

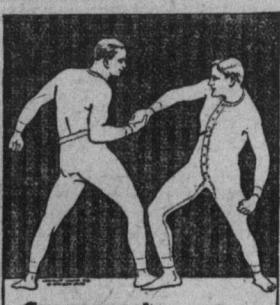
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in homes, stores, offices and factories are not fit to be at work. They toil on day after day and year after year suffering with distressing weaknesses and derangements, hoping against hope that they will soon feel better, but how can they hope to do good work or escape permanent invalidism?

Such women are in danger of derangement of women's functions. They owe it to themselves to try that good old fashioned root and herb remedy **Lydia E. Pinkham's Vegetable Compound**, which for more than forty years has been restoring Women to health and strength.

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St. John, N.B.—"I have used Lydia E. Pinkham's Vegetable Compound for bladder and kidney troubles and backache and find it the best medicine I ever took. I used many other remedies with very little result. I had two miscarriages and would have been in my grave were it not for it had not been for your medicine. I always keep a bottle of Vegetable Compound in the house, and I feel fine to do my work for five in the family. I have recommended your Compound to many people, and you may use this testimonial if you like. It may help some other woman."

MRS. ALBERT S. GILL,
17 St. Andrew St.,
St. John, N.B.

And Another

Regina, Sask.—"I was going through the Change of Life and suffered two years with headaches, nervousness, sleepless nights and general weakness. Some days I felt tired and unfit to do my work. I gave Lydia E. Pinkham's Vegetable Compound a trial and found good results. I also find it a very helpful spring tonic and useful for constipation from which I suffer much. I have recommended Vegetable Compound to several friends and am willing you should publish this."

MRS. MARTHA W. LINDSAY,
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Thousands of such Letters
Prove the Curative
Value of

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GRAND TRUNK NATIONALIZATION

In the debate on the second reading of the Grand Trunk Bill, Mr. W. D. Euler, M.P., spoke in part as follows:

It has been stated that the question of the nationalization of the Grand Trunk railway is not a matter of public ownership at all. I cannot view it in this light. I am entirely and absolutely a believer in the principle of public ownership in general and in the principle of nationalization of railways in particular. I come from a city where that principle is pretty much an article of faith with every one. In that city the ownership of public utilities has been a great success; there has been no failure whatever in connection with it. The object of public ownership is not the making of profits; it is the service that may be rendered to the public. Ownership in itself is not the consideration. It is important only because of the fact that it gives control of operation, and by that means the power to give service. I think under the Bill which has been presented there can be no real doubt that the Government will have absolute control of the operation of the Grand Trunk.

The people of Canada have paid fully one billion dollars in one way or another to the railways of this country; they have paid enough money to the railways to build the roads, and yet we do not own them to-day.

It would be impossible to exaggerate the gravity of the financial condition in which this country now finds itself, but I would not like to admit that the acquisition of the Grand Trunk Railway system under proper conditions, on a fair basis and on fair terms would necessarily aggravate the seriousness of that position.

Now, we have two groups, that are opposed to the nationalization of railways, and the nationalization of the Grand Trunk. One group consists of those on both sides of the House, who do not believe in the principle at all. The other group consists of those who favor the principle, and perhaps this group may be subdivided into three classes. The first class embraces those who theoretically believe in public ownership but have not the courage to apply the principle on the larger national scale. Then there are others who claim that the time is inopportune for the acquiring of the Grand Trunk. Then we have the third group, consisting of those who think that the present project is a very bad and a very poor bargain for the people.

Some who believe in private ownership are of that mind because their private interests are concerned. The larger number fear that in the case of the nationalization of the Grand Trunk, the road will be used for political advantage and that there will be consequent inefficiency of management resulting in large financial loss.

I admit at once that unless the Government, if it takes over the Grand Trunk, creates an absolutely efficient board of management the project will be a financial failure. If it is decided to take over the road I would get the very best railway men in the world.

I admit that it takes a good deal of faith to believe that the policy of interference for political purposes will not continue. But if you obtain the right kind of men, they will not allow themselves to be interfered with in the performance of what to them must be not only a work for remuneration, but a matter of public and patriotic duty.

