

There was a recession in some of the stocks dealt in on the standard Exchange, while a few of the issues made slight gains.

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NOTICE!

A Court of Inquiry will assemble at the Armouries at St. Catharines, Ontario, at 9:30 a.m., Tuesday, January 13th, to inquire into certain financial affairs of the 19th Regiment, Canadian Militia, during the time it formed part of the Welland Canal Guard.

These persons having any knowledge of the same are invited to attend and to report to the President, Brig-General E. A. Cruikshank, with a view to giving evidence.
EUGENE EISET, Major General, Deputy Minister, Militia and Defence, Ottawa, Jan. 5th, 1920. J 8 10

DR. DAVAN'S FEMALE PILLS for all Female Complaints, 25¢ a box, or 50¢ for 30, at drug stores. Mailed to any address on receipt of price.
PHOSPHONOL FOR MEN for Nervous and Mental Debility, 25¢ a box, or 50¢ for 30, at drug stores, or by mail on receipt of price.

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- \$1300.00—On Hainer St., one and one-half storey frame dwelling on large lot 48x110 ft. five rooms, good soil will accept small cash payment.
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- \$1800.00—On Sherwood Ave., frame cottage in good repair, two bedrooms will accept small cash payment, balance arranged.
- \$2000.00—On Leeper St., frame cottage with barn, all in good repair, will accept small cash payment.
- \$3600.00—On Dacotah St., two-storey new brick dwelling, every convenience, all in good repair, will accept \$1500.00 cash, balance mortgage at 7 per cent.

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MILLIONS OF VICTIMS CALL FOR SURRENDER

(Continued from page 1)

Catharines sector that supplies were short and had to be got anywhere possible. Supplies had to be purchased at the best terms possible because they were needed immediately.
He could not remember whether Colonel Burleigh had told him his men were paying ten cents a day field allowance for extra rations.
Captain J. H. Sandham, the next witness, went on canal duty at the beginning of the war. He said the first three days they had practically nothing in the way of supplies. There was no shelter for the men the first three nights, then came tents, blankets, etc.
"He was transferred to Niagara Falls and there he collected Mrs. McKinnon acted as cook, he said. She was let go for some reason he did not know.
"Have you any idea why she was struck off the strength?"
"I believe Major George Bradley was responsible."
"He thought it wasn't right?"
"I think so."
At last night's session several privates and non-coms were called to testify in connection with a complaint made by some men as to not receiving marriage allowance.
Among those giving evidence were Private Norris, Sergt. Doherty, Sergt. Wilson, Private Doherty, Private Eversine, Private Smith, and J. White.
Captain Dyke was recalled and denied that a statement he is supposed to have made at Colonel Campbell's investigation, was actually what he had said. He said his meaning was not made clear.
A. N. Payne, the investigator, gave evidence on the subject of the famous Bradley bill of 1912, which Major Bradley had no knowledge of. This bill, Mr. Payne said, was made out by Bradley's bookkeeper which probably accounted for Major Bradley not remembering it.
"This 1912 covered subsistence of 75 cents per man for the first five and a half days of the war."
This morning's evidence.
A. E. Sherburne, acting manager for Swift's was called this morning by Colonel Burleigh. He stated that Capt. Greenwood bought many extra rations from Swift's principally eggs. He presented an account from October 17th, 1914, to July 5th, 1915, totalling \$1,135.
Charles Oughton, bookkeeper for Swift's testified to the account.
John Loughlin, certified to an account for ice delivered at Headquarters amounting to \$84.04. Greenwood paid the account.

