

COMMONS VOTE \$90,000,000 FOR NATIONAL LINES

Railway Appropriations Pass
After Two Days'
Debate.

KENNEDY SHOWS DEFICIT

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 the House of Commons tonight passed railway appropriations totaling approximately \$90,000,000. Of the total thus voted for the government railway system, \$42,800,000 is for the Canadian National; \$25,750,000 for the Grand Trunk and \$21,500,000 for the Grand Trunk Pacific. An item of \$7,000,000 on Canadian government railways still remains to be voted, however, and on this there may be more discussion. During the general debate, Hon. W. C. Kennedy, minister of railways, announced that revised figures gave the actual deficit for last year on all government railways, including the Grand Trunk Railway as \$2,652,278. For the year the deficit was \$74,378,315. The deficit included fixed charges except on the Intercolonial Railway and the Transcontinental Railway between Winnipeg and Moncton, and on the Hudson's Bay Railway.

Today's debate opened with some sharp interchanges, but later passed into the more routine expression of faith in either public or private ownership. From the Liberal side of the House, W. D. Euler of North Waterloo came out strongly for government ownership, replying to some of the arguments for private ownership set forth by his colleague, Hon. Walter Mitchell, on the previous day. **Baxter Urges Committee.** From the Conservative benches, Hon. J. B. M. Baxter, former minister of customs, favored regional districts for the national lines, but pleaded against the divorce of the I. C. R. from the remaining government roads. He urged that officials of the national lines and of the Canadian Pacific Railway should form some sort of liaison committee to see where duplication could be avoided.

W. F. MacLean (Conservative, York South) resumed the debate when the house went into committee of supply on the estimates of the department of railways. Mr. MacLean declared that he had been an upholder of public ownership since his entry into public life. It was a revelation to have in the house 60 or 65 men who were a solid bloc in favor of public ownership.

Service was the underlying principle of public ownership, while private ownership sought profits also, very often on watered stock. Mr. MacLean explained that he made this statement with no intention of reflecting on the Canadian Pacific Railway, which was a successful privately-owned corporation. There had been much talk of frequent cutting of melons in connection with the C. P. R.

The shareholders not only received their 10 per cent profit, but they also received their share of the melons. "Under government ownership," said Mr. MacLean, "you have better service, you can finance better, you can avail yourself of any system of transportation and you are free for all time."

It was sometimes said that public ownership was not a success. Had private ownership been a success? What about the Grand Trunk? What about the Canadian Northern?

Asks About C. P. R. "What about the C. P. R.?" came an interruption from the Liberal benches.

"It has been subsidized by the people of Canada," returned Mr. MacLean, "and it is charging exorbitant rates today. Who knows how many millions the C. P. R. has in its strong-box which belongs to the people of Canada and ought to be given back to them in lower rates?"

Mr. MacLean declared that owing to certain voting trusts the C. P. R. shareholders could not elect their directors. Public ownership of street railways was being successfully worked out in Western cities, and in 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 sweeping 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 be procured by the government to manage the National lines.

Mr. MacLean declared that if the National lines were handed back to private ownership, it would be necessary to vote an enormous sum of the people'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 acquisition, as had the Liberal party, under circumstances which prevailed when they were taken over, but the country now owned them and must find 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 make the railways succeed after a fair trial under government ownership, they should be returned to

Speeds Across Ocean in Race With Death.

NEW YORK, May 18.—Racing against death in a borrowed steam yacht, driven top speed from Martinique, West Indies, Abbot J. Dorn, New York attorney, arrived here today, was taken ashore and rushed to a hospital and operated on for cancer.

The yacht, Casiana, belongs to Edward J. Doheny, oil magnate, and was loaned to Elisha Walker, broker, Dorn's brother-in-law.

Told by doctors at Martinique an operation by New York surgeons would save his life, Dorn tried to get steamer accommodations, but failed. He cabled Elisha Walker. Doheny loaned his yacht and the thrilling race began.

Two New York surgeons awaited the arrival of the Casiana here and two hours after Dorn landed he was under the knife at a local hospital.

private ownership. He held the same opinion today as he did then.

Predicts Deficit.

Mr. Rinfret said that the capital outlay on railways was well over \$1,000,000,000 or one-half the national debt of Canada. He predicted that the aggregate deficits would be \$470,000,000 in 1925. The deficits were increased by the increase in fixed charges on the roads. He stated that the increase in the number of employees of the Canadian Northern was absolutely out of proportion to the increase in mileage of that system. The United States government had found public ownership and control of railroads an expensive business, and had returned them to private ownership following the war.

