

For Nighttime Emergencies!

To find oneself in urgent need of a remedy or medicine at mid night is no uncommon thing, and those who have experienced this need will appreciate fully the advisability of having on hand some of the following items, which will keep indefinitely and may prove to be of incalculable value, especially when the Drug Stores are closed and the doctors are deserving of a well merited sleep.

SUGGESTED ITEMS:

- Aromatic Spirit Ammonia
- Essence of Peppermint
- Linned Meal
- Antiphlogistine
- Mustard
- Aromatic Cascaris
- Caron Oil
- Nervine or Pain Killer
- Aspirin Tablets
- Wine of Ipecac
- Bandages
- Broncho Grippe
- Electric Oil
- Peroxide
- Electric Oil
- Tr. Iodine
- Carbolic Ointment
- Aspirin Tablets
- Quinine Capsules

**BUY THEM AT
WALKER'S EAST END DRUG STORE**
297 St. Paul Street

NIAGARA-ST. CATHARINES LINE BOAT SERVICE TO TORONTO

Effective April 5th (weather permitting) daily except Sunday. The steamer Dalhousie City—Passenger and Freight Service

Leaves Port Dalhousie.....8.30 a. m.
Leaves Toronto.....5.00 a. m.

Cars to and from all points connect with steamer.
For further information see Local Agent.

SANTAL MIDY
CATARRH of the BLADDER relieved in 24 HOURS
Each Capsule bears the MIDY name & is the genuine.
Beware of counterfeits.

THE PATRIOTIC FUND DISBURSEMENTS FOR THE MONTH OF MARCH

March 1, 1920, balance carried forward \$343.14; Received from Ottawa \$2000.00; Cheques issued to Dependents \$517.50. March 31st, 1920, balance on hand \$1825.64. Total \$2343.14.

Specialty Iron Moulders

Wanted to operate moulding machines. Light work big pay. Average weekly hours about fifty. Steady work and employees insurance.

TAYLOR-FORBES COMPANY
GUELPH, ONT.

Remarkable Good Savings too be Had Saturday in Our New Spring SUIITS



A wonderful variety of styles—strictly tailored models, clever flare effects, blouse backs, etc. A selection to suit the most fastidious. In Tricotine, men's wear Serge, Jersey, Pique, Twill, Velour, Navy, Black and the light shades, with a most pleasing variety of trimming—especially rich silk linings. No well posted woman can look at the smart and fashionable suits offered in this sale Saturday and not feel a little thrill of appreciation over such an opportunity. Specially priced at—

\$28.50, 32.50 up to 69.50

New Spring Coats

We can please the fussiest woman in town. For every fashionable New York style is here. The most clever models. Short, jaunty, with narrow leather belts; patent leather edged—but with buttons galore, cuffs and pockets, everything. In a wide range of colors.

\$19.50, 22.50, 25.00 to 69.50

Wonderful Easter Display of Spring Dresses

New Spring models so good in the matter of style desirability and in quality of materials that the savings cannot be over-estimated. An offering you cannot afford to overlook.

\$19.50, 22.50, 25.00 to 62.50

Spring Blouses

You've never seen prettier styles and colors than you'll find in our line of New Spring Blouses.....

\$5 to \$18.50

WE DO NOT CHARGE DISCOUNT ON CANADIAN MONEY.

KRAUSMANN-SEABURG, INC.

Niagara, Falls, N.Y. 1902-1906 Main St. Lower Bridge.

CITY AND DISTRICT

We buy everything you want to sell. McGuire & Co.

George Timlin is ill with pleurisy.

The City Council meets tonight for general business.

The Labor Convention which was under way last week in London finished its sessions and will meet next year in Welland.

The location of another industry in this city is almost assured. It will be a considerable addition to the industrial activities of St. Catharines.

Tomorrow night at the Central school a meeting of the ratepayers Association will be held to discuss matters of public interest.

There was a great run on Easter candies in the city confectionery stores, some of them being cleared right out of chocolates, Easter eggs, etc.

Easter services with appropriate singing and sermons characterized yesterday in all the churches of the city. It was a cold blustering day but despite the chill the sacred edifices were well filled.

Much sympathy will be extended to Mr. and Mrs. William Greenside over the death of their infant daughter Loretta aged two and a half years. The funeral will be held tomorrow afternoon.

"Steamer Dalhousie City will start on her regular trip, (weather permitting) on April 5th leaving Port Dalhousie at 8.30 a.m., and leaving Toronto at 5 p.m. Cars connect to and from all points with the boat.

Hon. Henry Mills, Minister of Mines, will not go back to his constituents for re-election until after the present session of the Ontario Legislature. The bill creating the portfolio of Minister of Mines provides that upon the appointment of a Minister of Mines in the first instance under the authority of the act his salary shall be deemed to have accrued and shall be payable as from 24th day of November, 1919.