To Supreme Head.
"Responsibility, at least moral, for all these acts reaches up to the supreme head who ordered them, or made abusive use of his full powers to infringe, or to allow infringement upon the most sacred regulations of human conscience.
"The powers cannot conceive that the Government of the Netherlands can regard with less reprobatation than themselves the immense responsibility of the former Emperor.
"Holland would not fulfil her international duty if she refused to associate herself with other nations as far as her means allow in undertaking, or at least not hindering, chastisement of the crimes committed.
Universal Conscience.
"In addressing this demand to the Dutch Government, the powers believe it their duty to emphasize its special character. It is their duty to insure the execution of article 227 without allowing themselves to be stopped by arguments, because it is not a question of public accusation with judicial character as regards its basis, but an act of high international policy imposed by the universal conscience, in which legal forms have been provided solely to assure to the accused such guarantees as were never before recognized in public law. The powers are convinced Holland, which has always shown respect for the rights and love of justice, having been one of the first to claim a place in the society of nations, will not be willing to cover by her moral authority the violation of principles essential to the solidarity of nations, all of which are equally interested in preventing the return of a similar catastrophe.
"It is to the highest interest of the Dutch people not to appear to protect the principal author of this catastrophe by allowing him shelter on her territory, and also to facilitate his trial, which is claimed by the voices of millions of victims."
"Clemenceau."

CANAL SUPPLIES PURCHASED IN THE BEST WAY POSSIBLE
(Continued from page 1.)
it, neither did he know anything about the cash book the court presented. He believed he had been struck off the strength for a time. Neither would he explain a contingent account item of \$421.
"Then it would appear Sergeant Turnbull kept a cash book?"
"Evidently he started one, anyway."
Entries of \$10 to the officers mess and \$24 to Major Robt. Ker, chaplain could not be explained either.
Patterson was then asked about the famous auto purchased by Col. Burleigh. The amount he handed Col. Burleigh was \$825 and same out of some surplus funds.
"That was the exact amount. I did not pay him any more," said the witness.
Patterson said he didn't think he paid any field allowance to overseas units.
He was asked by Colonel Elkins who took over the account while he was absent but his memory failed him.
Shown the pay sheets for August and September, 1914, Patterson found he was absent from Aug. 26th to September 21st.
Instructions from Headquarters were received that a paymaster on the force was not required. He was informed so by Colonel Burleigh, the Commanding Officer.
Asked about a cheque for \$960 dated 4th Sept., 1914, payable to Col. Burleigh for an overseas unit, Patterson said he did not remember paying them nor could he find any record that the money had been sent on to Valenciennes. The cheque was signed by J. R. Forbes. That was probably while he was away.
Patterson recollected a cheque he gave Colonel Burleigh from the men's allowance for \$821 which he said he was sure was not for pay.
Mr. Hodgins was again asked to state the field allowance collected from the men for August and September. It was \$655 exclusive of the overseas unit.
Lt.-Col. Coho of Welland, who commanded the canal force early in the war. He found on visiting St.

Do you remember the quantity of ice a day?" asked the President.
He couldn't say. He believed that Greenwood paid the account in instalments.
"Alek, Alfred Bell, who acted as bookkeeper during the whole time of the war, identified extracts from the firm's books, stating purchases of various goods. They were got by Col. Burleigh and Lt. Hubbert, Bell said. The goods bought were stoves and general kitchen ware. A good many items were paid by cash and some by cheques. They were Departmental cheques. The charges to the Department and to the regiment were all in one without distinction.
The President asked the witness to try and get the account divided up possible and present the items tomorrow morning. He agreed to do this.
Bell said some stoves were rented and were paid for by Departmental cheques.
Samuel Parks of John Ross wholesale grocery was called.
"Frank Coy, of Coy Bros., certified to an account for goods supplied the canal force by his firm. He could not remember who purchased the goods or what the goods were. Detailed accounts had been presented.
To his best knowledge—none of these goods were paid for by government cheque.
He could not say whether a portion of these goods did not go to the officers' mess.
SOMETHING FINE IN VICTROLA RECORDS
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There are a great many men who need treatment for their nervous system. These men do not know what is the reason they don't feel right—why they can't work like they used to—why they tire so easily and why they are irritable, nervous, despondent, weak, pale and lack ambition. These conditions require the expert knowledge and treatment of a specialist who has had many years' experience in just such ailments. A specialist learns by experience to know just the right treatment at the right time so that the patient can be dismissed at the earliest possible time. Men afflicted with nervous exhaustion have no endurance—no ambition—everything they attempt is an effort. Life to them appears as a long, gloomy future. Their appetite is poor and variable—they become irritable, cross and discouraged. They have pains and aches in various parts of the body and there is often indigestion and pains in the stomach. Sleepless, wakeful and restless nights follow.

