

ROWAT'S TEAS
From the Better Gardens.
45c, 75c, 85c, \$1.00 and \$2.00 Pounds.
T. A. ROWAT & CO.
250 Dundas Street. Phone 3051-3052

CH. WARD & CO.
DIAMONDS
A Diamond for an engagement ring. Beautiful Blue White Diamonds set in Platinum, white, green and yellow gold.
Rings from \$25.00 to \$125.00.
C. H. Ward & Co.
Diamond Merchants, Jewelers and Opticians.
386 RICHMOND ST.
Phone 1084.

Carlyle TREBILCOCK OPTICIAN
233 Dundas St. Phone 2351.
Two Doors East of Majestic.

English Rheumatism Capsules
for the quick, safe relief of rheumatism, lumbago and sciatica. They work quickly, and are harmless. Will not upset the stomach. 50c box. Sold in London by
TAYLOR'S DRUG STORE
390 RICHMOND STREET
Half Block South of Dundas.
Established 1862.
Mailed anywhere on receipt of price.

Western School
Students take positions: Kenneth McVicar with McClary Manufacturing Company; Russell Dalrymple with International Harvester Company; Jean Arkell (Temporary) with Mr. Percival, Merchants Bank Building.

WRAYS JEWELRY LIMITED.
234 Dundas St., London, Ont.
Expert watch and clock repair. Phone 1940J for prompt service.

Daragh
STUDIO
Formerly Edy Bros.

FREE COUPON
Good May 15 to 25
ANDERSON & NELLES KODAK DEPT.

J. FERGUSON'S SONS
176-178 KING STREET.
Funeral Directors and Embalmers.
Handsome Motor Car or Hearse Equipment.
Day or Night Service.
PHONES: Office 345. Residence 2054W-636J.

GEO. E. LOGAN FUNERAL DIRECTOR AND EMBALMER.
418 Richmond St. Phone 1968.
Finest Motor and Hearse Equipment.

N. J. GRIFFITH FUNERAL DIRECTOR AND EMBALMER.
194 Dundas Street, London.
Residence on premises. Phone 459.

A. L. OATMAN
Cor. King and Colborne Streets.
The Funeral Home

The London Loan Company of Canada
MORTGAGES AND REAL ESTATE AGREEMENTS PURCHASED.
M. J. KENT, Manager.

Dry Cold Fur Storage
Every garment hung separately, charge 3 per cent on valuation.
Beltz & Co.
Practical Furriers. Phone 817

BUTTER CREAM
YES, THAT'S THE NEW
Parnell Loaf
YOU OUGHT TO TRY
From Our Wagons or Grocer or by Phoning us.

Fishbein's Ladies' Ready-to-Wear
London's Old Favorite Store,
254 DUNDAS STREET.
(Near Wellington).

DON'T WORRY OVER YOUR TIRE TROUBLES
Double Mileage
PUNCTURE-PROOF SERVICE.
ASK
ART WILKES
London Tire Repair Dept.,
354 Wellington St. Opp. McClarys.

COAL AND WOOD
CALL
D. H. GILLIES & SON
PHONE 1312.
Corner Adelaide and Bathurst.

ESCAPED CONVICTS SENT TO KINGSTON

Special to London Advertiser.
GUELPH, May 17.—Two years in the Kingston Penitentiary was the penalty handed out by Magistrate Watt at this morning's police court to Harry Beals of Brantford, Lewis Young of Simcoe and Harvey Revers of Port Dover, three inmates of the Ontario Reformatory, who made a bold dash for liberty from the institution last night.
The three men were employed in the quarry along with 80 others, and they made their getaway as the gang was being marched into supper. They were re-captured three-quarters of an hour later in what is known as Carter's Bush, about two miles away. Two of the men were in a tree, and the other hiding under an old log when captured.

QUEBEC MINISTER LOSES TAX APPEAL

OTTAWA, May 17.—(By Canadian Press).—The Supreme Court of Canada today decided that the salary of a provincial minister is liable to assessment for Dominion income tax.
The case came up in an appeal from Hon. J. E. Caron, minister of colonization for the Province of Quebec, against a ruling of the exchequer court, which also held that such salary was liable to income tax.
The supreme court dismissed Mr. Caron's appeal with costs.

