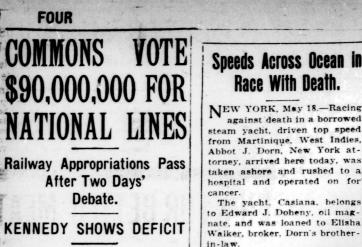
#### ITE LONDON ADVERTISER, LONDON, ONTARIO, FRIDAY, MAY 19, 1922.



Told by doctors at Martinique

an operation by New York sur-

geons would save his life, Dorn

tried to get steamer accom-

modations, but failed. He cabled

Elisha Walker. Doheny loan-

ed his yacht and the thrilling

Two New York surgeons

awaited the arrival of the Cas-

iana here and two hours after

Dorn landed he was under the

Predicts Deficit.

knife at a local hospital.

race began.

#### W. D. Euler Presents Strong **Arguments For Public** Ownership.

OTTAWA, May 18 .- (By Canadian Press.)-Following a discussion ranging over the whole of yesterday's sitting and the larger part of today's House of Commons tonight passed railway appropriations totaling approximately \$90,000,000. Of the total thus voted for the govprivate ownership. He held the same ernment railway system, \$42,800,000 opinion today as he did then. is for the Canadian National; \$25,-750,000 for the Grand Trunk and outlay on railways was well around \$15,900,000 for the Grand Trunk Pa-\$1,000,000,000, or one-half the nacific. An item of \$7,000,000 on Cana- tional debt of Canada. He predicted dian government railways still re- that the aggregate deficits would be mains to be voted, however, and on \$470,000,000 in 1925. this there may be more discussion. were increased by the increase in During the general debate, Hon. fixed charges on the roads. announced that revised figures gave ber of employees of the Canadian the actual deficit for last year on all Northern was absolutely out of prowernment railways, including the portion to the increase in mileage of ada. If the Canadian Pacific Rail-Grand Trunk Railway as \$72,662,278. that system. The United States government had found public ownership For the year the deficit was \$74,-The deficit included fixed and control of railroads an expensive 378.315. charges except on the Intercolonial business, and had returned Railway and the Transcontinental private ownership following the war. between Winnipeg and Railway Moncton, and on the Hudson's Bay lutely opposed to government owner-Railway.

Today's debate opened with some support the government in giving sharp interchanges, but later passed that method a fair trial, though he sharp interchanges, but later passed into the more routine expression of faith in either public or private intthe but the loss of hundreds of ownership. From the Liberal side of the House, W. D. Euler of North vince had given fewer guarantees to Waterloo came out strongly for gov-ernment ownership, replying to some yet the people of that province had of the arguments for private owner- to bear their share of the loss on ship set forth by his colleague. Hon. the government railways. Walter Mitchell, on the previous day. Baxter Urges Committee. "The government," he said, "should not lose the opportunity, if it pre-

Baxter Urges Committee. From the Conservative benches, sents itself, to free the country of

Hon. J. B. M. Baxter, former minis-ter of customs, favored regional dis-clear that the roads are in the martricts for the national lines, but ket for the first buyer who will give pleaded against the divorce of the sufficient guarantees as to finance and I. C. R. from the remaining government roads. He urged that officials W. D. Euler (Liberal North

of the national lines and of the Cana-dian Pacific Railway should form alternatives before the county-govalternatives before the county as alternatives before the county as a second terminatives before the county as a second terminative before see

avoided. W. F. MacLean (Conservative, York South) resumed the debate when the house went into committee of supply on the estimates of the de-by the people as a calamity. He partment of railways. Mr. MacLean agreed almost entirely with what partment of railways. Mr. MacLean agreed almost entirely with what declared that he had been an up-holder of public ownership since his entry into public life. It was a rev-elation to have in the house 60 or 65 grettable "that there should not be elation to have in the house 50 or 55 men who were a solid bloc in favor of public ownership of public ownership. Service was the underlying prin- government ownership.

