Built like-

THE best Pneumatic

Strengthening its strongest parts is as useless as putting a fifth Wheel on a Wagon.

Yet this is often done to provide "Selling - feature" and "Talking Point."

The weakest part of every Pneumatic Tire is its Walls or Sides, not its Tread,—its Cotton Fabric or "Stocking," not its Rubber "Sole."

No price would be too high to pay for a material that, replac-

ing Cotton in the Walls of Pneu-

matic Tires, would last as long as the Goodrich Rubber Tread could

be made to wear.

Neither Silk, nor Linen, nor any other known Fabric, yet dis-

covered is so good, for this pur-

pose, as Cotton,—and choice long-fibred Cotton is the best material

than money can buy for Tire

of it up to 200 lbs. to the Square Inch, before we percolate it with the most adhesive Rubber Com-

pound ever made for this purpose.

We then shape this rubberized Long-Fibred Fabric into

Tires, with scrupulous care to

have the tension on each square inch of fabric precisely the same.

a machine as sensitive as the eye, and infinitely more precise than the handwork of the most skilled

most highly trained men in the Rubber Industry,—trained in the Precision that practice and our 45-year EXPERIENCE make perfect.

Operative could make it.

That tension is controlled by

To do this work we have the

VE use nothing less in Goodrich Tires, and test every foot

Tire is only as strong as its weakest part.

(Reprinted from Goodrich BALANCED TIRE Campaign of July and Aug., 1915)

COMEDY D'BY ROBINS

e, "Believe M at Alexandra Audience.

LS EXCELLED

by Frances Nie rably Suits Her sonality.

cantippe" is not as sug-for the clever farce.

th the Robins Players
Royal Alexandra last
at to be. Xantippe recolding wife, and other
gs, but there is nothing
the two leading charerry and ingenious a
ght desire to see. Mr.
art in which he can retive powers and carry irt in which he can retive powers and carry ith him with the least in. It fits him like a phrase. Miss Frances better suited in her week, inasmuch as it fer thance to show the of her personality. The at its full strength in play circles with such the principals that d for any but subordithe story is simple rland (Mr. Robins) th his friends, Arthur ackson) and Thornton th his friends, Arthur ackson) and Thornton Renner) that he can and not be caught by law within a year, in tes. The bet involves gets some of the senvoked by "Brewster's ly a year later Macd in a shack in Colois a fine piece of fromsheriff, a western baddits at the struggle in a sheriff, a western bad
-jit-su struggle in a
iff's daughter manages
bucks" and gets them
bunty jail, where the
Chamberlain) and his
ry) assist in the comvers has a tough part
the comedy element is
and MacFarland wins
ething more. Mr. Blea's
source of much pleaevening.

FOLLY ING AT STRAND

Interesting Drama al is Well Worth

seeing. Folly," showing today t the Strand Theatre, and interesting drama up to its advance no-life that Jean de Segni and his frivolous and with a dancer, prins gni, learns of his pre-in order to keep the vife, whom he fears to cts, he kills her when Jean is accused of e killing by a wealthy larges result in a duci, wounded and is car-after exonerating his

touch that may linger when the audienco tragic elements in the a dream and result realization of the dan-pon which he is walknber, "A Gay Blade's a funny farce, which a young English fop, for a private barber, athe's Weekly is very tose who wish to keep minor events in the

BURLESOUE RADIUM GIRLS

of Comedy and ices at the Star leatre.

Radium Girls, appear Theatre all this week um Girls are a cleve amusement provider er to several curtain ht's performance. entire show up it is hing joined into two rs of good clean bur-

well sized girls rou They all show ' dance with life and different changes Leading this class oular soubrette, Ermandeed second to none

who works hard when opportunity to head many popular sing ral new songs which ntal variety. ided attraction is the presented by the appear in the olio

at the close of their start on their vaudeand Joe Freed the first act are rlesque on a co cians seeking re-des settings and scen ourlesques are vel

RICAN GIRL

ADIAN SOLDIER Asked to Help in a Fuller Myers,

ange, N.J. ange, N.J.

ly of the detective deceipt of a communicav York police informisappearance of Miss
s of East Orange, N.
assistance in discovouts of the girl.
New York on April
e. She has been miss
ccording to the New
Myers, some time ago,
I with a young Cansto have emissed in
t i sthought probable
Toronto to find him.

