

C.P.R. "MELON" PLAN MEETS OPPOSITION

Major Sharpe and A. E. Frapp Support W. F. Maclean's Stand.

SHIPPERS MUST PAY

Flotation of Steamships Subsidiary Will Increase Capitalization Burden.

By a Staff Reporter.
OTTAWA, Feb. 25.—House bill No. 17 may become law as well known at this session as regulation No. 17 of the educational department has become well known in Ontario. The bill was before the railway committee this morning and went over until next Tuesday, although many members present urged its immediate adoption.

The bill as it stands authorizes the Canadian Pacific Railway Company to divide itself into two corporations. One is to retain the name and operate under Canadian law, while the other is to incorporate in England and be known as the Canadian Pacific Ocean Services, Limited. The latter company is to take over the ocean shipping of the Canadian Pacific, paying for the same with securities which the Canadian Pacific is to own, control and do with what it likes. Both companies are supposed to be identical and no new property is to be created, but the English C.P.R. Company is authorized to put out \$15,000,000 in stock and \$20,000,000 in bonds. This new company is under the Companies' Act of Great Britain.

Means Stock Melon.
Section four of the proposed bill authorizes the Canadian Pacific Railway Company to sell or charter any of its vessels engaged in coast or ocean service to the Canadian Pacific Ocean Services, Limited, or any other corporation with authority to acquire the same. The public is to have no control over the amount for which these ships are to be disposed of, and to have no control or authority over the proceeds of such sale. Section five authorizes the Canadian Pacific Railway Company to guarantee the securities of the Canadian Pacific Ocean Services, Limited, and to invest in the same. The whole proposal of course is to authorize stock and bond issues guaranteed by Canadian Pacific, which will be allocated to the stockholders at a price sufficiently low to guarantee them a big stock melon.

What of Proceeds?
W. F. Maclean (South York) at the committee meeting today, asked Mr. Beattie, chief counsel of the company, what was to be done with proceeds arising from the sale of the ocean vessels.

Mr. Beattie suggested that they would remain in the treasury of the Canadian Pacific Railway Company.

Mr. Maclean: "Will they not be divided among the stockholders?"

Hop, Frank Cochrane, minister of railways: "Why should they not be? Stockholders own the road."

Mr. Maclean contended that the public had an interest in the road, but he averred that the company had a right to sell all or any part of the road, and after paying their debts, to divide the proceeds among the stockholders.

Mr. Bennett (Calgary) took the same position, saying that the Canadian Pacific Railway Company had the same right to dispose of its property for the benefit of the stockholders as any other private company.

Under British Registry.
Replying to a question by Mr. Maclean, Mr. Beattie, chief counsel of the company, stated that the Canadian Pacific Ocean Services, Limited, was being incorporated in England with a capital stock of \$15,000,000, and that the bonds would be to \$20,000,000. The ships would all be of British registry. He denied any intention of the company to have the Dominion Government to regulate ocean freight rates.

To this position Major Sam Sharpe (N. Ontario) objected. He thought the company should have the benefit of the advice of Chairman Duffton, who had been sent to England to investigate ocean freight rates.

Chairman E. A. Lancaster spoke against Major Sharpe's motion, saying that it was equivalent to referring the bill to the railway commission, which he intimated that the discussion should come to an end.

Public Must Pay.
This, however, brought A. E. Frapp of Ottawa, to his feet with a motion. The bill, he said, was a most important one. It should be thoroughly discussed. If Mr. Maclean was right in thinking that the scheme was to create fresh capital issues and add to the burden of the transportation companies, we might be sure that the public would pay in the end through higher freight rates. Certainly the whole subject of ocean freight rates was involved.

Mr. Boyce (West Algoma) thought the bill should be adopted. There was no government policy in his country against watered stock, and until one was adopted we should not discriminate against the Canadian Pacific Railway Company. The public's interest was not affected.

Sections four and five of the bill to which reference has already been made are as follows:

Powers Sought.
(4) "The company may sell, lease or charter any steam, or other vessels of the company used or operated in coast or ocean service with the Canadian Pacific Ocean Services, Limited, or any other incorporated company, and to any other incorporated company duly empowered to acquire, hold, own, manage or operate steam or other vessels upon such terms and for such consideration as may be determined by the board of directors of the company respectively. The provisions of this section shall not be held to restrict or limit in any respect the exercise of any right or power now possessed by the company to sell, lease or charter any of its steam or other vessels."

