

Bankrupt Sale Stock

of K. & H. BOOT SHOP, 205 Union St.

\$8,000.00 Worth of Merchandise to Be Sold for \$3,000.00

Stock includes all new Spring and Summer Merchandise in both Men's and Women's High-grade Footwear. NO RESERVE. ENTIRE STOCK MUST BE SOLD.

BUY NOW—2 AND 3 PAIR FOR PRICE OF 1

Men's Footwear

Boots and Oxfords in black and brown calf or black patent leathers, in medium or wide toes; also the new French Last. Values to \$10.00. Bankrupt sale price,

\$2.00 to \$5.00

Ladies' Footwear

Consisting of Boots, Oxfords and Strap Pumps, in all leathers and styles; also Silver Cloth, Satin and Canvas Footwear. Values to \$10.00. Bankrupt sale price,

50 cts. to \$5.00

SALE STARTS SATURDAY MORNING AT 9 O'CLOCK SHARP

Bankrupt Sale of Boots and Shoes

205 Union Street, Opera House Block

SURPLUS WOMEN NOW NO PROBLEM

Unemployment in England Affects Male Rather Than Female Sex.

Montreal, May 4.—No longer does England resound with the cry, "What shall we do with our million and a half surplus women?" And if any devoted member of the male sex uses an expression much to the fore a few years ago, "superfluities," the women smile pityingly, that is all. They are too busy to take time to argue over the matter, although they know that if they did the misinformed one could be effectively squelched without any difficulty. Superfluities? Quite the reverse. In a country where unemployment has assumed serious proportions it is the men who are jobless, not the women. And in domestic service, at

any rate, there are more openings than there are women to fill them.

This, at least, is the opinion of Miss Beatrice Osmond, of London, England, a member of the Joint Parliamentary Advisory Council, who is in Montreal for a day or two on her way home after a five months' trip to Australia and New Zealand. While Miss Osmond is an ardent champion of women and their rights, she is not a feminist as that term is more often than not understood, but a charming, cultured, blue-eyed Englishwoman with an enthusiasm for her work that must prove infectious to all who come in contact with her. When she left England last November, she said, it was not with the intention of going on any political or social mission but solely with the desire to recuperate after a strenuous period which had proved too much for her health. In Sydney, Australia, however, when it became known, that she was a member of the Joint Parliamentary Advisory Council, she had to attend a good many receptions and political meetings, at which she spoke unofficially. She has come direct from Vancouver, and is staying off here only because of the deferred sailing of the Verloch. She is a guest at the Mount Royal Hotel.

"How do you account for the case with which women in England have

obtained employment in times admittedly not of the best?" Miss Osmond was asked.

"Well, for one thing," she answered, "a great many new tea shops have been opened since the war, which have taken a large number of women away from domestic service. There has also been a big expansion in the larger hotels and shops, which has absorbed many women. Then the improvement in trade during the past year has made a tremendous difference to women in so far as employment conditions are concerned. Stenographers and office clerks have no difficulty whatever in obtaining positions at £3 and £4 a week. That is, of course, if they are capable—there are always a certain number of wastrels. A considerable number of married women are now going out to domestic service, but the demand for these workers still exceeds the supply. The antagonism between men and women we used to hear about shortly after the war is now a thing of the past."

Women in Parliament.

"And women politically?" "They are going ahead fast. As you know, although there are still only two women in the House of Commons a large number put up for the last election. Unfortunately, women voters

do not vote for the women candidates. They have not yet been trained to realise their power as voters and until they do Parliament will not be well represented by our sex. In the majority of cases the women who ran did so on a platform of women's interests. Do I think that much of Lady Astor's success is due to her having confined herself to subjects more particularly concerning women and children? Yes."

Speaking of the Advisory Council of which she is a member, Miss Osmond said they wanted to get representation from the Dominions. They had two representatives from New

Zealand, but none, as yet, from Australia or Canada.

Oasis in London.

Miss Osmond is interested in other things than those political. In 1919 she inaugurated a movement to save for the city of London, Kenwood, a large estate in the heart of the metropolis, four miles from Charing Cross. Kenwood is an oasis in the centre of Hampstead Heath. It consists of about 380 acres and—hard to believe in these prosaic days—is the ancient forest of Middlesex, a forest where the nightingale still sings and the badger works unmolested, where flowers the counterpart of those of hundreds of years ago still bloom. It is practically in the same state as when it was given by William the Conqueror in 1066, to the Lord Bishop of London for the chase. Miss Osmond said, her eyes shining with enthusiasm.