Nationalization or Receivership Alternatives to Granting of Loans.

TO TAKE LINES OVER?

Commission May Recommend Such Course-Opposition Shows Impatience.

By a Staff Reporter. OTTAWA, May 8 .- On ging into supply this afternoon, Sir Thomas White outlined to the house the government's position in respect to the railway situation. He said the Canadian Northern had been unable to meet its fixed charges and had pressing demends for equipment and current oblitions beyond its power to finance The G. T. P., he said, had not only failed to earn interest upon its bands, but had failed to meet operating expenses. If the roads were to remain lvent, going concerns, they must im-

mediately receive some further financial assistance. The government had, refore, placed in the supplementary imates an appropriation of \$23,000.-000, \$8,000,000 for the G. T. P. and \$15,-600,000 for the Canadian Northern. To Akait Report. These loans, he admitted, would only

give temporary relief, but the government was about to appoint a commission of high character, which would investigate and report upon the physical financial and economic conditions of the two roads. Upon the re-

of receivers. Graham Unconcerned. Hon. George P. Graham, railway critic for the opposition, was not ready years in the future. The railway com-

panies would never seriously attempt to get out of the hole so long as they had the government to pull them out. In the running debate that followed, Sir Robert Borden and Sir Thomas White joined issue with Hon. William Pugsley and other Liberal speakers upon the proposition that the Conservatives and not the Liberals were responsible for the construction of the mountain section of the Canadian Northem and the prime minister took occasion to deny that his government had been actuated by any feeling of

question by H. B. Bennett of Cal-indicated that that gentleman had not yet been entirely roconciled to tinue to participate on a proper scale fiving aid to the Canadian Northern, tiving aid to the Canadian Northern, and Hon. Rodolphe Lemieux, to further complicate the discussion, tried to discuss the merits of the proposed purchase of the Quebec and Saguenay. Mr. Turriff (Assinibola) complained that the Canadian Northern had not sufficient motive power and rolling stock to serve its patrons, and Mr. Robb of Huntingdon suggested that in-

Sir Thomas White in opening re-called the fact that shortly after the outbreak of the war the government had made loans to the Canadian Northern and also to the Grand Trunk Pacific by way of rediscount thru issues of national currency. To the Canadian Northern \$10,000,000 had been advanced, upon its government guaranteed securities, of the par value of \$12,500,000. To the G. T. P. \$6,000,000 had been advanced upon the govern-ment guaranteed securities, of the par value of \$7,500,000. The action of the government had been ratified and approved by parliament at the 1915 session. It was thought at the time, he said, that the two roads then under construction should be pushed to com- and pletion in the national interest. It was also hoped and believed at the that the war would be a short one.

War Hits Railways. had been raging on a gigantic scale since August, 1914, and the outlook was for an almost indefinite period of the structure. The war had always by a discovering the structure of the structure struggle. The war has adversely affected the railway companies.

In the first place, it had compelled the rail their securities compelled the rail the rail

The Canadian Northern was in the market at the outbreak of the war, not only with the \$45,000,000 issue of bonds guaranteed by the Dominion Government had also loaned the Grand Trunk Pacific \$25,000,000. Provincial guarantees of Grand Trunk Pacific branch line issues amounted to \$12, with bonds guaranteed by the provincial guarantees of Grand Trunk Pacific branch line issues amounted to \$12, with bonds guaranteed by the provincial guarantees of Grand Trunk Pacific branch line issues amounted to \$12, with the provincial guarantees of Grand Trunk Pacific branch line issues amounted to \$12, with the provincial guarantees of Grand Trunk Pacific branch line issues amounted to \$12, with the provincial guarantees of Grand Trunk Pacific branch line government. with bonds guaranteed by the pro-vinces to the amount of \$55,000,000.