During the last session, when the incorporation of the Canadian National Railway Company took place, I voted against that Bill because I felt that the Government was not acting in the interests of the country when it retained in the management of that road the men who had already made a failure of the Canadian Northern. If I believed that when the Grand Trunk was incorporated into the Canadian National railway system the National railways would remain under the control of the present management, that would be sufficient justification for opposing the acquisition of the Grand Trunk because you would be starting out with practically no chance of success. I understand, however, that it is intended to appoint a new board to manage the enlarged national system.

Mr. J. D. REID: Certainly.

Mr. Euler: I am very glad to have that assurance from the minister. The real reason why some railways in Canada have been losing money is that there has been no co-ordination of our railway services. In the West the Canadian Northern is well supplied with branch lines but it is weak in Eastern Canada. On the other hand, the Grand Trunk has insufficient branch lines in the West but it has lines running into practically every town, village and hamlet in Ontario. These two roads can be organized to form a complete system.

In Ontario we are now entering upon the building of radial lines of railway, publicly-owned. In order to do that, unless the Grand Trunk is nationalized, it will be necessary to duplicate many lines which are already in existence. If the Grand Trunk is nationalized, the people of Ontario would like to see the branch lines which are already there, which are not operated as they should be (many of them with only one or two trains a day) placed under the control of those who would direct these roads, and thus render a tremendous service to the people of Ontario.

Duplication is another cause of losses. There is only one remedy, and that is the placing of all these roads, including the Canadian Pacific, under one national control, and then remorselessly cutting out duplication wherever it may exist.

During last session and again during this session I was disappointed to hear the ex-Minister of Finance make the remarkable statement that it was well to take over the Canadian Northern, which was a losing proposition, to take over the Grand Trunk now, which is perhaps in financial difficulties, but to leave the Canadian Pacific alone, because it is a paying institution and is a prosperous and well-managed road. The only conclusion to draw from that is this, that it is the business or the duty of this country to take over the same ducks and to leave the prosperous and paying institution in the hands of private interests. I would also include the Canadian Pacific railway in the national system.

Others say that the time is not opportune for take over the Grand Trunk. That may be true, but it will be with this road as it has been with others, namely, that if they win, they pay; if they win, they keep the property to themselves. If we are obliged to pay anyway, we may as well own and control the road.

Another alternative is to allow the Grand Trunk to go into liquidation, and then if we wish to nationalize it, to buy it in at bargain figures. Perhaps that argument is sound. But if a fair and just bargain can be made for the purchase of the Grand Trunk, it will be much more preferable to take it over in that way rather than to allow it to drift into bankruptcy a great public service such as is provided by a great railway system.

I come to the last point and I shall be very brief. I wish to refer to the claim that we are making a very poor bargain. I do not know whether this is going to be a good bargain or not, and I question whether any hon. member of this House is able to express a really reasoned opinion whether we are going to make a good bargain or not. I am in favor of nationalization of the Grand Trunk, but it appears to me that there is a good deal of ground for the amendment that has been moved by the leader of the Opposition, that we have not had, and we cannot have sufficient time, merely, by debating the question in this House, to come to a really reasoned conclusion as to what we are actually doing in connection with the acquisition of the Grand Trunk railway. A question of the magnitude of this kind involving hundreds of millions of dollars ought to be discussed not only by the newspapers, but the people ought to be given an opportunity to think it over, to talk to their representatives in Parliament, and thus permit us finally to arrive at some sort of reasoned conclusion with regard to the matter. For that reason, I am inclined to favor the amendment. We should thus have two or three months thoroughly to investigate the details of the proposal, to digest the information. Then, next session, in January or February, we could deal with it intelligently.

The Grand Trunk assets consist of property and equipment of a value of \$44,999,999. There are other sundry items amounting to some \$25,799,351, and outstanding accounts of \$43,838,831 as to the details of which we have absolutely no knowledge whatever. That makes a total of \$114,638,181. We are, therefore, agreeing to assume a responsibility as regards liabilities of \$114,638,181.

Deducting \$223,000,000 of liabilities from \$114,638,181 of assets there remains a nominal balance of \$180,000,000, covered by preference and common stock. Where my misgivings come in is in connection with the arbitration on this \$180,000,000 of stock.

The great objection I have to the proposal as it stands is this: I am afraid to entrust to any three men, the determination of the value of the \$180,000,000 of preferred and common stock which is to be referred to an arbitration, and to bind this country without further reference to Parliament. While I am going to vote for the amendment, which would give us more time to study and discuss the matter, I do not intend to vote for anything that would tend to side track nationalization of the Grand Trunk on proper terms.