EXPECTS GRADUAL REVIVAL IN PAPER

MONTREAL, May 17.—While the newspaper industry may be said to be in a better position than it was a year ago, or even six months ago, it is certain that there is no real ground for the over-optimistic statements and rose-colored forecasts that are being spread abroad, presumably for their effect upon stock market speculation, said George M. McKee, president of the Canadian Pulp and Paper Association, when asked as to the truth of the report that the paper industry is rapidly approaching the high level of prosperity it enjoyed in 1920.
"My position has not changed," he said. "I am still of the same opinion that I was before and during the election. I was against the public ownership and operation of railways. I have no quarrel with those who are opposed to me, but I ask that they give me the same consideration that I gave them."
"Let us discuss this question without bitterness. It should not be considered a political issue, it is too serious. It should be looked upon as a national issue. For, if I am right, I feel it is a danger to the credit of our country. I say that in consideration of the vast area that we have in this country, of its strong population, of its development, of its enormous debt, and of the fact that we are taxed pretty well to the limit, I do not believe our country can stand a deficit of seventy-two millions a year even if it is not only that—and I will show that it is not only that, but a far greater sum."
"Would Save Millions."
Mr. Mitchell said if a thorough investigation had been held in the past it would have saved millions of dollars to the country. If it was not followed now, it would be followed ultimately. If a statement of facts could not be presented to the people after a fair trial of public ownership it would be said that the trial was not to be depended upon. If a fair trial was desired, a statement of the method of administration of the lines from one end to the other should be prepared.

NERVOUS BREAKDOWN COULDN'T SLEEP NIGHTS

To those on the verge of a nervous breakdown the following symptoms present themselves: nervous headaches, a feeling of depression, fitful, disturbed, restless and unrefreshing sleep, often troubled with frightful dreams, avoidance of crowded places, dread of being alone, horror of society, etc.
When the nerves become affected in this way the heart generally becomes affected, too, and on the first signs of any weakness of the heart or nerves, flagging energy or physical breakdown do not wait until your case becomes hopeless, but get a remedy that will at once quieten the nerves, strengthen the heart and build up the entire system. This you will find in
MILBURN'S HEART AND NERVE PILLS.
Mrs. M. Damgard, Young's Cove road, N. B., writes: "I was bothered very much with my heart and nerves; had nervous headaches and dizziness, could not sleep at nights, and my appetite was all gone. I was on a nervous breakdown when a neighbor told me to try Milburn's Heart and Nerve Pills. This I did, and before I had the second box used I was better and would advise anyone who has nerve trouble to take them."
Price, 50c a box, at all dealers, or mailed direct on receipt of price by The T. Milburn Company, Limited, Toronto.
—Advt.

CRERAR URGES CLOSING PART OF NATIONAL LINES

Leader of Progressives Urges Revaluation of Entire System.

MITCHELL RENEWS STAND

Quebec Member Condemns Principle of Public Ownership.

OTTAWA, May 17.—(By Canadian Press).—Discussion of railway estimates in the House of Commons today brought from Hon. T. A. Crerar, leader of the National Progressives, an important declaration of his policy on the national roads. He advocated the closing up of part of the Transcontinental lines running across the wilderness between Eastern and Western Canada. He urged a revaluation of the entire system on a replacement basis and its unification. He favored the suggested regional districts.

He took the ground that, in encouraging immigration, the government should take steps to see that the new settlers were placed along the National lines. It was, too, he argued, a sound principle that the fiscal policy of the country should be drafted as to stimulate production from the farm, the forest and the mine, and railway traffic thereby be encouraged.
"In the National Railways," Mr. Crerar declared, "the people of Canada have a splendid asset. If the lines were turned over to private ownership at any price which private ownership would pay, the country would forever lose their potential value, but would not escape the liabilities involved."

Mr. Crerar's speech came at the close of an afternoon's discussion on the railroad estimates, a discussion which will be continued tomorrow. Earlier Hon. Walter Mitchell (Liberal, St. Antoine) formerly one of Sir Lomer Gouin's lieutenants in the provincial government of Quebec, had defended private ownership of railways. Mr. Mitchell went further—he expressed opposition to the principle of public ownership and operation of all public utilities.

"I have come to the conclusion on general principle," Mr. Mitchell asserted, "that the public pay more under private ownership than they benefit from lower charges."
Meighen Takes Issue.
Right Hon. Arthur Meighen, leader of the opposition, charged in reply that Mr. Mitchell had no case. As the National lines had not been constructed as commercial proposition, no private company could make them pay.
The first item was that of \$42,000,000 to meet expenditures made or indebtedness incurred (where amount available from net operating earnings is insufficient) by or on behalf of the Canadian National Railway Company, the Canadian Northern Railway Company, or any company comprised in the Canadian Northern System on any of the following accounts: (a) operating deficits; (b) acquisition of property, materials and supplies; (c) interest and sinking funds on notes, securities or obligations; (d) principle and interest of maturing or matured loans or mortgages; (e) construction loans or mortgages; (f) co-ordination or consolidation of railway lines and facilities.