(5) "The company may guarantee payment of the principal and interest of, and may subscribe for, purchase, acquire, hold, dispose of, and dispose of, stock, bonds, debentures, debenture stock and other securities of the Canadian Pacific Ocean Services, Limited, and of any other company to which the steam or other vessels of the com-

MARCH WILL SEE FINISH OF SALE

But a Month More to Clear Semi-ready Store.

Several Merchants Have Made Offers for Balance of Stock—Store Has Not Yet Been Leased to Anyone.

"Good things cannot last forever, and we can never replace the present stock for the price we are selling it at retail," said the manager of the Semi-ready Store. "We have been several enquiries from merchants who want to buy the stock en bloc, but the size of the stock staggers them. We have a bona fide offer on the balance of the stock if we can reduce it to \$15,000 within a month. A merchant in Western Ontario says he will take the stock at a figure if it is reduced so that his capital will be sufficient to handle it. He will move it to his home town."

"So that we can definitely state now that a month's selling will so reduce this stock that he can handle it. We have carte blanche to reduce it any way we see fit, for he knows that spring and summer suits cannot be sold now at any price. We have been offering \$20 and \$25 suits in summer weight worsteds, pure British fabrics, for \$8 and \$12.50, and still they don't go—it's the winter weights that sell."

"We are going to sell for \$12 some all-the-year-round fabrics, beautifully tailored, in dark grays, browns and steel gray shades—suits that are worth up to \$25—the very latest styles, long with peak lapels and soft rolls, smart and attractive suits."

"English serge suits, too, for \$10—marks a new era in bargains, and I may tell you that these suits, under the new tariff and the advanced cost of woollens, will now cost us \$13.50 at wholesale. We have these in both navy blue and black and indigo dyes."

The Semi-ready Store at 143 Yonge street, four stories in height, will be offered for lease on a six-and-a-half year term. For the lease the company were offered \$20,000 bonus a few years ago. They will let it go now at the net rental on the lease which figures about \$1000 a month for the store, warehouses and factory building in the rear.

One of the directors of the Semi-ready Company is in the city today to interview several who have enquired.

any, used or operated in coast or ocean service, may be sold, leased or chartered."

Shaughnessy's Statement.
Sir Thomas Shaughnessy yesterday issued a statement which sheds many more changes of interest to the Canadian people. First, the steamships are to be a separate company, then probably the lands and telegraph and express companies will be separate organizations. Bill No. 17 is merely a curtain-raiser to what is to follow. Sir Thomas, in a statement to The Financial News Bureau of Montreal, says:

"This company is operating fleets of steamships on the Atlantic and Pacific Oceans and on the Pacific coast as well as on the great lakes. Between different sections of railway lines, and are, therefore, essentially a portion of the railway transportation system, and it is not proposed to change their status. The ocean fleets are, however, in a different class, engaged in competition with outside fleets plying between Canada and other portions of the world. The company proposes to transfer these ships to a steamship company which the business relations will be the same as they are with outside steamship lines that engage traffic with the railway company."

Segregation Scheme.
"Heretofore, all expenditures for the acquisition and construction of these ocean steamships were made by the railway company and included among the liabilities in its balance sheet. Hereafter, it is proposed that the steamship company shall itself secure the requisite amounts for these purposes by the issue of its own securities. The ownership and control of the steamship company will remain with the Canadian Pacific Railway Company, but the management and operation of the steamship lines will be vested in the board of directors of the Canadian Pacific Ocean Services, Limited. It is only another step in the direction of eliminating from the direct operation of the railway company items that do not relate to the railway property itself."

HIGH LEVEL BRIDGE BLOCKED.

ST. CATHARINES, Ont., Feb. 25.—So excessive are the prices asked for the owners of the property, and for the right of way for approaches for the new high level bridge across the Niagara River, that the city council is considering the changing of the route. Work has been stopped on the construction of the sub-structure and will not be resumed until the owners decide to reduce their prices, or some other course is adopted.

ANOTHER GERMAN LIE.

LONDON, Feb. 25.—The Chronicle says the steamer Jervaux Abbey reached Hull yesterday and the captain and crew totally deny the statement in German wireless that they saw floating wreckage in the channel from a British troop ship.