Opposes Public Ownership. ciple of public ownership, while pri-vate ownership sought profits also. Mr. Mitchell, he said, had delivered very often on watered stock. Mr. MacLean explained that he made this statement with no intention of re-railways would make good unless flecting on the Canadian Pacific Rail- someone deliberately set out to way, which was a successful pri-vately-owned corporation. There had been much talk of frequent person. The necessity of securing a cutting of melons in connection with first-class man for the chairmanship of the board of directors was parathe C. P. R. The shareholders not only received mount. This man must believe in

their 10 per cent profit, but they also public ownership and be filled with received their share of the melons. the passion for success. Mr. Euler received their share of the melons. "Under government ownership." doubted the judgment of those who have better said that public ownership could not said Mr MacLe service, you can finance better, you succeed. It became a duty of those can avail yourself of any system of transportation and you are free for clare their faith in it and its ultimate success. When a man went all time."

public ownership was to be given menace to the country and a con-a fair trial, to do nothing to create dition which ought not to be permit-distrust in the public mind. If the ted. people had confidence in the manage-Hon, W. C. Kennedy thought the

ment of the road they would take debate had been most useful and inpride in what was their own and structive and suggested that the patronize it. Even today privately- members now allow the items to pass owned railways were not very sure with the understanding that the way Dr. F. P. Moore of Hamilton that the government railways were going to be a failure. Hon. W. C. Kennedy, minister of which they might pass.

railways, announced that the actual Hon. J. A. Stewart, leading the optotal deficit last year on the Canatotal deficit last year on the Cana-dian National system, including the Meighen, agreed. The items then Grand Trunk Pacific. Canadian went through, totalling approximately Northern Railway, Canadian Govern- \$90,000,000.

ment Railway and Grand Trunk Rail-When the item for \$40,000 for the way was \$72,662,278.16. This in-Port Nelson terminals on the Hudcluded fixed charges due the public, also fixed charges due the govern-ment, but not any interest on capital cost on the Intercolonial Railway from Montreal to Sydney, Halifax see why they were asked to vote this sum in face of the present financial and St. John, and all branches, in cluding the Prince Edward Island, Railway, nor on the Transcontinental government benches. Railway from Winnipeg to Moncton,

On the minister stating that nonnor the Hudson's Bay Railway. Replying to Hon. Mr. Meighen the of the money was for new construction, but merely for maintenance, the minister said the amount for the item was agreed to. previous year was \$74,378,315

W. C. Wood (Progressive, Brant) at the night session argued that the public ownership would succeed if those concerned did not show a dethose concerned did not show a deposition to make it "a happy hunting

OTTAWA, May 18 .- (By Canadia ground for graft." Public ownership need not fail, and would not fail so Press.)-The bill to incorporate the long as it was backed by a reason- Buffalo and Fort Erie Public Bridge able amount of honesty and public Company with a capital of \$1,500,000 Mr. Rinfret said that the capital spirit.

was reported by the house commit Would Mean Monopoly. tee on private bills this morning. Dealing with the suggestion that The bill provides for the constructhe government should get rid of the tion of a bridge across the Niagara The deficits railways, Mr. Good said that there River between the village of Fort was only one concern which could Erie, in Ontario, and Buffalo, in the He take them over, and that was the W. C. Kennedy, minister of railways, stated that the increase in the num- Canadian Pacific Railway. If that state of New York, and is to be built as a private undertaking with

occurred the result would be a monopoly of all transportation in Can- the consent and supervision of the governments of Canada and United way absorbed all the railways and States. the Bank of Montreal continued to absorb all the banks, a huge octopus It is proposed to charge tolls on

them to would control the transportation and the bridge, and when these tolls have finances of the country. With all met the construction and interest He declared himself to be "absorespect, Mr. Goodman submitted that charges to hand the structure over such an arrangement would be a to the two governments. ship," but, nevertheless, he would



Sport Oxfords And these little White Canvas Oxfords, with patent straps and toecaps, are already away in the lead. With rubber heels

elean.

a with the second of the





# Just Like the Butcher and the Baker We Call Around With "Energy" Gasoline

We make delivery direct to the

it's worth more. It's 100 per cent pure.



