

COMING EVENTS

SPRITUALIST—Meeting Thursday, 8 p.m. Subject, "Where are the Fallen Soldiers." Speaker, Mrs. L. L. Clairvoyant descriptions given. Temple Building, Dalhousie St. Collection. All welcome.

WANTED—A maid, Mrs. Palmer, 17 Church St. F/46

WANTED—Dining room attendant, best wages. Apply Matron Ontario School for the Blind. F/42, t.f.

WANTED—Good opening for two salesladies; experience unnecessary. Apply Woolworth's 5, 10 and 15 cent Store. F/46

FOR SALE—By auction on Market Saturday, 28th, at 11 o'clock, by W. Almas, good driving mare, 7 yrs. old; city broken; also single harness, buggy and cutter. Persons wishing to inspect apply to Streets Supt. Unger. A/46

MODERN SHOE REPAIRS—Boys' shoes, hand made, machine finished. All solid leather. W. S. Pettit, 10 South Market street.

BIRTH NOTICES

MACPHERSON—On Wednesday, April 25th, to Mr. and Mrs. Murdoch MacPherson, a daughter.

MARRIAGE NOTICE

BOYAN—DAVIES—On April 21st, by the Rev. G. W. Henderson, D.D., Mary Isabelle, youngest daughter of Walter J. Davies, 58 Terrace Hill St., to Noel A. Boyan, of the Office staff of the Canada Glue Co.

DEATH NOTICES

GAYNOR—In Brantford, on Monday April 23, 1917, Mary E. Gaynor, beloved wife of Barney Gaynor, aged 36 years. Funeral from her late residence, 17 Scarfe Ave., on Thursday 26th, at 9 o'clock to St. Basil's Church. Interment at Paris.

Reid & Brown Undertakers
814-816 Colborne St.
Phone 459 Residence 443

H. B. Beckett Funeral Director and Embalmer
158 DALHOUSIE STREET
Both Phones 23.

CAID OF THANKS.
Mrs. Don McCain, desires to thank her many friends for kindness and sympathy shown to her in her recent sad bereavement.

WANTED
Turn and McKay Lasters
Steady work and good wages. Apply to the Nursery Shoe Co., Limited, St. Thomas, Ont.

Boy Wanted To Learn Printing Business.
Apply—
Foreman, Composing Room, Courier Office

THEY HAVE IMITATED
The shape and the name of the
SWEET-PAK
But they can't imitate its efficiency or the satisfaction it gives. Insist on having one today.

F. L. HOWEY,
245 Brock St., City

The "1900" Electric Washer gives you more time for recreation, and does your washing more thoroughly. Ask for demonstration.

T. J. MINNES
Phone 301. 9 King St.

SUMMER IS COMING!

Let us clean your old straw hat and save you the price of a new one. We clean and re-buck straw panama and felt hats to look like new. TRY US.

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For Ladies and Gentlemen
155 Colborne St.

CASTORIA
For Infants and Children
In Use For Over 30 Years
Always bears the Signature of *Dr. H. H. H. H.*

DEPUTATION OF FIVE HUNDRED ASKS CENTRAL HIGHWAY ROUTE

Line Through Brantford and Hamilton For Provincial Road Urged Yesterday Afternoon Upon Premier Hearst and Hon. Findlay McDiarmid; Assurance Given of Careful Consideration

Toronto, April 24.—(By a Staff Reporter.)—"Gentlemen, I congratulate you upon the able and successful manner in which you have stated your case, and assure you that it has impressed me deeply, and will receive the fullest consideration before a decision is reached as to the route of the provincial highway. Whatever the outcome, rest assured that your cause has suffered in no manner from your presentation of it here to-day."

Five hundred delegates here this afternoon urged upon Sir William Hearst, premier of Ontario, the adoption of the central route for the proposed provincial highway, voicing the natural facilities and advantages to be derived from such a line, and presenting their case to such good effect that with the above words the premier gave assurance of most careful consideration of the matter before a decision was reached as to the route of the highway.