Hon. W. C. Kennedy, minister of railways and canals, stated that the amount was required for this year as far as March 31, 1922. It had been approved by the directors and then submitted to the departments of the railways. He was assured that the money asked for was necessary. While there were no provisions made for the building of extensions, the government had not lost sight of the fact that these were necessary in some parts of the West and they would be proceeded with as soon as possible.

Mr. Meighen inquired why there was expenditure on co-ordination. That ought to save money.
Mr. Kennedy explained that the expenditure was for the purpose of making connections between different lines, consolidating yards and making other changes that were necessary in order to work the different lines as one system.
Hon. Walter Mitchell (Liberal, St. Antoine) made a statement in justification of his stand on the railway question during the elections.
"My position has not changed," he said. "I am still of the same opinion that I was before and during the election. I was against the public ownership and operation of railways. I have no quarrel with those who are opposed to me, but I ask that they give me the same consideration that I gave them."
"Let us discuss this question without bitterness. It should not be considered a political issue, it is too serious. It should be looked upon as a national issue. For, if I am right, I feel it is a danger to the credit of our country. I say that in consideration of the vast area that we have in this country, of its strong population, of its development, of its enormous debt, and of the fact that we are taxed pretty well to the limit, I do not believe our country can stand a deficit of seventy-two millions a year even if it is not only that—and I will show that it is not only that, but a far greater sum."
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Mr. Mitchell said if a thorough investigation had been held in the past it would have saved millions of dollars to the country. If it was not followed now, it would be followed ultimately. If a statement of facts could not be presented to the people after a fair trial of public ownership it would be said that the trial was not to be depended upon. If a fair trial was desired, a statement of the method of administration of the lines from one end to the other should be prepared.

REGARDS DEFEAT AS INSIGNIFICANT

GENOA, May 17.—Mr. Lloyd George has attached no importance to the government's defeat in the House of Commons, it was learned today.
His view was that the small majority of three votes on the technical question of education, with no political bearing, could not affect the position of the cabinet.

Finds Family of Eight In Need of Food.

Special to London Advertiser.
BLENSHEIM, May 17.—Chief Constable Geo. Peters of the county and Mr. Applegath, Children's Shelter officer, were out in Harwich Township on two investigations yesterday. One case was that of a family at Shrewsbury, a colored settlement, where they found a family of eight children under 16 years of age in destitute circumstances and the premises in a deplorable condition. Both the father and the mother were apparently in good condition, but provisions were scant and no plans made for future supplies. It is said the father held "the world owes us a living." The constable laid a charge with J. C. Whittington, J.P., against the father that he was not providing the necessities of life for the children, thus endangering their health. He will come up at a later date.

"That is what I said, and I am still of that opinion. I have had some little experience in examining into the operation of public utilities," pressed by W. D. Euler, Liberal, North Waterloo, for proof of cases of failure of public ownership and operation of utilities, Mr. Mitchell said his investigations were made as minister of municipal affairs in the province of Quebec, and concerned principally electrical power plants, operating railways and waterworks throughout the province.
Another point was the fact that the year 1921 had benefited from local improvements paid for before the year began. An amount should have been charged for them in 1921. He then referred to an order-in-council passed by the late government around the date of dissolution, which urged the anticipation of rolling stock needs in order to offset unemployment.

Mr. Mitchell said he had spent all his life fighting monopoly of railways, but he was also opposed to a monopoly by anyone else. He favored a reduction of freight rates, but it should not be carried so far as to reduce them below the cost of operation. He declared that a case had been made out for a thorough inquiry into the accounts of the National Railways.
Mr. Meighen asked what line of policy Mr. Mitchell would favor, provided the inquiry he proposed showed that the accounts of the railways were correct.

Could Not Afford Deficit.
Mr. Mitchell replied that the country could not afford to carry a deficit of \$20,000,000, and if no remedy were found some means would have to be taken to get rid of the railways and the deficit.
Mr. Meighen said that he did not yet know what Mr. Mitchell proposed, and Mr. Mitchell, in a second reply, stated that unless a remedy could be found there would be nothing to do but turn the railways back to private ownership.
Mr. Crerar asked if Mr. Mitchell supported the policy of the minister of railways.
"Absolutely," replied Mr. Mitchell, "I intend to co-operate in every way to give government ownership a fair trial."