The war had closed the London market to them, had caused a great finanket to them, had caused a great man-cial dislocation, had caused a sharp advance in the rate of interest, and they, therefore, realized \$12,500,000 from these securities than they would have realized in normal times. Not only had the roads suffered by depreciation in the value of their securities, but, as Sir Thomas White pointed out, all railway earnings fell off during the first year of the war. The

gross earnings of the Canadian Pacific for the year ending June 30, 1915, were only \$99,000,000 as compared with \$230,000,000 in the year ending June 30, 1914, to \$33,000,000 for the year ending June 30, 1915. During the second year of the war the gross earnings of our railways increased on account of the bumper crop in the west, but the cost of operation also increased, owing to the unusually severe winter just past. Without stating what their earnings were, the finance minister assured the house that the war had injured the Canadian Northern and the Crand Trunk Pacific by impairing the value of their securities, decreasing their net carnings, and by delaying construction work. It was therefore evident, he said, that further financial aid must be extended to both companies if they were to continue as "solvent, going concerns."

Would be to take physical possession of the roads and foreclose our mort-gages, But that would simply involve our becoming liable for all their vast indebtedness, including the sums it is now proposed to vote. It would mean nothing more nor less than immediate nationalization. He was not prepared to say that the government could undertake such a task and assume such liabilities in normal times, and it was certainly out of the question in the midst of a great war of such uncertain duration. The government had, therefore, determined to ask parliament to extend some temporary financial assistance to both systems, and to provide the expenses for a commission to be selected which should make a survey of the whole railway situation, and report upon the physical, financial and economic conditions of the roads. Upon the report of that companies in the roads. Upon the report of that companies in the roads. Upon the report of that companies in the roads. Upon the report of the companies in the roads and foreclose our mort-gages. But that would simply involve our becoming libe for all their vast indebtedness, including the sums it is now proposed to vote. It would mean nothing more nor less than i

of the two roads. Upon the report of that commission would be based the permanent policy of the government and the policy might be the nationalization of all the railways of Canada. If the roads went into liquidation, Sir Thomas said, the credit of Canada would suffer irreparable injury and the fall of the G. T. P. would drag down with it the Grand Trunk Railway of Canada. He did not think in the present posture of our affairs we could afford to permit the Grand Trunk, the G. T. P. and the Canadian Northern to pass into the possession of the current obligations. That he felt was the minimum sum required by the road for principal due on equipment and for other current obligations. and for other current obligations.

E. M. Macdonald (Pictou) said the minister should tell the house just how this \$15,000,000 was to be applied.

Sir Thomas White: "I must beg the

tic for the opposition, was not ready to proceed with the discussion, which went over until Wednesday. He observed, however, that the situation today was very much as it had been for years in the past, and would be for cust the three courses that were open to the government. to the government.

Receiverships Disastrous.
One course would be to allow the railroads to go into the hands of the receivers. The result of that would be, in his opinion, most disastrous. The Grand Trunk Railway of Canada had so much invested in the Grand Trunk Pacific and was so heavily involved as a guarantor that a receiver-ship for the Grand Trunk Pacific would necessarily mean that the Grand Trunk Railway of Canada itself must go into the hands of a receiver. bad been actuated by any feeling of hostility towards the G. T. P. On the contrary, it had permitted that road to pay interest upon its bonds out of capital long after it had really passed the construction stage.

R. B. Bennett Balky.

A question by K. B. Bennett Rolly. sums of money had to be raised on the national credit if we were to con-

Cannot Risk Blow. The London market was closed to us ,and at the time of receiving the last loan of \$75,000,000 in New York we had promised not to re-enter that market during the calendar year. We could not risk the blow to our credit which the collapse of the two great transcontinental roads would bring stead of the government building more elevators it should purchase 15,000,000 box cars and rent them during the rush season to the various railway companies and thus prevent grain blockades.