Wonderful Skin and Wrinkle Removers

The method of removing bad complexion by absorption seems to have come into general use in this country. Ordinary mercurial wax, applied nightly like cream and erased morning with warm water, gradually absorbs the coarse, most invisible outer film skin in all younger, healthier under-skin. No cosmetic or artificial treatment can possibly produce a complexion of such radiant, youthful loveliness. Druggists all have mercurial wax; it is seldom that more than one ounce is necessary.

Thousands have also reported great success with the famous waxing wrinkle-removing formula. One ounce of pure powdered salicylic acid is dissolved in a half pint of witch hazel and the solution used as a face wash. The effect is almost magical. The deepest wrinkles and crow's feet, as well as the finest lines, disappear due to the age, illness, weather or worry, completely and quickly vanish. No one need hesitate to try this simple lotion, as it won't harm any skin.

STUDENT SOLDIERS RECEIVED DEGREES

Forty-Four Varsity Men With Second Contingent Given Graduation Standing.

IMPRESSIVE SCENE

Members of All Faculties Cheered Graduates and Meds Given Watches.

For the first time since the university's company in the Queen's Own Rifles in 1885, to assist in quelling the Northwest rebellion, Varsity students were given their degrees clad in the King's uniform. The ceremony was witnessed in Convocation Hall yesterday afternoon, when forty-four students of the graduating year were given their degrees prior to their departure for the front. Every available seat in Convocation Hall was occupied before the ceremony commenced. Students of all faculties gathered to pay their respects to the men who had left the college halls to don a uniform for the front. The ceremony was filled the platform, with the officers of the university battalion in uniform.

Of the total number of degrees granted twenty-three went to fifth year medical students, most of whom will be attached to the clearing hospital in France. Dean Clarke presented wrist watches to the third, fourth and fifth year men who were leaving for the front. The members of the medical faculty, there were no long speeches given and the ceremony was over within half an hour.

Powerful Motives.
President Falconer stated that he would depart from precedent in making an address to the graduates. Quoting from Earl Kitchener's advice to the British soldiers, he said that he was assured the new university men would be animated by the most powerful motives, and would maintain the high tradition of service of the university. The students were to be maintained a deepened sense of duty and of love of country. Dr. Falconer referred to Kitchener's words, that the operations would be largely confined to France and Belgium, and prophesied amid cheers that the sphere of these operations would be enlarged. "You take our affections with you," concluded the president. "You have our constant thought and the prayers of many of us. Many more will follow."

List of Graduates.
The students who received their degrees were:

Bachelor of Arts—Arthur Stuart Bleakney, Gordon Smith Melles Gault, Cecil Copp, Harcourt, John Hancock, Hill, Ernest Dryden, Hosken, Thomas D'Arcy Leonard, George Alexander McLean, Hubert Eric MacNeil, Clifford Sifton, William Aubrey Wilkinson, Thomas John Williams.

Bachelor of Medicine—Gerald Allison, Stanley Sifton, Basil, Arthur McKnight Bell, M.A. Leonard Anderson, Carr, Henry Arthur Cates, John Chasels, Frederick Walker Clement, Richard Collier Conover, B.A., Thomas Harold Crews, Donald Thomas Fraser, B.A., Frederick Russell Gillies, Morley Hamilton, Maurice Fournier, B.A., William Wray Hodge, B.A., Herbert Carl Martin, Athol Alexander Moon, B.A., John A. Macdonald, M.A., Reginald Paul, Harry Roy Smith, Harold Douglas Storms, B.A., Stanley Doug Walsh, David Edmund Staunton, William W. Hart, B.A.

Bachelor of Applied Science—Frank Douglas Austin, Norman Holmes Danforth, John A. Macdonald, William Brightwell Redman, Lawrence Byron Tillson.

Bachelor of Science of Forestry—John A. Macdonald, Delaney, John Archibald Trebilcock.

Doctor Dental Surgery—Richmond Henry Alkey, Albert Gordon Lough.

History of the War—John A. Macdonald, John Robert Cunningham.

REPINGTON, WARRIOR AUTHOR

Now Acknowledged to Be One of Authors of "London Times War History."

There was a revelation the other day of the long-hidden identity of the "eye-witness" who has been sending despatches from the front in the French, German, and British forces in France. "Eye-witness" is the name of a distinguished member of General Repington's personal staff, Col. E. D. Swinton.