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SCIATICA AND OTHER FORMS OF RHEUMATISM, LUMBAGO, PAINS IN BACK, SWELLING, ACHING, PAINFUL CONDITIONS IN ANY PART OF THE BODY—INFLAMED AND SWOLLEN JOINTS OF LEGS AND ARMS—MANY OTHER SYMPTOMS.
Hundreds of men are suffering with some form of Rheumatism. Many of these men go from day to day suffering untold agonies thinking they cannot be cured. They have tried liniments, rubbing, massage, salts and other treatments without experiencing any relief, and they are now going through life thinking they are martyrs to that burden called Rheumatism. If these men could only know how easy it is to get rid of many rheumatic conditions I know they would not suffer another single day. Then all sufferers of rheumatism would be strong and healthy if they could get rid of the condition. Rheumatic patients are nearly all strong and robust before being attacked by this ailment, and therefore it is so hard for the man to understand why he should suffer the agonies of such a condition. When a man gets rid of such a condition he feels that a heavy burden has been lifted from his life, and he starts right out to make up for lost time both in money and pleasure. When a man comes to my office suffering with the above condition he is given a most careful examination, and he is given treatment that he feels is giving him great benefit.

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OUR NATIONAL ECONOMIC PROBLEM

The following interesting extract from an article by Mr. E. W. Beatty, president of the C. P. R., appeared recently in the Montreal Gazette:
"So much for the manner in which the transportation machinery of the country is carrying out its obligations to the Canadian producer. Other aspects of the transportation problem are less satisfactory. There are many people who look upon the Canadian Railways as custodians of magic fortunes which cannot be exhausted. That bookkeeping should be as simple and inexorable in its rule as simple and vanished profits to a railway as it may be to a corner speculator, is to these people an acceptable. It apparently does not occur to them that to no public is it more important than to the Canadian people that the good reputation of the railway securities should be carefully guarded. To those, however, who understand these things clearly and who view the matter from the standpoint of broad public interest, it is so apparent that the Canadian public pays a very low rate for the quality of service rendered, and that a time is rapidly approaching when, if Canadian railway securities are not to be made less desirable to investors than almost any other kind of industrial security, railway rates will either have to go up, or railway operating costs go down. Such persons recognize that it is because the situation of the railways is an easy one that certain companies have been able to show net earnings every low net earnings compared to the actual cash invested in the industry—but because in the case of the shareholders of such companies have been able to show net earnings, their officers have been able to pay out contracts and loyal business men assisted by staffs filled with the spirit of pride and devotion to their work. This, indeed, is the thing which has made it possible for Canada's railroads to function successfully during the war without making anything like the demands that their own roads—less efficient in serving their community, yet earning the same rates and paying the same wages—have made up their public exchequers. I do not believe that this strain upon the railways and this tendency to weaken the general reputation of Canadian Railway securities should continue. The servant, after all, is worthy of his hire, and railway capital is not less worthy a servant than other forms of capital whose earnings have not been consistently efficient for years. The earnings during the war years of those companies which showed net earnings, would have been much lower had the Canadian railroads been making expenditures for maintenance which circumstances would have justified, by which conditions prevented during that period. These arrears, now to be made up. During 1913 the Canadian Pacific laid 70,000 tons of steel rail. In place of, say, 2,000,000 tons, worth 44c in 1914, the Canadian Pacific laid 434,000 tons at 85c per ton. The sensational advance in the rate of railway wages is well known. Further advance may be necessary within the very near future, as indicated by discussions in the United States. The price of coal for locomotives was \$3.09 in 1913. Now it is \$4.77. The cost of hauling an average train (freight passenger) one mile has risen from \$1.84 in 1913, to \$2.49 in 1918. It is higher to-day. The operating expenses of one mile of line in 1918 were \$4.15; in 1918, \$7.06, and it day they are even greater. On the other hand, railway rates, taking classes of revenue together, have advanced scarcely 25 per cent. I venture to say no other industry in the Dominion can show such moderation."