White it companies the condition of the canadian Northern Railway system. The system would be broken there would be a dismemberment of up into small roads. Thus British Co lumbia would probably have to take over the portion of the road that was, in her borders and the same would be

true of other western provinces.

Bond Guarantees.

To show the credit of the country To show the credit of the country was involved, Sir Thomas briefly referred to the bond issues outstanding. The bonded debt of the Canadian Northern was \$383,000,000, and of this \$104,000,000 of bonds was guaranteed by the Dominion Government. Other their direction, and also in any further construction that might be pecesby the Dominion Government. Other bonds were guaranteed by the provinces as follows: By Ontario, \$8,000.000: Manitoba, \$25,000,000; Saskatche-\$15,000,000; Alberta, \$19,000,000, British Columbia, \$40,000,000. on in the national interest. It was hoped and believed at the time the war would be a short one.

War Hits Railways was involved to the extent of \$211,-000,000. Other bonds not guaranteed Our hopes as to the war, Sir Thomas by the government amounted to \$147,aid, had not been realized. The war

000,000, and there was also outstandthem to sell their securities at a lower cific, there were outstanding bonds to the amount of \$78,000,000 guaranteed the amount of \$78,000,000 guaranteed by the Dominion Government. The

Then also the Grand Trunk Railway System of Canada had guaranteed Grand Trunk Pacific issues to the amount of \$99,000,000, and it had also advanced in cash to the Grand Trunk Pacific and to subsidiary companies

Pacific and to subsidiary companies \$25,000,000. To place the Canadian Northern and the G.T.P. in the hands receivers would be to strike a blov at Canada, and the government would not consent to any such policy. May Be Nationalization.

The second course, Sir Thomas said

were to continue as "solvent, going concerns."

G. T. P.'s Straits.

The Grand Trunk Piclife, Sir Thomas pointed out, had been constructed by money advanced and borois guaranteed by the Dominion Government and the Grand Trunk Railway of Canada. Those commitments, in detail, he said, would be given to the house later on it was sufficient for the government to say that the Grand Trunk could given to further help to the G. T. P., and in this connection he read the letter from Alfred Smithers, chairman of this board, to the prime minister, which has already been published.

The G. T. P. had a deficit for the post year of \$2,000,000 upon operating account and betterments, and of \$7,200,000 upon fixed charges. Moreover, on April 1 the company was in arreacts for interest upon the \$25,000,000 it owed the government to the amount of \$1,655,000. Finally, it must be remembered that interest would be due very year upon bonds guaranteed by the Grand Trunk Italiway of Canada.

These imposed liabilities which would fall upon the guarantors: \$2,400,000 in the case of the Grand Trunk.

C. N. R.'s Finances.

Turning now to the financial statement of the Canadia Northern Railway stury of earnings over operating expenses of the vear ending June 30, 1914, was studied to commission would be based the permanent policy of the government. That policy might be the antionalizing of the Canadia. Northern and the G. T. P., and in the case of the June of the Canadia. These imposed liabilities which would fall upon the guarantors: \$2,400,000 in the case of the Grand Trunk.

C. N. R.'s Finances.

Turning now to the financial statement of the Canadia Northern Railway studies and even one the worse for the vear ending June 30, 1914, was of earnings over operating expenses of the vear ending June 30, 1914, was a financial state through the process of the vear ending of the vear ending of the vear ending of the canadia that its surplus of earnings over operating expenses of the vear ending June 30, 1914, was a financial state of the canadia for

These imposed liabilities which would fall upon the guarantors: \$2,400,000 in the case of the Dominion and \$4,000,000 in the case of the Dominion and \$4,000,000 in the case of the Grand Trunk.