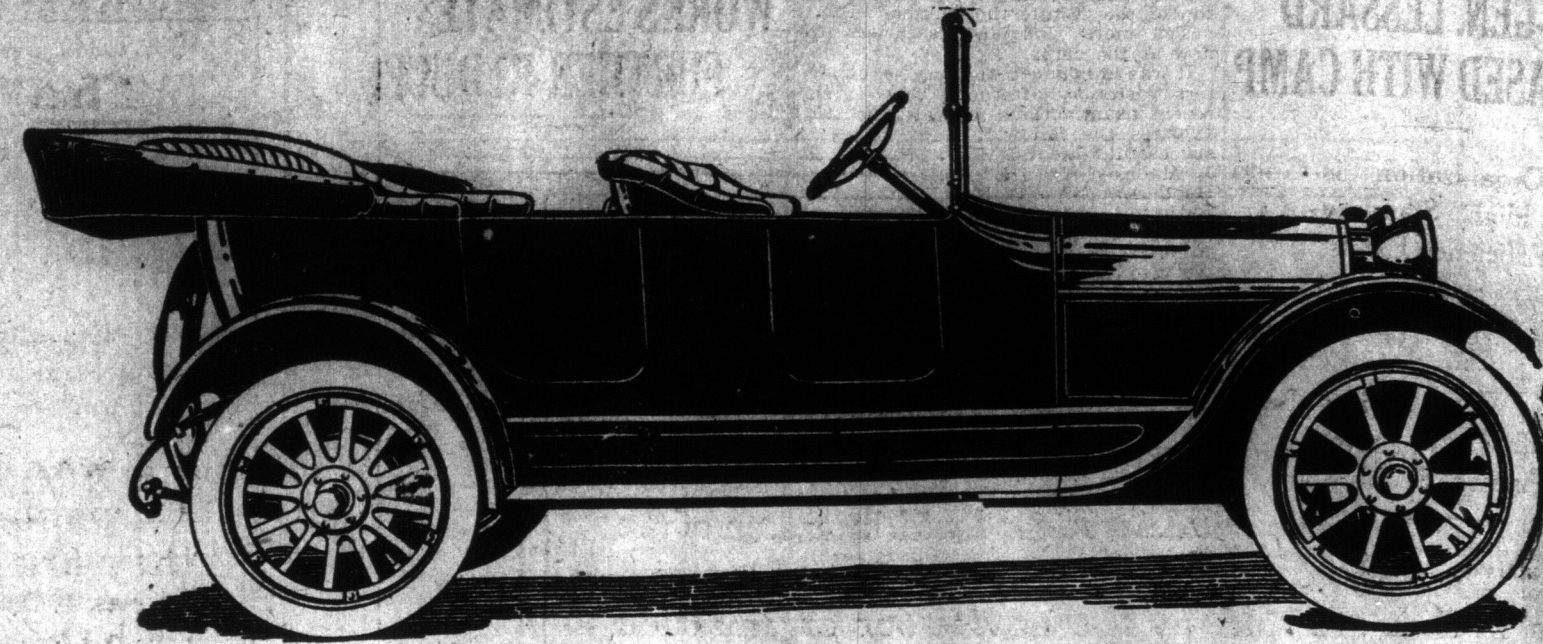
Now comes trickling thru the censorship the news that one of the aggregation of experts who are contributing to the great "London Times History of the War" is no less a personage than that author of the "London Times" and political affairs, Lt.-Col. Charles A. Court-Repinington, C. M. G., commander of the Order of Leopold and officer of the Legion of Honor.

This well-known British officer, born 56 years ago, had the same technical education as the late Lord Roberts. "Bobs," namely, the "public school" at Eton and the Royal Military College at Sandhurst.

That Lt.-Col. Repington is by no means exclusively a literary soldier, is proved by the facts that in the Afghanistan campaign he won a service medal with three clasps each, indicating his having taken part in a separate campaign, and that he was mentioned twice in despatches. He was mentioned twice again in despatches in the Boer war, won another service medal and became a Companion of the Order of St. Michael and St. George.

Skilled in European as well as eastern languages, he served from 1899 to 1902 as military attaché at Brussels and The Hague. While in Belgium he did not neglect the opportunity to study every square mile of the terrain, where the most terrible battles of the war were fought.

