by us. For years of extra service, decide now to ride a Cleveland.

Men's and Women's Clevelands, \$52.50, \$57.50
Boys' and Girls' Clevelands, \$45.00

Cash or Easy Terms—Pay While You Ride.

OPEN EVENINGS

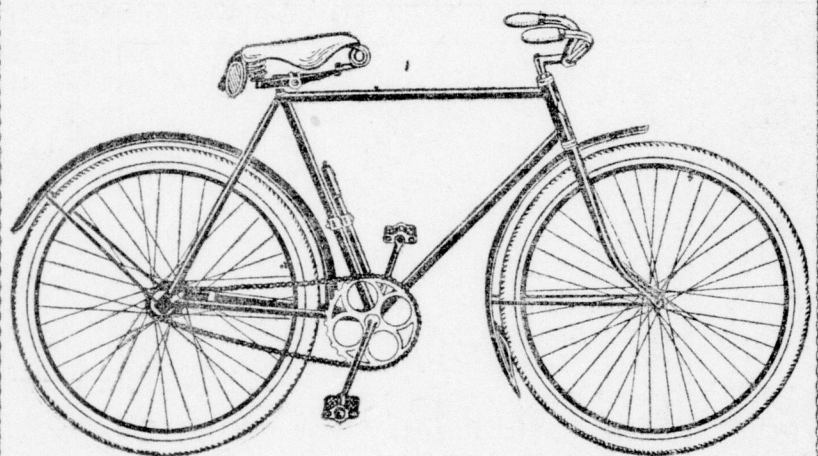
Wm. Gurd & Co.

185 DUNDAS STREET, SOUTH SIDE

Ride a Hyslop Bicycle

Automobile Sundries

Top Dressing 60c
Body Paint, all colors 90c
Hubs, Ford \$2.50
Axles, Ford \$2.50
Radiator Cement 50c
Windshield Mirrors \$1.25 to \$2.50
Cutouts, all sizes.
Wedgerite Piston Rings, all sizes.
Spark Plugs 75c to \$1.25
Vulcanizers \$1.50 to \$4
Ford Jackets 75c
Chevrolet Jackets, 90c
Dort Jackets \$2.00
Chevrolet Locks, \$2.50
Ford Victory Lock \$3.90
Tire Chains, all sizes.
Fan Belts, all sizes.
Ford Mechanical Oil, always sure oil \$13.50
Bumpers, all kinds.
Speedometers and parts
Attractive prices on all sizes of Tires and Tubes.



Hyslop Bicycles

Made in Canada to fit Canadian roads.

OVER 100 HYSLOP
1919 MODELS ON
LONDON'S STREETS

If you are thinking about a Bicycle, just ask one of these riders and find out how satisfactory the HYSLOP gives service.

Just a few words from any one of these riders will convince you the HYSLOP is the better Bicycle.

Sporting Goods

We are agents for the Spalding Sporting Goods and carry a full line of Baseball, Football, Tennis, Basketball, Fishing Tackle, in stock.

BICYCLE SUNDRIES

A complete line of Saddles, Tires, Bells, Tubes, Lamps and all Bicycle Supplies in stock.

BICYCLE REPAIRS

All kinds of Bicycle Repairing done, rim work, tire work, experts on brazing frames and putting in new bars.

HARLEY DAVIDSON MOTORCYCLES

All riders know the Harley. 1919 model in stock. Motor Cycle Tires and Tubes.

BRISCO'S

258 DUNDAS STREET

BORDEN GOVT. ARRAIGNED BY NAVAL LIEUT.

Culpable Neglect in Naval Policy Throughout.

SPECIFIC CASES CITED

Germans Immune From Capture; Discrimination Against Canadian-Born.