C. N. R.'s Finances.

Turning now to the financial statement of the Canadian Northern Italiway, Sir Thomas said that its surplus of earnings over operating expenses of the vear ending June 30, 1914, was \$6,000,000. For the current year, ending June 30 next, he believed the net carnings would increase to \$9,000,000. The fixed charges of the road for 1915 had been about \$15,000,000, but after July 1 next they would be \$4,000,000 less, because for a limited time the interest on certain guaranteed bonds would be paid by the Dominion Government and Province of British Columbia. Hence, with the marked increase in earnings it would be seen that next year the Canadian Northern might be able not only to pay operating expenses, but to meet fixed charges.

Need \$15,000,000 Now.

R. B. Kennett of Calgary wanted to the case of the Dominion and \$4,000,000 in the case of the Bornal Trunk Railway for the ceivers and were none the worse for it. The companies would really never help themselves so long as they could do nothing more for the G. T. P. It government stood pat the Grand Trunk would probably hustle around and get some money for the G.T.P.

The finance minister, Mr. Graham said, had talked of three alternatives. They could be summarized as liquidation, nationalization and procrastination, and procrastination, and procrastination.

tion,

Graham Gloomy Skeptic

The government announced, said
Mr. Graham, that directors would be
appointed to sit on the board of the
Canadian Northern and the G.T.P. We
had had a director on the G.T.P. for
years but what had he accomplished?
In committee of supply the other night
the minister of railways had admitted
that he did not even know his name.
Mr. Graham said we had forty per
cent, interest in the Canadian Northern
Railway Company at present but the
government made no report to parliament about our property. If we assisted the Canadian Northern, were any
conditions to be imposed and would conditions to be imposed and ton report on the G.T.P. The only thing that report did accomplish was

to destroy the credit of the G.T.P. Borden's Appeal Ignored.
Sir Robert Borden, replying to Mr.
Graham's statement that the Canadian
Northern should not have built the mountain section, said that thirteen years ago he had appealed to the hon. gentlemen opposite, then in power, to prevent a duplication of railways west of Edmonton.

"If my advice had been taken," he said, "an economic waste of \$75,000,-000 would have been averted."

The responsibility for the present disastrous railway situation rested, in his opinion, upon the Laurier govern-ment. The present government had no choice but to complete the Canadian Northern and the Grand Trunk Pacific. He indignantly repudiated the suggestion that his government had endeavored to make political capital by bringing about the breakdown of the national transcontinental of the national transcontinental scheme. On the contrary, the government had loyally carried out the policy adopted by parliament. It had permitted the G.T.P. to legally remain in the construction stage long after its completion, so that \$12,000,000 of interest upon its bonds could be paid out of principal. out of principal.

Hon. Wm. Pugsley: "Was that le

Strained Legal Point.

Sir Robert Borden: "We strained a point in order to save the G. T. P. the enarrassing necessity of borrowing money from the government to pay interest on its bonds. Moreover, we made several cash advances by way of loans to the G.T.P."

Mr. Turriff (Assinibola) thought the Mr. Turrin (Assinibola) thought the government should tell the house how much it would cost to make the Can-adian Northern a commercial success. Up to the present it had not the motive power or equipment to have many branch lines. Would it be allowed to keep on extending itself or would it be required to concentrate its resources in the direction of giving better service on the lines already constructed?

Government Negligent. E. M. Macdonald (Pictou) sarcastically observed that the country would be delighted to hear that the government was going to appoint another commission, its 85th or 86th, he was

The announcement of the ment was that they would not give temporary aid, and then investigate the condition. It was the same old subtercondition, it was the same old subterfuge. We were to vote some money now, and later on we would evolve a permanent policy. Why had not the government commenced to enquire or investigate in 1914, after guaranteeing Canadian Northern bonds to the amount of \$45,000,000, and acquiring 40 per cent. of its stock? Mr. Macdonald said that the finance minister persistently refused to answer the question ently refused to answer the question put by Mr. Bennett of Calgary, and later on by himself, as to why the particular sum of \$15,000,000 is required. Six Thomas White: You will find the reas m in the auditors' statement, of

financial assistance to both systems, and to provide the expenses for a commission to be selected which should make a survey of the whole railway situation, and report upon the physical, financial and economic conditions of the roads. Upon the report of that commission would be based the permanent policy of the government. That policy might be the nationalizing of the Canadian Northern and the G. T. P., and possibly the nationalization of the railways of Canada.