It was sometimes said that public into a fight declaring that he was ownership was not a success. Had not going to win he was beaten beprivate ownership been a success? fore he commenced. What about the Grand Trunk? What

about the Canadian Northern? Asks About C. P. R.

"What about the C. P. R.?" came Quebec in its larger scheme. Yet an interruption from the Liberal there was propaganda against public ownership. benches.

people of Canada," returned Mr. Mac-Lean, "and it is charging exorbitant rates today. Who knows how many The failure of the Grand Trunk was millions the C. P. R. has in its strongbox which belongs to the people of Canada and ought to be given back to them in lower rates?"

directors. Public ownership of street spite of opposition a great public ownership system was being built up all over the country. The president of the United States and his government were now pledged to a great scheme of public ownership of electrical development.

Mr. MacLean declared that a great wave of public ownership was sweep-ing over the world. The system had vindicated itself in Europe and in Australia. Those who would not see it were blind and did not want to see the truth. If the Canadian Pacific could secure a competent board of directors, there was no reason why an equally good board could not

private ownership, it would be necessary to vote an enormous sum of the cople's money to carry them on. This was not going to be done.

"Least of all are we going to give them to the C. P. R." Mr. MacLean emphasized.

Fernand Rinfret (Liberal, St James, said the question today was what was to be done with the railways. He had been opposed to their equisition, as had the Liberal party. under circumstances which prevailed when they were taken over, but the country now owned them and must tind the best means of operating them. Previous to his election he had declared that the government should reduce the cost of operation and make the system a success if possible. If it were not possible to

Many of the municipalities of Ontario had made a success of public ownership, as had the province of

It would take four or five years "It has been subsidized by the a blessing in disguise, as it would

Mr. MacLean declared that owing The primary purpose of public ownto certain voting trusts the C. P. R. shareholders could not elect their

Mr. Euler believed in the sincerity of the government, when it stated railways was being successfully of the government, when it stated that public ownership would be given a fair trial. It became the duty of the government and its followers, if

> **DO YOUR BOWELS** Move Regularly, or Do They **BECOME CONSTIPATED**

There is so medium through which disease so often attacks the system as by allowing the boweis to become constipated, and there is no other trouble which flesh is helr to that is more liable to be neglected, because material incon-

why an equally good board could not be procured by the government to manage the National lines. Mr. MacLean declared that if the National lines were handed back to its poisonous gases, soon poisons the whole system by being absorbed into it, causing violent sick and billous head-sches, internal bleeding or protruding piles, heartburn, jaundice, etc

#### MILBURN'S LAXA-LIVER PILLS.

will regulate the flow of bile to act properly on the bowels, thus making them active and regular, and removing the constipation and all its allied troubles.

Mr. Samuel Buckler, Tatamagouche, Mr. S. writes: "For over a year I suf-fered with constipation. I took several different kinds of medicine, but could cnly get temporary relief. I was told to try Milburn's Laxa-Liver Piils. I pro-cured two vials of them, but after I had taken one I found that I was relieved of my trouble. 1 do not hesitate to recommend Laza-Liver Pills for any kind of constipation."

make the railways succeed after a fair trial under government owner-bhip, they should be returned to Ont.—Advt.

consumer on the farm.

Our tank-truck routes cover all the counties of Middlesex and Oxford once a week.

"Energy" does not cost more-yet

You get more miles to the gallonand it is easier on your car.

Get on our route now! Write us -or stop our big 21-2-ton red, white and black truck. It can call on you regularly.

State of the

山中ないと、大学

## Just Real Gasoline (Trade Mark Registered)

### PURE GASOLINE COMPANY, LIMITED **362 DUNDAS STREET** LONDON, ONTARIO

Watch for Our Big Red, White and Black Tank Trucks