Delegates from Niagara Falls, Welland, St. Catharines, Hamilton, Brantford, Woodstock, Ingersoll, Tillsonburg, Port Burwell, St. Thomas and London were included in the monster delegation, which in point of numbers and enthusiasm surpassed that from the northern cities of the province, which waited upon the premier here last week. A dramatic and impressive scene was witnessed in the corridor of the Parliament buildings when Premier Hearst together with Hon. Findlay McDiarmid, Minister of Highways, took their seats at the head of the main stairway, the delegates thronging the space below and a sea of faces looking down from the galleries above as speaker after speaker laid before Sir William the advantages of the central route, the natural and direct course for such a highway. The principal statement of the deputation was made by Mr. W. S. Brewster, K. C., acting city solicitor of Brantford, who masterfully presented the cause of the central route, to such good effect that at the close of the hearing the assurance of most careful consideration was given by the premier, while in the minds of any present there could remain but little doubt of the ultimate adoption by the government of the route urged.

The deputation was introduced briefly by John T. Allan, M. L. A., of Hamilton, who called upon Mayor Burgoyne of St. Catharines as the first speaker of the day. Mayor Burgoyne pronounced the decision of the government in the highway matter a step in the right direction and urged that no hesitation should be felt in taking the second step by selecting the central route for the road, the natural line for such a highway to follow. Mayor Burgoyne then called upon Mr. W. S. Brewster, K. C., with whom rested charge of the deputation case to which was done the fullest and most ample justice. Mr. Brewster emphasized the fact that the route known as the central was the most direct, the most central, the most natural; it was the route of a highway which had existed through the peninsula from time immemorial from the days of the stage coach lines, for the remains of antique hostelry of those days could still be found along the line of the route proposed. Over the route more than a thousand automobiles, by actual count, had passed in the past week from the United States to Toronto. The aim of the government in the matter had been summarized in the expression the greatest good to the greatest number, and the speaker refused the claim of the northern cities to a greater population than the centre, pointing out that in their estimates they had included territory far to the north, which they claimed could be served by the northern route. If this were the case, if they were able to serve territory eighty miles north of their route, then the central cities might justly claim to be able to serve the whole of the district, no point in which would be more than twenty-five miles from the line of the line proposed for the central route. The claim of the northern cities to an excess in population was refuted by actual figures. Mr. Brewster stated statistics showing the population of the central towns and cities to be 161,497, while the cities, towns and villages along the northern line totalled only 113,046, less than half of the central district. The territory to be covered by the central route included the best agricultural counties in the province, the speaker pointed out including five of the nine counties selected by the government as banner counties, only one of which was included in the northern route.

The central route was the direct route, being twenty-two miles shorter than the northern, a total length of 108 miles contrasted to 130. In addition, to adopt the northern route, the full length of mileage must be constructed, while in the central route the line between Hamilton and Toronto was already in existence, leaving only seventy-two miles to be constructed, at a saving of a million and a half of dollars to the government. The government aimed at achieving a road which serves the farmer, or in other words to unite the producer and consumer, which the central route would most adequately do. Admitting that the northern counties held the superiority in the matter of cattle raising, the central district was the industrial centre, where dwelt the class to whom the farmer disposes of his produce, and the central route would supply the speedy means of transit required for this. The motorists were to be considered, as well as other classes; the road was designed not for one class, but to benefit all alike, and the motorists were unanimous in their support of the central route, with its incomparable scenery. The northern cities had advanced as a plea for the adoption of their route the fact that they had no electric roads. Electric roads, the speaker pointed out, developed where the business is, and this section was a perfectly new work of electric lines, one of the arguments of the north was thus turned against them. The Hydro system had its home in this district, and Mr. Brewster expressed his inability to speak too highly of the development of this important industry. He urged upon the government the necessity of giving to the future the construction of the highway and of building it through the greatest industrial centre. The character of the road should also be considered, and the central route could be more easily constructed over much more even ground and promising ten less level railway crossings than the northern route. He far preferable to the action of the government in adopting the highway system, considering that the time has come when highways should be subsidized in place of railways, and that the people of the province would stand loyally behind the expense involved. The attitude of the northern cities, the speaker denounced as an attempt to rob us of our birth-right; the delegation desired to convince the premier of the justice of their cause before having it granted; as the central route was the natural, logical course to be followed from all standpoints. Mr. Brewster voiced the confidence of all that a decision in favor of it would be reached by the premier and his government.