the company be obliged to give better service on branch lines, where there had been a car famine for months? Would it be compelled to pay off its contractors? The Canadian Northern, contractors? The Canadian Northern, he thought, would have been a great financial success if it had not built the mountain section. As for the Grand Trunk, it would never be a success so long as it was managed by Englishmen in London instead of Canadians in Canada. Its credit had received a death blow when this government gave out the Gutelius, Staunton report on the GTP. The only

TO Tire Manufacturer. if he received a price of \$200 per Tire, could put better Fabric into the Walls of his Tires, use greater care, more sensitively adjusted Tension devices, or more adhesive Rubber between each layer

Because, we know the vital importance of THE BEST in this part of the Tire, and use it there



-"The Deacon's One-Hoss Shay"

NOTICE. "No Concern in America made, or soid, during, its latest fiscal year, nearly so many Motor Car Tires as did The B. F.

Goodrich Co. "Our published Challenge, still unanswered, proves this."

But, — notwithstanding all this,—the FABRIC is the part of the Tire which goes first.

Because the sides of the Tire do most of the work in running, -bending and stretching a million times an hour, in scores of lion times an hour, in scores of different directions.

This bending of the sides causes Friction between the layers of Canvas working against each other,—Friction causes Heat—the Heat over-cures and dries out the Rubber Adhesive between layers, which then separate from each other, in spots, the threads weakening or wearing out chafing against each other.

Then you have, in due time Then you have, in due time, the incipient blow-out, or other form of Tire-Death.

Out more layers of Fabric than we do in the walls, to strengthen them, and the friction increases, with faster deterioration of the Rubber through the greater heat

Put fewer layers, and the walls would not be strong enough to carry the load of the (r. So there you are-Mr. Tire-

Why put MORE layers of Fabric in the Walls of the Tire than will properly carry the load, when each additional layer is an additional developer of that FRICTION-HEAT which is to Tires what Old Age is to

66 THAT is the reason we build (and have built for more than a year), in the Goodrich Tire, a carefully BALANCED Tire, emulating the famous example of "The Deacon's One-Hoss Shay" in which "the Sills were just as strong as the Thills and the Thills as strong as the floor."

The Maximum Fabric effi-ciency and THEN,—the rest of the Tire built up to that.

The most RESILIENT
Tire that can be made with Fabric Walls,—at the fairest price per Mile of performance.

Why pay more for any Tire? THE B. F. GOODRICH CO. of Canada, Ltd.

482 Yonge Street, Toronto

GOODRICH Black-Tread TIRES

This Advt. REPRINTED (with revision of prices, etc.) from Goodrich campaign, published in July and Aug. of last year, -viz. 1915

temporary loans and current indebted-

nceds \$92,000,000. Sir Thomas White: They can finance the balance of \$92,000,000.

Pugsley's Criticism.

Hon. William Pugsley said that the

Mr. Macdonald: That shows the road

Thousands of people suffer from eye troubles because they do not know what to do. They know some good home remedy for every other minor aliment, but none for their eye troubles. They neglect their eyes, because the trouble is not sufficient to drive them to an eye specialist, who would, anyway, charge them a heavy fee. As a last resort they go to an optician or to the five and tendent to an eye of the eyes, and oftentimes get glazese that they do not need or which, after being used a few months, do their eyes the injury than good.