"What is the difference between the policy of the present government and that of the late government?" asked Mr. Meighen.
"I hope," answered Mr. Mitchell, "that the new government will endeavor to avoid interference with management."
Mr. Meighen said that Mr. Mitchell's only complaint was that the late government, by conference with the railways, after assuming the cost themselves, had taken steps to relieve unemployment. The mountain had been delivered and the house could describe what had come. Really Mr. Mitchell had no case at all. The railway deficit was due to the fact that the railways had been constructed, not as a commercial proposition, but for political, immigration and other purposes.

No company could make the railways pay. What reason was there for saying that the accounting of the government railways was wrong? Besides the regular railway accountants, the books were audited by the firm of Marwick & Mitchell on behalf of the government.
As a matter of fact, Mr. Mitchell had taken advantage of public feeling stirred up by the newspapers, to ride into office on a cry against government ownership, and now, having found that there was no alternative, he had placed himself right behind it.

Asks Opponents' Plans.
Mr. Crerar requested that the effect the railway deficits might have on the national credit, but did not agree that the railway deficits would cause the credit to vanish. It had not affected the interest rate on loans, as attested by the recent issue in New York.
Those who criticized public ownership of the railways declared that public ownership could not succeed, but they offered no alternative plans. It was a fair question to ask: "What were the plans of the opponents? Canada had not taken up public ownership through conviction. Practically all the mileage in the National system today was there because it had acquired the old Grand Trunk Railway. The Grand Trunk had desired to evade its responsibilities in regard to the Grand Trunk Pacific. It was faced with bankruptcy, and if the government had not acquired it it would have been knocked down under the hammer to the highest bidder. Supposing it had been bought by the Canadian Pacific Railway and that railway had refused to agree to traffic arrangements with the National Transcontinental.

FARMERS SEEK BRAZIL MARKET

Ask Government To Finance Trial Shipment of Pure-bred Stock.

London Township Delegation Presents Plan To Hon. W. R. Motherwell.

HOUSE OF COMMONS, Ottawa, May 17.—Some action will probably be taken by the government to assist the farmers of Ontario in the creation of a market for livestock in Brazil.
A deputation consisting of A. Hodgins, M.P. for East Middlesex, and J. H. Patrick of London Township, minister of agriculture, today and asked for a grant to enable the farmers of Western Ontario to ship a carload of purebred stock to that country.
It was explained to the minister that a good market undoubtedly waited Canadian purebred stock in Brazil, as that country was taking steps to encourage stock-raising in competition with Argentina. The one need of the country was purebred stock for breeding purposes, and it needed the deputation saw an opportunity of a market.
It is proposed that one carload of stock be shipped at once by way of an experiment. The animals will be purchased in the vicinity of London, it is believed, where some of the best purebred herds of the country are to be found.
The minister was asked to make an appropriation covering the cost of the shipment.
Hon. Mr. Motherwell was impressed with the proposal, and gave the deputation an encouraging reply.

TWO PROVINCES TO FLOAT BONDS

NEW YORK, May 17.—(By Canadian Press).—Announcement that two Canadian provinces are to float bond issues in the New York market was made today.
The province of Manitoba on May 25 will open bids for a \$3,000,000 bond issue to carry interest at the rate of 5 per cent, and to run for 20 years.
On May 23 the province of British Columbia will open bids for a \$2,000,000 issue, interest to be at 5 per cent.

JULE AND J. J. ALLEN MAKE ASSIGNMENT

TORONTO, May 17.—Official notice appears tonight of the assignment of Jules and J. J. Allen, who built the Allen Theatres, to G. T. Clarkson, who has called a meeting of the creditors for May 25, at 3 p.m.
Jay J. Allen stated tonight that the Allen Theatres would be in no way affected by the assignment, which was a private one.