"There is still a great deal for women to do. Now that we've got the vote, the first thing needed is to get permanent work done. We got a good deal of legislation in the interests of women and children, too, before women were given the vote, but we must assure the permanency of that legislation." So urged Mrs. Emline Pankhurst in addressing a large gathering of girls in Sherbourne House Club, Toronto. "So long as things are given by other people they may be taken away; but what we have the power of getting for ourselves, we have the power to retain.

MUSIC AND DRAMA

POLDEKIN TONIGHT

Plays may come and plays may go like the waters of Tennyson's "Brook" but only now and then comes along one with that tonic quality which makes the expenditure of time and money worth while. The new play "Poldekin," by Booth Tarkington, appearing at the Grand tonight, would seem to have the edge on both these risks for three or more reasons: The first is that the lay is the creation of one of the foremost writers of the time; the second that the title part is in the hands of no less a distinguished artist than George Arliss; and the third that it will be presented by George C. Tyler, who in recent years has brought many sterling successes to the stage.

In "Poldekin" Tarkington tells in a convincing manner what real Americanism is, and points out the fallacy of misguided radicals who wish to destroy it. The play is written in four

OUR NATIONAL ECONOMIC PROBLEM.

The following interesting extract from an article by Mr. E. W. Beatty, 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 Canadian Railways as custodians of magic fortunes which cannot be exhausted. That bookkeeping should be as simple and inexorable in its tale of losses and vanished profits to a railway as it may be to a corner grocer, is to these people unthinkable. It is apparently does not occur to them that to no public is it more important than to the Canadian public that the good reputation of its railway securities in the world of credit and investment 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 once 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 not because the situation of the railways is an easy one that certain companies have been able to show net earnings every year. Net earnings compared to the actual cash invested in the industry—but because in the past the shareholders of such companies have been, as they are to-day, courageous persons willing to supply the means for constructive enterprises in which no one but themselves had faith, and because, too, their officers have been skilled, successful 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 foreign roads—less efficient in serving their communities, 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 the 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 so consistently depressed.

"The net 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, but which conditions prevented during that period. These arrears have now to be made up. During 1919 the Canadian Pacific laid 70,000 tons of steel rail, in place of, say, 2,000,000 ties, worth 44c in 1914, the Canadian Pacific laid 4,434,000 ties at 85c per tie. The sensational advance in the rate of railway wages is well known. Further increases 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, in 1918, it was \$4.77. The cost of hauling an average train (freight or passenger) one mile has risen from \$1.04 in 1913, to \$2.49 in 1918. It is higher to-day. The operating expenses of one mile of line in 1915 were \$4.152; in 1918, \$7.046, and to-day they are even greater. On the other hand, railway rates, taking all classes of revenue together, have advanced scarcely 25 per cent. I venture to say no other industry in the Dominion can show such moderation.

Let folks step on your feet hereafter; wear shoes a size smaller if you like for corns never again will send electric sparks of pain through you, according to this authority. He says that a few drops of a drug called freezeone, applied directly upon a tender, aching corn instantly relieves soreness and soon the entire corn, root and all lifts out without pain. This drug is sticky but dries at once and is said to simply shrivel up the corn without inflaming or even irritating the surrounding tissue. It is claimed that a quarter of an ounce obtained at any drug store will cost very little but is sufficient to remove every hard or soft corn or callus from one's feet. Cut this out, especially if you are a woman reader who wears high heels.

WOOD'S PHOSPHODINE.
The Great English Preparation. Jones and invigorates the whole nervous system, makes new blood in old veins. Used for Nervous Debility, Mental and Brain Worry, Despondency, Loss of Energy, Pain in the Heart, Falling Memory. Price \$1 per box, six for \$5. Sold by all druggists or mailed in plain package on receipt of price. New pamphlet mailed free. THE WOOD MEDICINE CO., TORONTO, ONT.

THIS WILL MAKE MILLIONS HAPPY

ANY CORN WILL DRY UP AND LIFT OUT. SAYS A CINCINNATI AUTHORITY.

Let folks step on your feet hereafter; wear shoes a size smaller if you like for corns never again will send electric sparks of pain through you, according to this authority.

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acts, the first being laid in ussia and the last three in New York City.

"Poldekin, the hero, is more of an intellectual" than any of the other members of the secret group to which he belongs in Russia. At first he wallows in his revolutionary emotions until his acute reasoning powers rescue him. Little by little he comes to the belief that red revolution is not the best thing for civilization. Then he comes with his comrades to New York. There he tests the beliefs and temper of the working people, and becomes more convinced that the doctrines of revolution cannot win them.

Poldekin discovers that the working class of America pray to God and venerate the traditions of Lincoln, and Washington.