Mr. Euler: It is not watered stock, because you will have already given its value, as determined by the arbitrators, to the Grand Trunk shareholders.

Mr. ROWELL: It is not watered stock. It is stock got and paid for by issuing what is called a new 4 per cent. guaranteed stock. If thirty years hence Canada is in a position to borrow at 3½ per cent, as she was many years ago, then undoubtedly we would go into the money markets and issue our bonds, raising the necessary money.

Mr. ROWELL: It is. The Government owns it absolutely.

Mr. Euler: It will be watered stock, because you will have already given its value, as determined by the arbitrators, to the Grand Trunk shareholders.

Mr. ROWELL: It is not watered stock. It is stock got and paid for by issuing what is called a new 4 per cent. guaranteed stock. If thirty years hence Canada is in a position to borrow at 3½ per cent, as she was many years ago, then undoubtedly we would go into the money markets and issue our bonds, raising the necessary money.



"My Back Is So Bad"

PAINS in the small of the back, lumbago, rheumatism, pains in the limbs all tell of defective kidneys.

Poisons are being left in the blood which cause pains and aches. The kidneys, liver and bowels must be aroused to action by such treatment as Dr. Chase's Kidney-Liver Pills.

There is no time for delay when the kidneys go wrong, for such developments as hardening of the arteries and Bright's disease are the natural result.

One pill a dose, 25 cents a box, all dealers, or Edmanson, Bates & Co., Ltd., Toronto.

Dr. Chase's
Kidney-Liver Pills

THE ROYAL BANK OF CANADA

Capital Paid-up
\$14,800,000

Reserve Funds
\$15,900,000

Total Assets \$470,000,000

This Bank, with its large resources, and its chain of 500 branches from Newfoundland to the Pacific Coast, offers a

COMPLETE BANKING SERVICE

to the Canadian Farmer, Rancher, Dairyman, etc.

Farmers' Accounts Solicited.

Kitchener Branch **F. H. Boehmer, Mgr.**
Waterloo Branch **H. G. Mistele, Mgr.**

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should be
carefully made.

Whether your heart is set on a short Box Coat of Fur—because it's so youthful and smart, or whether you wish a modish wrap of small animal skins, there is much satisfaction in coming to this store. We will aid you in making a selection that will not only give pleasure from a style viewpoint this season, but which will give durable service for many another season.



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THE MOLSONS BANK

During alterations to their
Building

The Molsons Bank

will occupy 12 Foundry St.
North of Shoemaker's
Drug Store.

J. R. Kirkpatrick, Mgr.

Announcement

Having disposed of my Florist Business to Mr. H. Armstrong, I desire to announce that Mr. Armstrong will continue this business on his own behalf, at my office, corner of Walter and Agnes Streets, and will continue to furnish the same high grade quality of Cut Flowers, Wedding Bouquets, and all kinds of Floral Design Work, that has distinguished this place while under my father's and my own management.

I heartily thank my patrons for their liberal patronage and desire to bespeak a continuation of the same for Mr. Armstrong, who has been with us for a considerable time and has had charge of the Cut Flower end of the business.

All those still owing accounts to me, will please send check or call at above office on or before Dec. 1st, and oblige.

Yours truly,

C. H. Janzen.

at 2½ per cent. to pay off this security bearing interest at 4 per cent.

Mr. Euler: That is not my point. There is something like \$180,000,000 of preferred and common stock. The arbitrators may fix the value of that stock at \$50,000,000, \$60,000,000 or \$100,000,000, although I hope they will say it is worth nothing. Let us suppose the award is \$50,000,000. You then issue \$50,000,000 of guaranteed stock. You would then have \$230,000,000 of stock where you had only \$180,000,000 before, and you have not increased the assets of the company by one dollar. Therefore, I say that stock is watered.

Mr. ROWELL: The stock we get is

not watered. You may say the stock we issue is watered, if you like.

Mr. Euler: It is watered stock because you have more stock than you had before and no greater assets.

James Lamabo, an employee of the Canadian Yale and Towne plant at St. Catharines, was instantly killed by a street car.

Ingersoll police found a number of tools, etc., in an old shack which had been stolen from buildings from the neighborhood.

New Brunswick is going to establish a Protestant Girls' Home for delinquents.