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PASSENGER SAILINGS

FROM MONTREAL.

May 29—Aurania to Liverpool.
June 5—Lettitia to Glasgow.
June 12—Aurania to Plymouth, Cher., London.
June 19—Aurania to Plymouth, Cher., London.
June 26—Aurania to Liverpool.
June 3—Lettitia to Glasgow.
June 10—Aurania to Plymouth, Cher., London.
June 17—Aurania to Glasgow.
June 24—Aurania to Plymouth, Cher., London.
June 31—Aurania to Glasgow.

FROM NEW YORK.

May 30—Carmania to Q'town, Liverpool.
May 31—Tuscania to L'derry, Glasgow.
June 1—Mauretania to Plymouth, Cher., S'n.
June 8—Franconia to Q'town, Liverpool.
June 15—Assyria to L'derry, Glasgow.
June 22—Aurania to Plymouth, Cher., London.
June 29—Aurania to Plymouth, Cher., London.
June 6—Assyria to L'derry, Glasgow.
June 13—Aurania to Plymouth, Cher., London.
June 20—Aurania to Plymouth, Cher., London.
June 27—Aurania to Plymouth, Cher., London.
June 3—Lettitia to Glasgow.
June 10—Aurania to Plymouth, Cher., London.
June 17—Aurania to Glasgow.
June 24—Aurania to Plymouth, Cher., London.
June 31—Aurania to Glasgow.

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May 29, June 26 Montreal
June 5, July 3 Montclair
June 12, July 10 Montrose

To Belfast, Glasgow.

May 28, June 27 Montreal
June 4, July 2 Marich
June 11, July 9 Metaxas

To Cherbourg, Southampton, Hamburg.

May 29, June 26 Marburn
June 5, July 3 Marburn

To Cherbourg, Southampton, Antwerp.

June 2, July 1 Minneapolis
June 9, July 8 Melita

FROM QUEBEC

To Liverpool.
June 19, July 17 Montclair
June 26, July 24 Montclair

To Cherbourg, Southampton, Hamburg.

June 19, July 17 Empress of Scotland
June 26, July 24 Empress of France

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CANADIAN PACIFIC

M22, 25, 27-29

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First Pictures of Polar Party at King's Bay, Spitzbergen



A. JORDAN'S PUPILS DELIGHT AUDIENCE

Concert in Aid of United Wel- fare Fund Draws Big Crowd.

The concert presented in the Central collegiate institute last night by the pupils of A. D. Jordan in aid of the United Welfare Fund was one of the finest of the season. Divided into two parts, the program was varied and entertaining. Many of the numbers played during the evening were intricate in technique and difficult of interpretation, but were rendered with such intelligence that the result was entirely successful.

Perhaps the biggest number of all was the Mozart Concerto in C major, played with brilliance by Miss Mabel Stevens, with orchestra accompaniment. The little ensemble of instruments, under the direction of A. D. Jordan, which furnished the orchestral music, included Mrs. Zoe Addy Watson, first violin; Bruce Wells, second violin; Dorothy Cahill, viola; Mrs. Pauline Teeter Wilson, cello; H. E. Watson, bass; Miss Ingeborg Hausch, flute, with A. D. Jordan at the piano. The result was something very fine in tone and orchestration. The beautiful and fantastic Danse Macabre for two pianos by Saint-Saens was brilliantly rendered by Miss Dorothy Davis, with A. D. Jordan at the second piano.