It is fortunate that a man who has seen so much real campaigning should possess the literary talent to write about military affairs in so clear and entertaining a style. He is but one of the elaborate staff of soldiers, diplomats, correspondents and other men who have whose talents are at the disposal of the editorial board of the "London Times History of the War" now being distributed by this paper.



The Russell Six-30—\$1750

Let the Car Tell its Own Story

The Russell Six-30 tells its own story in miles of incomparable smoothness, luxury and easy riding—in new motoring pleasure and satisfaction—in materials and workmanship—in design and construction.

It is up-to-date in every respect. The light, long-stroke, high efficiency Continental Motor is endorsed by the best known engineers. The clutch and transmission are a unit with the engine.

In actual tests, covering thousands of miles, our engineers have demonstrated the unusual economy of the car—the result of correct design, highest quality materials and most careful workmanship.

There are many features which make the Six-30 a very desirable car. Among them are full-floating rear axle, heat treated chrome nickel steel gears and Bijur two-unit proven electric starting and lighting system. All these are features of high-priced cars.

You get gasoline and power saving; big oil-and-dust-proof double brakes; vacuum fuel feed; long wheel base; ample wheels and large tires; deep upholstery and perfect balance throughout.

Investigate this car. Not because it is made in Canada, but because it gives you the biggest dollar-for-dollar value you can get anywhere in the world.

OTHER MODELS
Russell Four-32
\$2650
Russell Six-48
\$4500

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DEMAND REPEAL OF SCHOOL LEGISLATION

Manitoba Orangemen Present Issue Sparsely to Roblin Government.

WINNIPEG, Feb. 25.—Not only does the Grand Orange Lodge of Manitoba demand that the so-called Caldwell amendments to the public schools be wiped off the statute books, but it also demands the repeal of the entire Laurier-Greenway agreement, which Hon. George R. Caldwell stated recently in the House of Commons, was made by the legislature. The Government of Manitoba would not be a party to violating. This fact became apparent at the second day's meeting of the grand lodge convention held at the Grand Hotel, in the report of the correspondence committee, which was presented and unanimously adopted.

UNITED STATES TO GET WOOL

LONDON, Feb. 25, 9.35 p.m.—A Reuter despatch from Melbourne says the Australian Commonwealth will permit the export of merino wool to the United States provided it is consigned to the chairman of the textile alliance.

What to Do to Get Fat and Increase Weight

The Real Cause of Thinness

A PHYSICIAN'S ADVICE.

Most thin people eat from four to six pounds of good solid fat-making food every day and still do not increase in weight one ounce. While on the other hand many of the plump, chunky folks eat very lightly and keep gaining all the time. It is all both to say that this is the nature of the individual. It isn't Nature's way at all.

Thin folks stay thin because their powers of assimilation are defective. They absorb just enough of the food they eat to maintain life and a semblance of health and strength. Stuffing won't help them. A dozen meals a day won't make them gain a single "stay there" pound. All the fat-producing elements of their food just stay in the intestines and pass from the body as waste. What such people need is something that will prepare these fatty acids to be absorbed and deposited in all about the body—something, too, that will multiply their red blood corpuscles and increase their blood's carrying power.

For such a condition I always recommend eating a Sargol tablet with every meal. Sargol is not, as some believe, a patented drug, but is a scientific combination of six of the most effective and powerful flesh-building elements known to chemistry. It is absolutely harmless, yet wonderfully effective, and a single tablet eaten with each meal often has the effect of increasing the weight of a thin man or woman from three to five pounds a week. Sargol is sold by all good druggists everywhere on a positive guarantee of weight increase or money back.

AUSTRIA CONFISCATES ALL GRAIN AND FLOUR

Fines Will Be Imposed on Those Who Secrete Supplies

Canadian Press Despatch.
LONDON, Feb. 25, 9.30 p.m.—A despatch to Reuter's Telegram Co. from Vienna says:

"The Austrian Government is confiscating entire stocks of grain and flour in the monarchy. After an approximate estimate is made of the available supply, a per capita apportionment will be announced and a distribution made thru the local authorities."

"Severe fines and other penalties will be inflicted on any person for attempting to secrete supplies of grain and flour."

"The government has issued an order under which 300,000 acres of land, the peasants themselves, reseeded by a committee composed of Baron Nettelbladt, Baron Horst and Richard Heckmann."

SEEKS AN INJUNCTION AGAINST MEDICINE CO.