Mayor Booker
Mayor Booker in opening his remarks ventured the prediction that two years from now the road would be far preferable to electric roads because of the increase in the use of motor cars in the rural districts. The district including Hamilton and Brantford looked forward to outclassing the rest of the Province in population in a few years. The cities advocating the Northern route were neither marine nor railway centres, and had no natural advantage of the road which was felt by the central localities, who would receive the highway if justice were done. Mayor Booker repeated the figures quoted by Mr. Brewster to show that the population of the central cities was more than twice that of the northern ones, declaring the central route the only sensible one from Deception to Niagara Falls. He expressed certainty that the deputation would receive careful consideration at the hands of the Premier.

Controller Jutten
Controller Jutten, of Hamilton, advocated the adoption of the central route as a stroke of good business, it being that which had been used by U. S. motorists during the railway transportation strike, and was certain that Hamilton was willing to bear her share of the expenditure involved, and that it was the wish of the Ambitious City to see the central route built and built first.

Warden Stenebaugh
Warden Stenebaugh of Wentworth county believed that his county was a unit as regards the highway, hoping that the central route would be adopted.

Mayor Bowley
"Brantford is a proud city," declared His Worship Mayor Bowley, in his opening remarks, going on to refer to the patriotic record set by the city in war work of all kinds. He wished to see the central cities dealt with fairly and justly, pointing out that Hamilton and Brantford were respectively the third and fourth largest exporting manufacturing cities in the Dominion. The loss of the road he declared would result in a loss of hundreds of thousands of dollars yearly to Brantford alone. He pointed out the great industrial population of Hamilton and Brantford, and closed with a strong plea for the adoption of the central route.

Warden Rose
A. B. Rose, Warden of Brant County, affirmed the remarks of the previous speakers, pointing out the great volume of motor traffic which passed directly through Brant and the other counties involved and urging the location of the highway accordingly.

Mayor West
Mayor West of Woodstock recalled Oxford's reputation as the greatest agricultural county and dairy producing in the Dominion of Canada, and the "least cost" of Oxford for the central route. He instanced the number of feeding highways in the form of county roads covering all the villages and municipalities in the district.

Mayor Buchanan
Aggressive and characteristically forceful were the remarks of Mayor Buchanan of Ingersoll, who, backed

by the consensus of opinion of business men of the place, urged upon the premier the central route as the only logical course for the highway. He paid tribute to the character of Sir William as a man possessing the courage of his convictions, saying what he meant and meaning what he said, and expressed willingness to leave the requests of the deputation in the hands of the Premier. He recalled the scenic beauty of the Niagara peninsula, the agricultural importance of the central counties, the majority held in population, and defied the northern cities to produce any arguments potent against those advanced there. Drainage, he pointed out, was a matter of vital importance, and in the central route the government was offered the finest and most gravel bottom in the province. The deputation, he declared, had come to the Premier only in self-defence, compelled to take such action by the deputation from the northern cities last week.

Warden Webber of Oxford County asked consideration of the demands of the deputation, and the adoption of the central route.

Controller Saunders
With much interest would benefit from the observation of Controller Saunders of that city, so he could not very well hit at either one.

"Your Mayor was here with the northern deputation last week," interposed Premier Hearst, dryly. "And he was with us at Hamilton two weeks before," declared Mayor Bowley.

"You apparently favor both routes, sir," he continued to the controller, "but which do you advocate first?" "The central route, I think," replied the Londoner.

Mayor Trott
Unlike the last speaker, and the city he represented, Mayor Trott of St. Thomas, pronounced himself and his municipality upon solid ground for what is fair and right, the construction of the highway through the central route, the fair, proper and natural course for it to take.

No greater boon, declared Warden Claus of Lincoln County, could be given that district than the improvement of the highway there and the highway of the central route. His contentions were supported by Mayor Clendenning of Niagara Falls and Warden McGill of Welland county, who expressed himself as satisfied to leave the matter to the justice of the Premier and his government.