Excellent Program.
This furnished the opening number of the program, which was given as follows: Old English Songs, arr. by H. Lane Wilson, by George Sweet; "A Memory" and "Song of Sunshine" (Goring Thomas), by Miss Eleanor Kerr; "May Night" (Palmgren), "The Pine" (Mathews), by Miss Isabel Brewster; "She Never Told Her Love" (Haydn); "Tell Me, My Heart" (Bishop), by Miss Katherine Sweet; "None But the Weary Heart" (Tschalkowsky); "The Song of the Volga Boatmen" (adapted by Chailin); by Carman Learn; "Song of the Robin" (Scott); "Down in the Forest" (Landon Ronald), by Miss Hilda Maguire; "The Silent Plute" (Hulien); "Songs My Mother Taught Me" (Anton Dvorak), by Charles Auld; "Una Notte a Venezia" (G. Lucanotti), by Miss Katherine Sweet and George Sweet; "Vesti le Giubbe" from Pagliacci (Leoncavallo), by Carman Learn; "Marche Militaire" (Schubert-Tausig), by Harold Powell; aria, "Un bel di" from Madame Butterfly (Puccini), by Miss Dorothy Stanley.

The concluding numbers of the evening were among the finest. Prelude Militaire (Rachmaninoff) by Miss Isabel Brewster, with A. D. Jordan at a second piano, was played remarkably well. The last number of all, the well-known quartet, "One Morn'g If I Remember Well" from Verdi's famous opera, "Rigoletto," was sung beautifully by Mrs. Frederick Schofield, Mrs. Robert Durst, Charles Auld and Carman Learn.

INDIANS DEGRADED AS RAILWAYS CAME

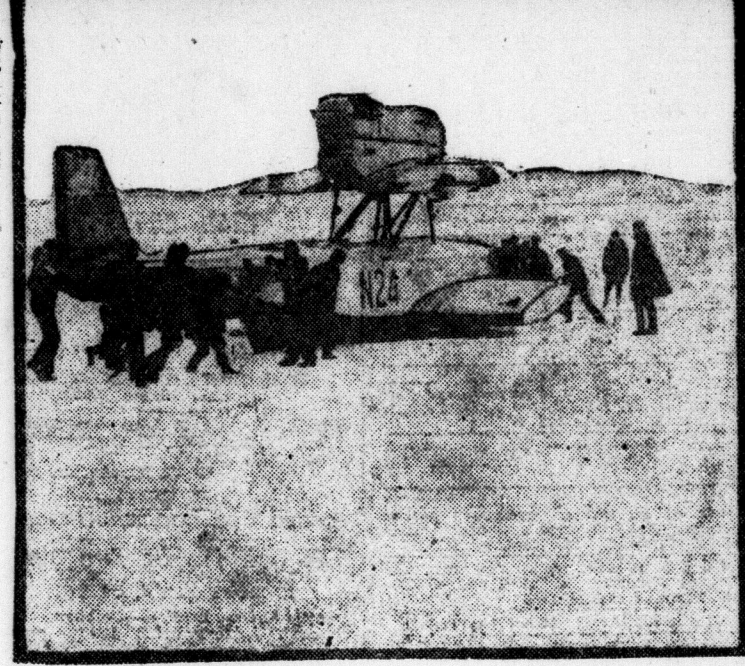
Rev. W. J. H. Petter Blames Railroads For Ruining of Mission.

The afternoon session of the Huron W. A. was featured with presentations of life memberships and an address by Rev. W. J. H. Petter of Wyoming, who spoke of his work among the Indians and Eskimos.

Mr. Petter's address consisted of a number of stories, which illustrated the work he had done among the native inhabitants of the dominion. He gave intensely interesting descriptions of transportation to northern points, and presented vivid word pictures of several of his trips about the Hudson Bay Company's posts near Fort Churchill.

Mr. Petter spoke not only of the work on the Eastern coast, but also on the Pacific coast. His talk was illustrated with various articles made by the Indians.

Mission Degraded.
He also told of Norway House and Split Lake mission. The latter was at one time the best mission in the north country, but it had been degraded since the railway had been



AMUNDSEN, ELLSWORTH AND COMRADES SEEN WITH PLANES.