Mrs. May Wright Objects to Use of Testimonials and Photographs.

An accounting is being taken at Osgoode Hall, before Official Referee Neville, as to the mortgage given by Mrs. May Wright to the Ontario Motor Car Company, to secure an advance by Mr. Antipitysky. It is stated that there is \$10,000 involved. A commission may be necessary to take the evidence of Mr. Lobb, who is in New Jersey.

Mrs. May Wright is asking an injunction to restrain a patent medicine company from using her photograph, a testimonial and a photograph of the final cheque paid her by the Ontario Motor Car Company in satisfaction of a damage action. She was injured in a street car accident and was an invalid for about a year. Judgment valued for about a year. Judgment against the railway company for \$3500 was obtained. It is alleged that the patent medicine firm endeavored to secure her testimonial to the effect that the qualities of the medicine had restored her nerves after almost one dozen doctors had failed. She objects to the use of her photograph and states that she never gave permission for it.

The mortgage moratorium measure is, at present proceeding thru the legation, but since Monday last, 12 foreclosure judgments have been signed at Osgoode Hall. The moratorium will be retroactive.

The first appellate court list for today is: Re G. T. R. and Ramsay, re Harris Estate, Mutchler v. Jasperston, Hancock v. Malone, Heydon v. Heydon, Kennedy v. Dickson.

WARD 5 LIBERAL-CONSERVATIVE.
TUESDAY.

Ward 5 Liberal-Conservative Association will hold a complimentary smoking concert in Orange Hall, Monday evening.

ROYAL EDWARD ONE OF PRISON FLEET

Liner Is Being Kept Spic and Span by Germans on Board.

The crack Canadian Northern liner "Royal Edward" is now in the service of the British admiralty, with the main prison fleet at Southend, England. The commandant, Col. de Cordes, delegates as much authority as possible to the prisoners, who are made up of all classes, business men, nobles and from the entire service of the millionaire. The "Royal Edward" to a very large extent is run by the prisoners themselves, reseeded by a committee composed of Baron Nettelbladt, Baron Horst and Richard Heckmann.

Much of the work on board ship, such as cleaning, serving tables, making beds and washing clothes, is done by the prisoners themselves. At their request they have been allowed to take over the cooking and the bakery and draw rations daily from the supply depot. The arrangement works admirably, as there are a number of first-class cooks, bakers, waiters and former German hotelkeepers on board. The service is much better than might be expected under the circumstances.

If the "Royal Edward" were carrying passengers she could do nothing but more spic and span than she is.

COULD MAKE MONEY.

"If the individual owners of second-hand automobiles would secure 'Jitney' licenses they would make a great deal of money," stated Oliver H. Wood, president of the Canadian Automobile Federation, and ex-president of the Ontario Motor League. "Having an

incorporated company is not the only way of making business a success. It depends a great deal on the ingenuity and personality of the driver of the car."

VEGETABLE GROWERS.

A conference of vegetable growers will be held at the "Old Mill" Dundas street, Lambton Mills, Wednesday, commencing at 2.30.

Danger Signals Warn You of Approaching Paralysis

Slowly and Surely Exhaustion Goes on Until Collapse of the Nerves is the Natural Result.

You may be restless, nervous, irritable and sleepless, but you think there is nothing to be alarmed at. You have no appetite, digestion is impaired, and there is weakness and irregularity of other bodily organs. You feel tired in body and mind, and find that you lack the energy to attend to the daily task.

You may not realize that these are the symptoms of nervous prostration and the danger signals which warn you that some form of paralysis is the next step of development.

Dr. Chase's Nerve Food is the most successful restorative for the nerves that has ever been offered to the pub-

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Delivered to any address in the city or suburbs before 7 a.m. for 25 cents per month.

By having The World delivered direct to your home address, you will enjoy the pleasure of reading at your breakfast the very latest news, hours in advance of its appearance in the evening newspapers.

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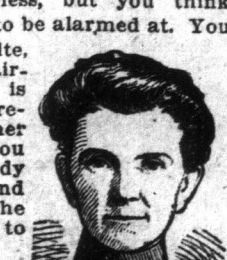
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MRS. ALLAN.

Dr. Chase's Nerve Food, 50 cents a box, 6 for \$2.50, all dealers, or Edmondson, Bates & Co., Limited, Toronto.