Other Speakers.
Mr. Egan, M.L.A., for South Wentworth, regarded the highway as one of the most important roads which could be constructed, as did also Mr. Alan Studholme. Dr. Musgrove of Niagara Falls and Mr. Martin of Lincoln County, regarded the central route as the only feasible way of doing justice to the Niagara district. Mr. Sinclair, of South Oxford, approved the expenditure involved.

W. F. Cockshutt
"We might have brought an even bigger deputation," declared Mr. W. F. Cockshutt, M.P., "for we have behind us the solid support of all classes of citizens, including the women, newly enfranchised by the Ontario government. They naturally demanded the highway to their homes, and how could we begin better than repairing our public highways?" Mr. Cockshutt expressed complete satisfaction with the manner in which the case had been handled by Mr. Brewster and the various other speakers, and pronounced the central route the natural course and that entailing the greatest advantages and the least cost. His remarks closed the hearing according to the delegation.

Hon. F. McDiarmid.
"I am sure" replied the Hon. Findlay McDiarmid, "that you have accomplished most fully the purpose with which you came here, and I congratulate you upon the able manner in which your facts were



"A splendid response for recruits is vitally necessary in order that the full strength of our Dominion shall be thrown into the struggle with the least possible delay."

SIR ROBERT BORDEN, Premier.

CANADA

"It is the desire of the men overseas as well as their British comrades in arms and of the Imperial Government that we should send overseas at once troops now in Canada enlisted for overseas service."

SIR EDWARD KEMP, Minister of Militia and Defence.

You Are Needed To Release Troops for Overseas

Canada can send well trained men to France to the aid of our gallant victors of Vimy Ridge, if the Militia regiments are brought up to strength and ready to defend the Dominion in case of emergency.

He Does His Best, Who Does His Duty.
Sir Robert Borden says: "Now is the most critical period of the war". What more patriotic duty can a man do—who through force of circumstances could not enlist for Overseas Service—than join the

CANADIAN HOME DEFENCE FORCE

The term of enlistment, training, clothing and equipment are the same as for overseas service. Pay the same as that for Militia on active service. Separation allowances for married men.

The call comes to men between 18 and 45 and physically fit to join the Home Defence Force.

For full particulars enquire at Armories of the Regiments listed below.

MEN STILL REQUIRED FOR OVERSEAS IN THE CANADIAN EXPEDITIONARY FORCES.
More men are required for reinforcements at the Front. Those who desire to volunteer for overseas service may enlist through one of the regiments ordered to mobilize for Home Defence.

Military District No. 2,—Headquarters, Toronto, Ont.

Brantford, 38th Regiment (Dufferin Rifles).	Hamilton, 13th Royal Regiment.
Toronto, 2nd Regiment (Queen's Own Rifles).	" 91st Regiment (Canadian Highlanders).
" 10th (Highlanders).	St. Catharines, 19th Lincoln Regiment.
" 48th " (Highlanders).	Sault Ste. Marie, 51st Regiment (Soo Rifles).
" 109th "	
" 110th Irish Regiment.	

CHILD'S SEVERE STOMACH TROUBLE
Harrison (Ont.) Father Says Dr. Cassell's Tablets Saved His Child's Life

Mr. Corby, Harrison P.O., Ont., writes: "Our little girl was weak from birth, and though we tried her on the doctor's medicine and other things she got no better. She just lay in her cot and cried, and neighbors all said we could not save her. The doctors said she had stomach trouble, and that her chances were small, yet Dr. Cassell's Tablets cured her. They have been worth their weight in gold to us, for we were just giving up hope of saving our little daughter. I don't think there is any other medicine for children like Dr. Cassell's Tablets. Publish this letter if you like; it may help others as the Tablets helped us."

A free sample of Dr. Cassell's Tablets will be sent to you on receipt of 5 cents for mailing and packing. Address: Harold F. Ritchie and Co., Limited, 10 McCaul Street, Toronto.