[Special to The Advertiser.] OTTAWA, May 8.—The Borden naval bill, opposed in the House of Commons in 1915 until closure was imposed and killed in the Senate, was designed to meet an emergency which the Government declared it foresaw, but the condition of the Canadian navy and coast guard at the beginning of the war as disclosed by William Duff of Lunenburg, N.S., backed by a declaration from Charles Otis Julian of Vancouver, lieutenant in the Royal Navy Canadian Volunteer Reserve, show differently. The opening of hostilities, according to the declaration of Lieut. Julian, found the naval dockyards at Halifax in a deplorable condition of inefficiency and the wharves in a state of decay. It found the cruisers Niobe and Rainbow moored against their docks at Halifax and Esquimaux half dismantled, with engines rusting, while off the Atlantic coast several German vessels with rich prizes of gold and other materials, their hold were desperately beating back to safety in United States ports. The auxiliary and storeships were old and unsuitable, the store depot and general equipment inadequate and no way suited to carry on effective wartime operations.

Both Without Crews. "The Niobe," says Lieut. Julian, "was moored at Halifax and would have remained as ineffective as the ship and she not obtained crews from the Imperial ships Algerine and Shearwater. The Rainbow would have been in the same predicament had she not obtained sufficient ratings to man her from the Royal Navy Canadian Volunteer Reserve, then in process of formation, and a house crew from the Atlantic station."

As far back as three years before the war, he says further, the Borden Government was urged to form an efficient Royal Navy Volunteer Reserve, but the urgency fell on deaf ears, and no assistance was given to make of the struggling organization an efficient force. The majority of those who joined it in a purely volunteer spirit were encouraged to leave it and join the C. E. F. in the city of Quebec. Directly after the war broke out, on instructions from the department, more than one hundred naval ratings were recruited, and carried on drill at that port. They were absolutely without equipment, and thirty days after its formation the force was discharged and disbanded.

Culpable Neglect Shown. "The Borden Government," continued Lieut. Julian, "showed culpable neglect at the very outbreak of hostilities when unarmed enemy vessels, merchantmen, were in close proximity to our coast, in not endeavoring to capture or destroy these vessels. The Government was repeatedly advised of the presence of these ships, but made no effort to capture them, although they had suitable ships available for the purpose."

"The Borden Government," he further says, "showed unfair discrimination from the opening of hostilities to the signing of the armistice against native-born Canadians in all senior appointments, both ashore and afloat. Promotions were unfairly allotted and positions of trust were given to men of unknown and questionable ability. It would appear," adds Lieut. Julian, "that the Borden Government, in the manner of its treatment to the men in the Canadian navy, was pursuing a policy of deliberately creating feeling of dissatisfaction in order to justify their pre-war contention that Canada could not man and maintain a navy of her own."

Foolish, Wasteful Policy. "The Borden Government showed culpable lack of foresight since the beginning of the war in chartering vessels, exorbitant rentals being paid for inferior craft, so much so that in many instances the charter money as time went on amounted to much more than the actual value of the vessel. In some cases in question, with the exception of a few harbor tugs, the boats proved inadequate for the duties assigned to them. As regards small craft, the Borden Government expended large sums of money in ridiculous and wasteful manner in chartering or purchasing numerous motorboats and other small craft which would be found at the bases at Halifax, Sydney and Esquimaux. These boats were continuously out of repair."

"Throughout the entire war no policy appears to have existed in regard to the vitally important work of patrolling and conveying off the coasts of Canada. As a result of their lack of policy and unpreparedness when the dispatch of crafts capable of protecting our coasts. Our large patrol vessels, with one exception, proved to be old, out of date vessels deficient in speed and gun power, and were all out of order. In convoy work the Canadian fleet could not venture far from their bases, and it is on record not one flotilla ever dispatched successfully carried out the orders assigned them."

Deficient in Gunnery. "The Borden Government showed culpable neglect in regard to the gunnery of the patrol flotilla, many of the boats being fitted, for a considerable period, with obsolete guns and no provisions being made for the proper training of gun crews under experienced officers, and it was not until the fall of 1917 that this most important branch of the service was taken in hand, and a gunnery commander appointed. This officer experienced great difficulty in carrying out his work owing to reluctance of the department to supply proper ordnance and gear. Although the traffic regulations of the port of Halifax was under the sole supervision of the naval authorities, proper orders were never promulgated, and such regulations as were in effect were carried out with laxity."