Then, he openly renounces Bolshevism, and tries to convince his comrades of the error they are making in endeavoring to bring about a revolution in a free happy country. His arguments do not avail him; he is arguing with mad men, who destroy him for his apostasy to their cause of red ruin.

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Mrs. J. R. Yielding Passes Away After A Brief Illness

Many friends will regret to learn of the death of Mrs. Annie Yielding, widow of the late James J. Yielding, a resident of St. Catharines for forty years. She passed away at her late residence, 69 Queen Street, after a few hours illness, she having been taken with a stroke of paralysis.

Mrs. Yielding, who was born in Hamilton, was a lifelong member of the First Presbyterian Church, having been a regular attendant of the First Presbyterian Church since her arrival in St. Catharines.

The late Mrs. Yielding is survived by two sons, James R. Yielding of Chicago, Ill., and William G. Yielding, of St. Catharines.

ADVERTISE IN THE JOURNAL

GRAND

Monday Evening, April 5
DIRECT FROM PRINCESS, TORONTO

George ARLISS

The Distinguished English Character Actor and His Brilliant Associate Players in

BOOTH TARKINGTON'S LATEST PLAY

'POLDEKIN'

Direction of George C. Tyler
Seat Now 50c, 75c, \$1.00, \$1.50 and \$2.00

Next Thursday, Friday, Saturday
BIG TIME VAUDEVILLE

DIED
YEILDING—In this city on Saturday evening, April 3rd 1920, Annie, widow of the late James R. Yielding. The funeral will be held at two o'clock on Tuesday afternoon, April 6th from the residence of her son William G. Yielding, No. 16 Park Place, Interment in Victoria Lawn cemetery. Funeral private. Kindly omit flowers. Motors.

The plebiscite in the Teschen region will be taken out later than May 11 according to The Journal des Debat.



LLOYD (HAM) HAMILTON AND VIRGINIA RAPPE IN 'A TWILIGHT BABY'

At the Grand Opera House, Friday and Saturday, with an all star vaudeville show.

CANADIAN PACIFIC VANCOUVER EXPRESS

FROM TORONTO 10 p. m. DAILY
—FOR—

WINNIPEG CALGARY VANCOUVER
STOPS AT AND CONNECTS FOR PRINCIPAL POINTS

Standard Sleepers, Dining Car, Tourist Sleepers, Compartment Observation Car, First-Class Coaches and Colonist Car
The most beautiful scenery in Canada is along the lines of the Canadian Pacific. Magnificent Rocky Mountain Resorts at Banff, Lake Louise and Glacier
Passengers Should Arrange Their Trip to Include the Canadian Pacific Rockies

CANADIAN PACIFIC HOTELS IN WESTERN CANADA OPEN ALL THE YEAR ROUND
"Royal Alexandra," Winnipeg; "Palliser Hotel," Calgary; "Vancouver Hotel," Vancouver; "Empress Hotel," Victoria.

Further particulars from Canadian Pacific Ticket Agent. W. B. HOWARD, District Passenger Agent, Toronto.

The Weather

—MOSTLY FAIR, WINDY. ESTABLISHED 1859

The Mitchell

French

Another Of Name

But Didn't Get Allowance and Had

master Examined To-

day

his morning's session of the military enquiry developed another case. Capt. W. A. Stevens, who had received pay in August 1914 and whose name was down as having been killed.

He said when shown the pay sheets at the signature was not his and had never authorized anyone to sign for him. Horse allowance was claimed for him but he had no receipt.

L. TRAIL'S PAY
Asked about the \$155 down for Col. Trail, Patterson said he had no recollection as to why he and others were down on the pay sheets.

Only explanation he could think of was that the names were probably rolls submitted by Col. Burleigh Capt. S. B. Scobell, the adjutant.

Replying to Col. Young, Patterson said the pay sheets were openly in the camp room and anyone could see them. But he knew of no one particularly who would have access to the sheets but himself and Turnbull.

"Can you tell the court candidly why those signatures were placed?" "I can tell you absolutely nothing," said the witness. There was a possibility that someone had written in names at the order of someone.

"You paid the officers by cheque," he said. "I said General Crnichshank, can you tell me why Trail's pay was not paid by cheque?"

"He received a cheque for \$100 I understand," was the reply.

That was subsequently, and the cheque should have been \$155 instead of \$100.

"Then can you tell me why horses were charged for on the pay sheets when there were no horses?"

"No sir, I cannot."

He was asked if he had instructed Turnbull to write in Trail's and Stevens' names, but he could not remember doing so. He could not deny however.

DISCREPANCY IN PAY
He could not say why pay was claimed for Stevens for 24 days when he only served two days by his own admission. He admitted that the money these officers did not receive must have remained in his hands.

"Somebody must have got the money," remarked the general.

"Yes but I know I did not get it said Patterson.

The general told him there was no indication that he did. Not yet, anyway, added the general humorously.

"Well I only wish there was such an intimation and then I would have