Some time ago Kenwood was threatened by the builders, but their steps were stayed by the formation of the Kenwood Preservation Council. One hundred acres have already been rescued, at a cost of £135,000, and the land will be presented to the London County Council and will, in all probability, be opened this spring by Royalty. Lord Mansfield owns the estate, for which he asks a price of \$940,000. The neces-

sary money to purchase it is being acquired largely by gifts. The mansion on the estate is a fine example of Robert Adam architecture. For the contents of one of its rooms, the great library, the United States offered £35,000. There is no possibility of their succeeding in their desire, though, Miss Osmond said.

Got His Man In The Stokehold

Some of the difficulties with which city marshals have to contend in the collection of taxes are illustrated in a story which was told by one in a position to know. It appears that a prominent stevedore of the city was engaged upon a vessel at Long Wharf. Several attempts had been made to obtain the taxes due the city and on this occasion, it is said, the collector went to the ship to collect. The stevedore saw him coming and ducked into the stokehold. The marshal followed and got his man. He placed him under arrest but allowed him to go to a local steamship of

fice and get some money due him with which to pay the taxes. The way of the transgressor in this respect is hard.

Hope It's True. Cloth is now made of iron. This will be cheering news to parents who have a large number of strong children.—Milwaukee Journal.

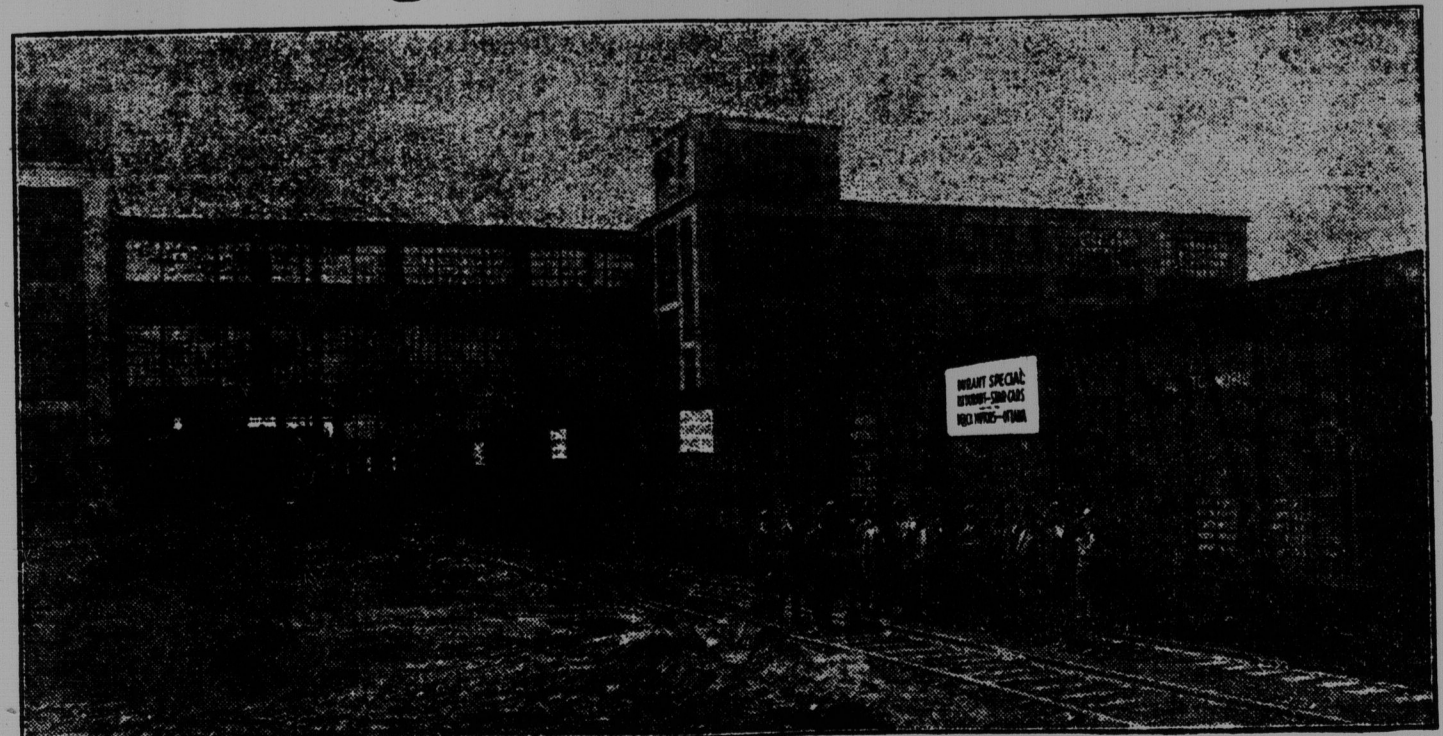
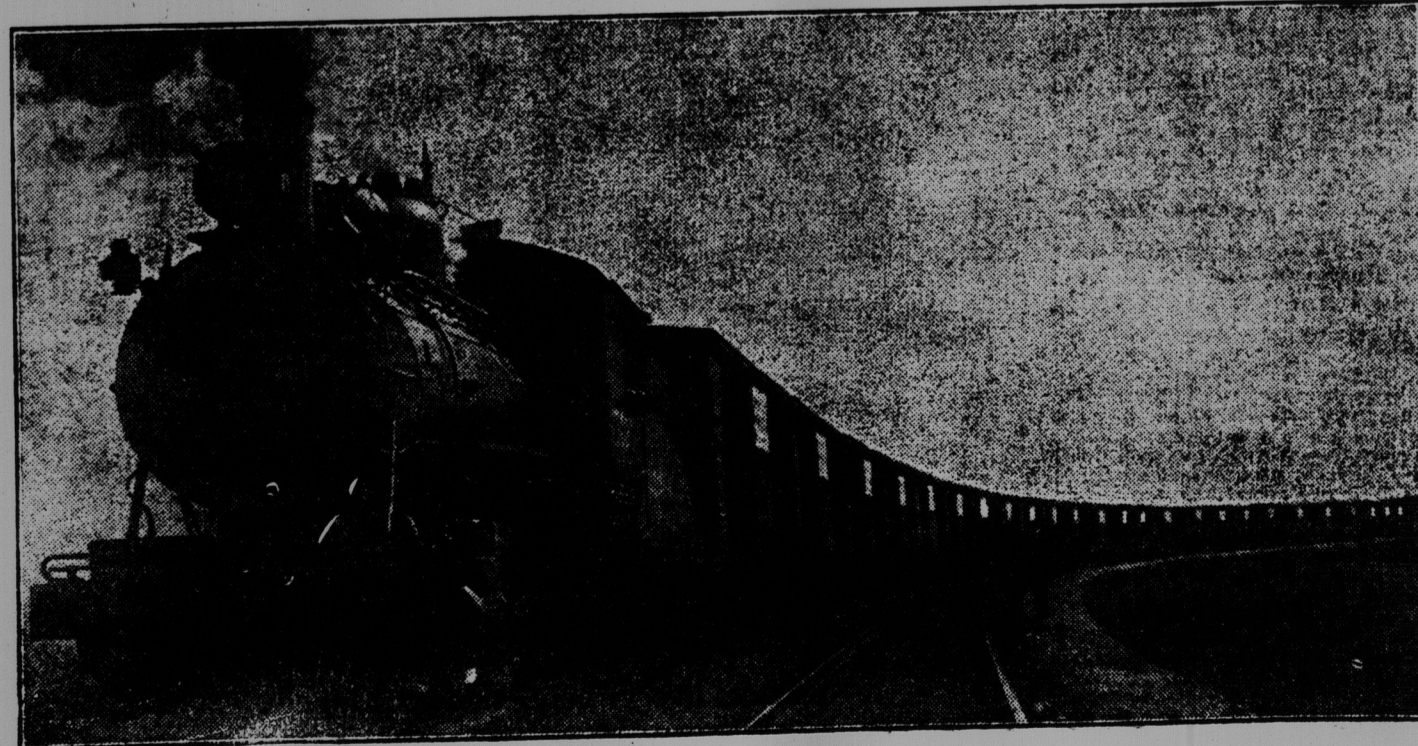
MATCHES AND THE FOREST

There is one safe way to dispose of every lighted match. Break it in two before throwing it away. If you will preach this doctrine broadcast throughout the country people will become accustomed to breaking the matches, and you will find that the number of match fires will be greatly reduced.—Deputy Fire Marshall Lewis, Ontario.

RED ROSE COFFEE

For particular people—All the qualities of superfine coffee—roasted to a turn, crushed to small, clean grains—every can perfect coffee.

Solid Trainload of Durant and Star Cars Leaving Durant Leaside Factories



The First Trainload of Automobiles Ever Shipped From Toronto

The big Durant Factories at Leaside have put Toronto definitely "on the map" as a centre of automobile production. The above photographs, just taken, graphically illustrate the immense and growing popularity of Durant-built cars. This

solid trainload shipment of 108 "Durant" and "Star" Cars has just gone to Beach Motors Limited, Ottawa, and is the first of several trainload shipments—each ordered by a single distributor—to be made from the new Durant plant at Leaside. This

new plant of Durant Motors of Canada Limited, is now in quantity production of both Durant and Star Cars. It is just one year ago last month that the first Durant Car was turned out at the original Durant Leaside plant.

DURANT MOTORS OF CANADA, LIMITED, LEASIDE, ONTARIO