He declared himself to be "absolutely opposed" to government ownership, but, nevertheless, he would support the government in giving that method a fair trial, though he feared the trial would accomplish little but the loss of hundreds of millions of dollars. Quebec as a province had given fewer guarantees to railways than any other province, yet the people of that province had to bear their share of the loss on the government railways.

"The government," he said, "should not lose the opportunity, if it presents itself, to free the country of these deficits. They should make it clear that the roads are in the market for the first buyer who will give sufficient guarantees as to finance and service."

W. D. Euler (Liberal, North Waterloo) said there were only two alternatives before the country—government operation or a return of the roads to private ownership. The ultimate outcome of the latter policy would be that the C. P. R. would have a monopoly, which would be viewed by the people as a calamity. He agreed almost entirely with what had been said by Hon. T. A. Cresser and might have refrained from speaking, but he thought it would be regrettable "that there should not be one member on this side of the house who declared that he approved of government ownership."

Opposes Public Ownership.

Mr. Mitchell, he said, had delivered a speech, the general tenor of which was opposed to public ownership. The railways would make good unless someone deliberately set out to wreck them, a purpose which Mr. Euler was not attributing to any person. The necessity of securing a first-class man for the chairmanship of the board of directors was paramount. This man must believe in public ownership and be filled with the passion for success. Mr. Euler doubted the judgment of those who said that public ownership could not succeed. It became a duty of those who believed in the principle to declare their faith in it and its ultimate success. When a man went into a fight declaring that he was not going to win he was beaten before he commenced.

Many of the municipalities of Ontario had made a success of public ownership, as had the province of Quebec in its larger scheme. Yet there was propaganda against public ownership.

It would take four or five years to determine whether the great experiment would be a success or not. The failure of the Grand Trunk was a blessing in disguise, as it would have been hardly possible to make a success of the National lines unless the Grand Trunk was included. The primary purpose of public ownership was to give service to the people.

Mr. Euler believed in the sincerity 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

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public ownership was to be given a fair trial, to do nothing to create distrust in the public mind. If the people had confidence in the management of the road they would take pride in what was their own and patronize it. Even today privately-owned railways were not very sure that the government railways were going to be a failure.

Hon. W. C. Kennedy, minister of railways, announced that the actual total deficit last year on the Canadian National system, including the Grand Trunk Pacific, Canadian Northern Railway, Canadian Government Railway and Grand Trunk Railway was \$72,652,278.16. This included fixed charges due the public, also fixed charges due the government, but not any interest on capital cost on the Intercolonial Railway from Montreal to Sydney, Halifax and St. John, and all branches, including the Prince Edward Island Railway, nor on the Transcontinental Railway from Winnipeg to Moncton, nor the Hudson's Bay Railway.

Replying to Hon. Mr. Meighen the minister said the amount for the 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 disposition to make it "a happy hunting ground for graft." Public ownership need not fail, and would not fail so long as it was backed by a reasonable amount of honesty and public spirit.

Would Mean Monopoly.

Dealing with the suggestion that the government should get rid of the railways, Mr. Good said that there was only one concern which could take them over, and that was the Canadian Pacific Railway. If that occurred the result would be a monopoly of all transportation in Canada. If the Canadian Pacific Railway absorbed all the railways and the Bank of Montreal continued to absorb all the banks, a huge octopus would control the transportation and finances of the country. With all respect, Mr. Goodman submitted that such an arrangement would be a

menace to the country and a condition which ought not to be permitted.

Hon. W. C. Kennedy thought the debate had been most useful and instructive and suggested that the members now allow the items to pass with the understanding that the way was still open for a general discussion on railway matters or any items which they might pass.

Hon. J. A. Stewart, leading the opposition in the absence of Hon. Mr. Meighen, agreed. The items then went through, totalling approximately \$90,000,000.

When the item for \$40,000 for the Port Nelson terminals on the Hudson's Bay Railway was reached, half a dozen members got up to oppose it. Hon. Mr. Baxter said he could not see why they were asked to vote this sum in face of the present financial emergency, an argument which brought forth "hear, hear" from the government benches.

On the minister stating that none of the money was for new construction, but merely for maintenance, the item was agreed to.

FORT ERIE BRIDGE BILL CONSIDERED

OTTAWA, May 18.—(By Canadian Press).—The bill to incorporate the Buffalo and Fort Erie Public Bridge Company with a capital of \$1,500,000 was reported by the house committee on private bills this morning.

The bill provides for the construction of a bridge across the Niagara River between the village of Fort Erie, in Ontario, and Buffalo, in the state of New York, and is to be built as a private undertaking with the consent and supervision of the governments of Canada and United States.