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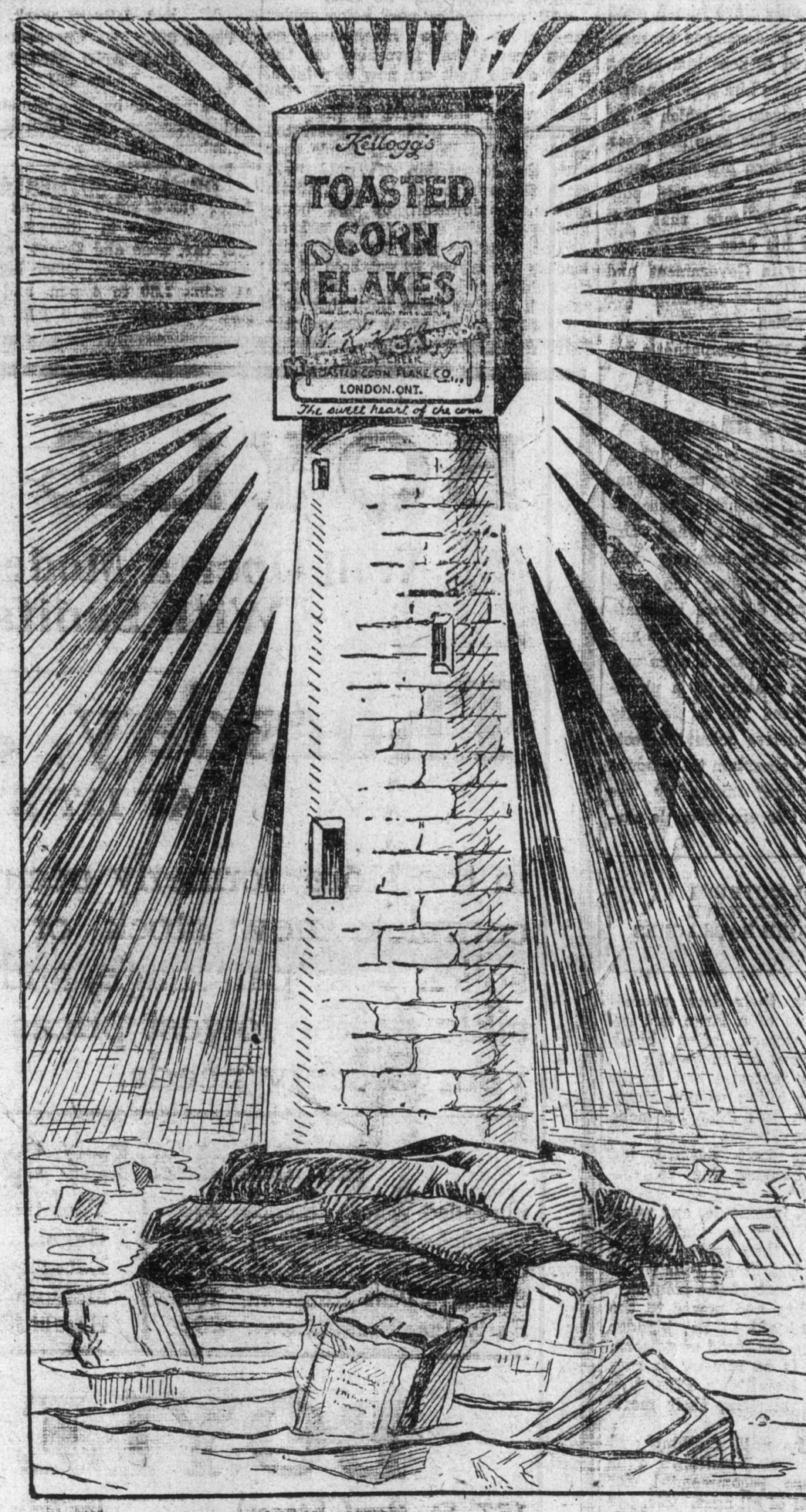
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