Lieut. Julian further says that although the calamity that overtook the port of Halifax on December 6, 1917, was accidental, nevertheless there can be no doubt that the actual cause can be traced to the inefficient and careless officers in charge of the Canadian naval base at Halifax. Many acts of heroism performed by Canadian naval ratings received no recognition, he goes on, although officers and men from vessels of the Royal Navy, then lying in the harbor performing similar acts, received prompt recognition from their Government.

Canadian Flier Lands Cargo in New Jersey

NEWARK, N. J., May 8.—What was claimed to be the first successful long distance commercial air flight on this continent ended here today, when Lieut. Ervins A. Ballough, formerly of the Canadian army, landed in a vacant lot here with 150 animal pelts, shipped from Toronto on Monday for delivery to a local firm.

McCullough to Hang June 2nd, Declares Sheriff of Toronto

TORONTO, May 8.—Sheriff Mowat said this evening that McCullough would be hanged on June 2. He said he did not understand the newspaper reports of Mr. Justice Rose's reprieve till June 12. He had never been officially notified of the Judge's order, he said.

McCullough told the detectives after his recapture that he had intended starting out tomorrow for Montreal on his bicycle as a line runner. The police say the bicycle had been stolen, and some things found among McCullough's effects after his arrest were the property of B. Haddock, whose house was burglarized on Tuesday night.

MACKIE WILL RECTIFY WRONG TO T. C. NORRIS

WINNIPEG, May 8.—H. A. Mackie, M. P. for East Edmonton, has accepted the denial made by Premier T. C. Norris of the statement by Stephen O. commission.

Charambora that there was a commission delegated by Judge Myers to inquire into the matter, and make a statement to that effect in the House of Commons when the first opportunity occurs.

GO OVER KINGSVILLE ROADS. KINGSVILLE, May 8.—The Essex County good roads commission, composed of the warden, reeves and deputy-reeves of the county, met here this morning to continue their tour of inspection of the county roads before making their general report on the same. They were accompanied by an official of the provincial good roads commission.

Style 4-19
841

D & A

CORSETS

Satisfactory Reflections

Again, this season, the new D & A Models are just right and give the perfect foundation for the latest styles in dress, and the Mirror tells a tale of satisfaction.

Moreover, owing to economical production in our immense model factory, the price of D & A corsets compared to others of equal quality is always lower, often half price.

Sold by dealers who give best value to their customers.

The La Diva has replaced the expensive imported corsets which they equal in wearing, most in price. Made in Canada, by the makers of the D & A Corsets.

DOMINION CORSET CO.
TORONTO—QUEBEC—MONTREAL

Join Our 1919 Rug Club

Our annual Rug Club is now being formed. One hundred members will be enrolled. Club terms will be same as in former years. Any honest person may join. It costs nothing to become a member.

\$5 Puts a Rug in Your Home

The balance can be paid in weekly or monthly payments.

Well Chosen Rugs Give Cheer and Brightness to the Home

The rich new Persian and oriental patterns with their delightful color combinations will provide the right atmosphere for your home. The variety of patterns in Rugs of every size has never been equalled in our history.

Floor Coverings Will Never Be Any Less Than Now

All of the authoritative carpet and rug journals, after exhaustive investigation, report that Rug prices will not return to their former standard, and those who purchase Rugs now will do so at the lowest price.

What a Remarkable Background a Rug Makes With Good Furniture

Wilton, Axminster, Brussels and Tapestry Rugs are ready in a wealth of patterns at prices which form a true measure of the values this store provides. We can save you money on Rugs, because we were able to buy them before the enormous advance in market prices.

Club Members Buy at Lowest Cash Prices

We charge nothing extra for the credit we extend to club members, and no interest is charged. You buy your Rug at the low cash price and have from six months to a year to pay for it.

Select Your Rug at Once

Last Rug Club we ran, many customers came in after the club was filled and were disappointed. We advise you to come in early as the club will be soon filled.

The Ontario Furniture Co., Ltd.

228-230 DUNDAS STREET.