Dr. Cassell's Tablets are the surest home remedy for Dyspepsia, Kidney Trouble, Sleeplessness, Anxiety, Nervousness, Nerve Paralysis, Palpitation and Weakness in Children. Specially valuable for nursing mothers and during the critical periods of life. Sold by druggists and storekeepers throughout Canada. Prices: One tube, 50 cents; six tubes for the price of five. Beware of imitations said to contain hypophosphites. The composition of Dr. Cassell's Tablets is known only to the proprietors, and no imitation can ever be the same. Sole Proprietors: Dr. Cassell & Co., Limited, Manchester, England.

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SPORTS

BYGONE DAYS.

Bert Cunningham, one of the foxiest and craftiest of the old-time pitchers, now a resident of Cincinnati, kept a scrapbook as he wandered along the vale of time, and the yellowed clippings, some of them more than thirty years old, tell us many quaint things about the great game as it was played in our daddies' day. Some of the information which can be derived from Mr. Cunningham's scrapbook still has a fair and happy place in the memories of modern fans; still more of it will seem as new and curious as though invented and adjusted to the game today. Instead of forgotten long ago, some excerpts from the aged book are here.

Only two extra men were allowed to sit on the bench for each team instead of an army, as is the rule today. We find an instance where the umpire discovered five extra men roosting on the New York bench, and at once had three of them removed by the constabulary after the Giants manager had given the umpire the merry hatch for each extra man. The batter, in most of the jousts of the day, was referred to as "the striker," and he often "struck into left field," instead of the modern "singled to left."

Although not yet given credit for the box scores, the sacrifice was a recognized feature of the game, and we find continual mention of men advancing on the next batsman's sacrifice.

Passed balls ran from one to six a day, due, no doubt, to the small glove then in use, which was indeed a thin defense against the terrific speed from a shorter distance than is now the law.

Nobody thought of starting a big league ball game before 4.15 and 4.30 was the time in many cities. Instead of batting always in the variably ninth, the pitcher usually hit fifth or sixth. Shortstops must have been, as a rule, light batters for about half the box scores have the shortstops batting ninth.

Fewer flies went to right field than nowadays, for which reason right field was considered a safe place to stick the extra pitch or catcher, so that he might go in when the regular hurler was staggering or the regular backstop could not stop the fast ones.

Billy Sunday, when playing with

TWO OUT OF THREE FROM BROOKLYN

Giants Beat Dodgers With Schupp in the Box

New York, April 24.—New York made it two out of three games from Boston here today, winning the last game of the series by 8 to 2. Schupp was effective against the Boston batsmen, while the Giants bunched hits on both Allen and Barnes. The score: Boston . . . 100 000 100—2 6. New York . . . 201 001 22—8 10.

Allen, Barnes and Gowdy; Schupp and McCarty, Gibson.

Paraded Six Hurlers.
Cincinnati, April 24.—Chicago hit Mitchell and Knetzer hard and time today, and won the third game of the series, 8 to 4. Cincinnati knocked Demaree out in the third, Carter finishing the inning. Aldridge pitched fine ball in the last six innings. Kopf hit the score board in the third for a home run. The score: Chicago . . . 020 401 100—8 12. Cincinnati . . . 202 000 000 4 8.

Demaree, Carter, Aldridge and Kopf; Mitchell, Knetzer, Elroy and Wingo.

Jay Smith in Pinch.
St. Louis, April 24.—With the bases filled in the tenth, J. Smith, one for Ames, singled, scoring. Cruise with the bat for Jay Smith. St. Louis today's game with Pittsburgh 2 to 1. The score: Pittsburgh . . . 000 010 000 0 1 6. St. Louis . . . 001 000 000 2 7.

Grimes and Fischer; Ames and Snyder, Gonzales.

A commission to investigate the relations between the Dominion Coal Company and its employees has been appointed by the Government under the provisions of the Enquiries Act. London bakers raised the price of bread again, making the 12-ounce loaf six cents, and the 24-ounce loaf nine cents.

Brutus always h

BY JUNKS, "HAT THERE SCIENTIFIC NURSE O' TH' TWINS TREATS ME LIKE I WAS POISON!" SAYS "MIGHT BE A GERM-CARRIER, I MONT EVEN LET ME TOUCH THE LITTLE SKEEZICKS!" AN SHE'S ALWAYS ON TH' JOB, TOO. DAWNGONE IT!