Here is a simple prescription that every one should use: 5 grains Bon-Opto dissolved in 4-glass of water. Use three this prescription and the simple Bon-Opto system keeps the eyes clean, sharpens the vision and quickly overcomes inflammation and irritation; weak, watery overworked, tired eyes and other similar troubles are greatly benefited and often-times cured by its use. Many reports show that wearers of glasses have discarded them after a few weeks' use, It is good for the eyes, and contains no ingredient which would injure the most to the vision and quickly overcomote in the discarded them after a few weeks' use, It is good for the eyes, and contains no ingredient which would injure the most of the canadian Northern or the G. T. P. The two roads had opening the discarded them after a few weeks' use, It is good for the eyes, and contains no ingredient which would injure the most of the great necessity for economy for the great necessity for economy of the great nec

appropriations for the Canadian Northern and G T. P. should have been brought down to the house in the shaps of a bill. That course was followed in the case of the Quebec and Suguenay, where only \$4,000.000 was involved. Some explanation was due to the country in this regard. He thought some provision should be TO SAVE EYES
Is the Object of This Free Prescription
—Try It If Your Eyes Give
Yeu Trouble.

Thousands of people suffer from eye troubles because they do not know what to do. They know some good home remedy for every other minor aliment, but none for their eye troubles. They neglect their eyes, because the trouble is not sufficient to drive them to an eye specialist, who would, anyway, charge them a heavy fee. As a last resort they the same of the country in this regard. He thought some provision should be made by which the government could at any time take over the interest of Mackenzie and Mann at a fixed price. He had asked for some provision of that kind in the legislation of 1914, but Solicitor-General Meighen had at that time declared that Mackenzie and Mann would rather have a receiver appointed than obligate themselves to sell out their interests at \$30,000,000. The plan seemed to be that the government should carry the road until it got on a carrying basis and then pay Mackenzie and Mann any fancy price they demanded for their interest. In this regard. He thought some provision should be made by which the government could at any time take over the interest of Mackenzie and Mann at a fixed price. He had asked for some provision of that kind in the legislation of 1914, but Solicitor-General Meighen had at that time declared that Mackenzie and Mann would rather have a receiver appointed than obligate themselves to sell out their interests at \$30,000,000. The plan seemed to be that the government should asked for some provision of that kind in the legislation of 1914, but Solicitor-General Meighen had at that time declared that Mackenzie and Mann would rather have a receiver appointed than obligate themselves to sell out their interests at \$30,000,000. The plan seemed to be that the government should carry the road until it got on a carrying basis and then pay Mackenzie and Mann any fancy price they demanded for their interest. In the solicitor-General Meighen had at that time declared that Mackenzie and M

DIED IN BRIDGEBURG.

ST. CATHARINES, May 8.—George Wilkins, the oldest member of the Royal Black Knights of Ireland, died in Bridgeburg on Saturday, where he had been customs collector for 25 years. The body will be brought here for interment. He was school teacher here 50 years ago.

BELLEVILLE, May 3.—Harry Barnum, a resident of Trenton, was before years of this city and found guilty on a charge of supplying liquor to soldiers, and fined years in jail. Being unable to pay the fine Barnum went to jail.

SOLD LIQUOR TO SOLDIERS. BELLEVILLE, May 8,-Harry Bar-

Iron Is Greatest of All Strength Builders, Says Doctor

A Secret of the Great Endurance and Power of Athletes

remment should carry the road until it, got on a carrying basis and then pay Mackenzie and Mann any fancy price of they demanded for their interest, in the event of our nationalizing our rail-way systems.

Deprecates Party Cry.

Mr. Pugaley said he was surprised at the prime minister's endeavoring to start a partisan debate. The Liberal party was responsible for the G. T. P., but it was not responsible for the countries of the country and account of the Canadian Northern should have acquired running rights over the G. T. P. west of Edmonton. Personally, the had no desire to evade any responsible for the G. T. P. west of Edmonton. Personally, the had no desire to evade any responsible for the G. T. P. west of Edmonton. Personally, the had no desire to evade any responsible for the G. T. P. west of Edmonton. Personally, the had no desire to evade any responsibility for the Canadian Northern should and the desire the evaluation of the Country of the contribution of the Country of the