Above are shown reproductions of the first photographs to reach this country from the northern base of the Amundsen-Ellsworth polar party at King's Bay, Spitzbergen. At the top, attired in Arctic flying garb, are the six fliers who made the polar dash. From left to right they are: Carl Hobart, mechanic; Captain Roald Amundsen, observer and leader of the party; Omar Riser-Larsen, pilot; Lincoln Ellsworth, observer, graduate of McGill university, Montreal, and sole representative of the western world with the party; Leif Dietrichson, pilot, and Oskar Omdahl, mechanic. The first three manned flying-boats No. 25, while the second three hopped off in No. 24. One of the big \$50,000 Dornier Wal planes is also seen being trundled on its ski-like runners across the ice to its hangar at King's Bay after it had been unloaded from the transport Hobby, which had carried the crated machines from Norway to Spitzbergen. The picture illustrating the unloading of the planes from the boat shows how top-heavy the vessel was made by the crates on the deck. Grave fears were entertained during the crossing when the Hobby was blown off its course by bad storms. Also seen is a close-up of Captain Amundsen standing beside the flying boat he commanded.—Photographs copyright, 1925, by North American Newspaper Alliance.

Boer Cavalry Race With Prince For Three Miles In S. Africa

By WARD PRICE.

Special to The Advertiser and the North American Newspaper Alliance.
Bloemfontein, South Africa, May 26.—A race between the Prince of Wales' train and a mounted command of 40 veteran Boer cavalrymen was a feature of the royal day here on the way in from a small station, where the prince stopped to make a speech. This group of 40 horsemen, splendidly mounted, were lined up along the veldt. As the train steamed out of the town the group started off at a racing gallop, keeping up with the train alongside the prince's coach for a distance of more than three miles.

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put through nearby, and the natives had learned the way of the white man.

He gave several examples of the hardships and disappointments of those who worked in the missions. In speaking of the Eskimos, he said they were clever, and quickly adopted the ways of the white man. However, they lived in constant dread and fear of superstition, and Mr. Petter stated that here was a great work for the missionary.

In speaking of his work on the Pacific coast, he stated that it was fascinating and interesting. He also told of the mission schools and of their influence over the Indians, who were taught thrift, agriculture, cleanliness and beauty.

Life Memberships.
The life memberships given during the afternoon were presented by the bishop, and the two new life members of the W. A. were Mrs. Carrie of Goderich and Mrs. Brewer of St. Thomas.

Following the roll call, Bishop Williams addressed the women briefly, welcoming them to London. The report of the nominating committee was heard and all officers were installed by acclamation. The report of the board of management was also given and the appeal and resolution

WILL VINDICATE KING IN OCEAN RATES INQUIRY

Faith of Supporters in King
Becomes More Firmly
Cemented.

NO CHANGES LIKELY

Contract With Petersen Will
Probably Remain As It
Exists.

By E. C. BUCHANAN,
Special to The Advertiser
by a Staff Correspondent.

Ottawa, May 26.—Throughout the three months and three weeks that the session has been in progress, the Mackenzie King government has been under a bombardment of criticisms and questions calculated to create an impression that it is insincere in its professions, unfaithful in its programs and uncertain in its plans. As the session developed, the government appeared in light regard, to be disposed to allow its opponents to run their course, having confidence that in the end they would fail of their purpose.

The confidence of the ministry, from the first appearing to be based on its pre-arranged line of action, has been progressively sustained, and is now approaching its fulfillment. With the House in the hands of the government, rather than in those of the private members, ministerial legislation is going forward with unusual rapidity, and is fully implementing previous promises. Today, for example, the alternative vote bill and the anti-hagbook amendment to the criminal code were introduced. These measures followed others, such as that which corrects dissatisfaction of the west in the 1919 legislation on soldiers' land settlement.

In the matter of ocean freight rates control, which opponents of the ministry have seized upon as its weakest feature, the government has been justified as the special committee has progressed with its inquiry. The evidence has shown that a combine of steamship interests exists, that it controls rates that are excessive, and that it would be an abortive effort to approach the combine interests with a view to securing relief. It has been admitted that competition under government subsidy is a possible remedy and the only remedy that would insure government control of rates. Suggestions of critics of the government that the question of control is one for international or inter-imperial arrangement have been shown to be of no immediate value.