It is proposed to charge tolls on the bridge, and when these tolls have met the construction and interest charges to hand the structure over to the two governments.

DENTAL SURGEONS EXCHANGE IDEAS

Dr. F. P. Moore of Hamilton
Elected Honorary President
At Annual Convention.

TORONTO, May 18.—Clinics, demonstrations, exhibits, and a general exchange of professional ideas continue to hold the interest of the delegates attending the joint convention of the Canadian and Ontario Dental Associations in this city. This afternoon's session was given over entirely to the exhibits.

There was a dinner at Hart House, University of Toronto, this evening, and this was followed by a public meeting at Convocation Hall on oral

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hygiene. The Ontario association elected the following officers today: Honorary president, Dr. F. P. Moore, Hamilton; president, Dr. R. J. Spratt, Barrie; vice-president, Dr. F. J. Conboy, Toronto; archivist, Dr. C. A. Kennedy, Toronto; secretary-treasurer, Dr. J. A. Bothwell, Toronto. Board of governors: Drs. E. L. Gausby, W. L. Chalmers, C. E. Brooks, W. M. Rutherford, W. B. Brooks and Colonel W. G. Thompson. The advisory committee and the oral hygiene committee were re-elected.

AGED WOMAN TAKES OWN LIFE

LINCOLN, Ill., May 18.—Mrs. Betsy Ann Vaughn, 80, grandmother of sixteen, and great-grandmother of 22 children, ended her life at the home of her daughter here yesterday by hanging herself with an apron.



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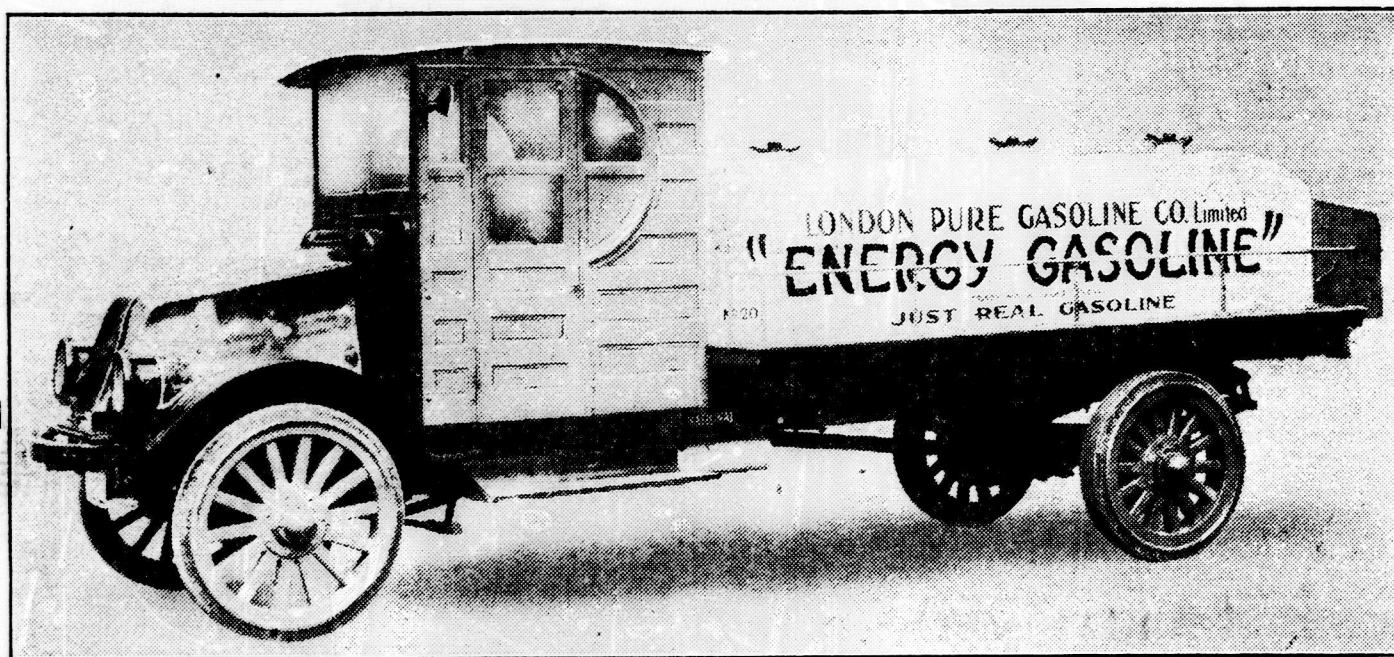
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