RUPTURE RELIEF

Correct and Comfortable Retention
Rupture is not a tear, but is a dilation of the relaxed muscles, and the distension of the inner lining membrane caused by weakness, weight and pushing force of the intestines, therefore subject to retention. Don't wear a truss pad where the lump is, but have it fitted where the rupture is, it's different.
The new "EAS-FIT" sanitary compound "Para" rubber retentive shield (used in conjunction with my series of surgical aids), acts, feels and retains rupture more like the hand than anything yet invented, the pliable flesh-like touch of the Eas-Fit finished shield gives a mild life-like massage, exercising and allowing a free circulation.
Its free action permits of rapid construction, and is intended to act by strengthening the muscles in the shortest, time known, and at small cost. Specifically prepared to order for men, women, children and infants.
These new surgical appliances have received the highest approval wherever shown and are designed in conformity with the science of anatomy and medical surgery, as set forth by the world's textbook authorities.
"Made in Canada," and affecting results without harmful, resin-made, old-fashioned, water, wood, hair stuffed or leather covered pad, imported trusses.
It costs you nothing to investigate. "The best in the world," so don't wait, delays may be dangerous. Now is the time to make yourself safe and comfortable for your daily work and pleasure.
"Tear this notice out, now and send three-cent stamp for free circular and my liberal guarantee. Do it today."
THOS. Y. EGAN, (Suite 12), 1057 COLLEGE ST., TORONTO.

In the Men's Shop

New Furnishings
The Grenadine Knit Tie,
\$1.00, \$1.50, \$1.75
These popular Ties for men are unusually distinctive in their open weave and color combinations; contrasting tones, including dark and light shades and palm beach shades for summer apparel. Firmly woven, insuring long wear. See these in our windows. Price \$1.00, \$1.50 and \$1.75

"Athletic" Combinations for Warm Days
\$1.25, \$1.50, to \$5.00
Particularly well made of selected mairsook, cut full, insuring comfort and durability; also soisettes and satin stripes and silks; all sizes, including stouts. \$1.25, \$1.50 to \$5.00

Featherweight Invisible Suspenders
TWO OR FOUR-POINT.
Extra quality webbing in feathery light Invisible Suspenders, worn under the shirt. Price 50c and 75c

White Jersey Silk Shirts.
Particularly adaptable for summer wear and beautiful in quality; soft reversible cuffs; assorted lengths. Price ... \$8.00

"Buttonless" Men's Athletic Underwear, \$1.50 Suit
NO MORE BUTTON BOTHER.
Here's a new idea in underwear comfort. No buttons. No more buttons to lose in the wash. No torn buttonholes. No bother. Cannot bind nor pull. The material, cool airy mairsook, and made to give longer life. More durability and greater economy to summer underwear.

SMALLMAN & INGRAM LIMITED
Save your Furs from Heat and Moth—Cold Storage Vaults still open.

THE NEW Straw Hats
ARE NOW READY, IN GREAT VARIETY
Featured at \$2 and \$3 To \$5.00
Hundreds and hundreds of new imported 1922 Straw Hats are now in stock in our Hat Department. These Hats are equipped with cushion sweat bands, allowing positive ventilation, maximum comfort and perfect fit. Imported directly from the famous straw hat makers in Luton, England, and styled in the correct models for this season.

SAILORS Fine and coarse Sennits, fancy braids, as well as the fine split braids, cable and saw-edge brims.
Soft Straws \$5 to \$7.50
PANAMAS \$5.00 to \$10.00
Milans, Bamloks, Ballbuntins, Leathers, in many new styles.
All styles in these well-liked Hats for spring and summer. Sailors' sunken crowns, Alpines, etc.

Societies, Clubs, Etc., Crests
Hand-painted on your Silk Hose, in any colors. See these in the window 50c

SPECIAL TOMORROW ONLY
Men's Pongee Silk Shirts
\$3.95
Men's Pongee Silk Shirts, well tailored, with soft French double cuff, made of fine quality raw silk and of good weight. These Shirts are long wearing and will retain their smooth luster finish when laundered; sizes 14 to 16½. Special tomorrow \$3.95

WELCH-MARGETSON
Imported High Grade Linen Collars 35c.

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SEEKS TO SERVE PAL'S SENTENCE

Detroit Youth Makes Offer For Sake of Friend's Wife.
Four Found Guilty On Charges On Intent To Rob.

KOREEN Is Coming

Twenty-Third street, were found guilty by a jury Tuesday of forcing Lee Fozie, jitney driver, to drive them into Ohio and robbing him of \$10, and kidnapping John Clay in a similar manner in Lima, Ohio, and forcing him to travel with them to South Rockwood, Mich.
Littlefield was remanded for sentence until May 20. The other three were each sentenced to from 5 to 15 years with the recommendation that they serve seven. Martentette was sentenced to Marquette Prison, Nolan to the Detroit House of Correction, and Hawley to Jackson Prison.

DODD'S KIDNEY PILLS
FOR ALL KIDNEY DISEASES
RHEUMATISM, BRITZ'S DISEASE, DIABETES, BACKACHE
WELCH-MARGETSON 4087 THE PROPR...

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