Toward the end of the committee inquiry, the faith of the followers of the government in its plan becomes more and more cemented. There may be minor modifications in the contract with Sir William Petersen, but nothing has come out of the evidence to suggest that it will not meet with the endorsement of the committee in its general lines.

No other method of removing disabilities presently endured by Canadians has been proposed, and it has not been denied that the government's method has a fair opportunity of success.

PROFITS ARE SHOWN.

Canadian Press Despatch.
Ottawa, May 26.—Gordon Scott, auditor employed by the ocean rates committee of the House of Commons to examine the statistical evidence filed with the committee, today submitted his report for the committee's consideration, giving tabulated summaries of his findings.
The report is based upon the infor-



JENNIE McVINN,

16-year-old girl, who is held by Toronto police on a charge of murder. The McVinn girl was one of three inmates of the Toronto jail farm who escaped after the murder of Night Matron Margaret Mick.

mation given by steamship companies of 61 steamers, 247 voyages and 14,764 voyage days in 1923. For 1924 the report includes the statistics of 73 ships, 261 voyages, 3,342 voyage days. Mr. Scott's report is based on a comparison of the years 1923 and 1924.

W. M. S. PRESIDENT HITS RUM-RUNNING

Mrs. Gordon Wright Tells
Society She Regrets Her
Nationality.

Special to The Advertiser
by a Staff Correspondent.

Sarnia, May 26.—Two hundred and fifty delegates are in attendance at the last annual convention of the Women's Missionary society of the London Methodist conference, which opened in Devine street church this afternoon, with Mrs. Gordon Wright

GOOD YEAR CORD HOSE

Very much outwears
ordinary hose and
does not kink or burst



Goodyear means Good Wear

of London in the chair. The feature of the day's program was the fine inspirational message given by the president, Mrs. Wright, who brought a report of the international conference at Washington early this year.

In the course of her address, Mrs. Wright took occasion to deliver several attacks on liquor conditions in Ontario and in Canada as a whole. "I felt humiliated for the first time at my Canadian nationality when I realized that we Canadians were taking a second place to the U.S. in making America dry, and that we in Canada are making it difficult for the United States to enforce its own prohibitory law. There was one eminent speaker at the conference who said we cannot attempt to purify other lands until we purify our own."

"I was able then to say to myself that Ontario is prohibitory, but I'm not talking so much about that now." There were converts from heathen

lands. Mrs. Wright proceeded, who declared that they did not want our western civilization. All they wanted was the simple gospel of Christ.

During the afternoon there was a round-table conference on strangers' work, at which it was reported that that department had brought 251 new members to the W. M. S., had visited 1,341 patients in hospitals, 2,607 sick persons in homes, and had made 4,679 church calls. This evening there were interesting missionary addresses by Miss Margaret Armstrong, missionary from Japan, Miss McKim of Windsor and Miss Lois Russell of China. Mayor James C. Barr extended a welcome to the visitors. Among those registered from London are Miss Norine Floyd, Mrs. Russell, Mrs. G. Hammond, Miss Evelyn Ouchterlony, Mrs. Don, Mrs. J. W. Halliday, Mrs. J. F. Maine, Mrs. Boughner, Mrs. Bert Evans, Mrs. J. V. Millson, Mrs. W. E. Millson, Mrs. W. J. Wray, Mrs. J. H. Hobbs.

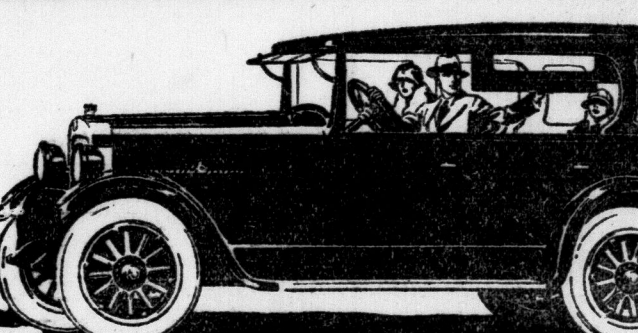
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