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RUGBY DANCE SMART AFFAIR

Annual University Event Draws
Many To Winter Garden

CINDERELLA HOURS

But In Spite of 12 o'Clock Rule
Dance Goes Perfectly

The annual rugby dance is always accounted the most delightful university social event of the year, and last night some 300 guests enjoyed the hospitality of the University of Western Ontario Athletic Association, with the rugby team as guests of honor.

The Winter Gardens was in gala array for the event, which in spite of the fact that stern scholastic rule was not relaxed and Cinderella hours prevailed, was a wholly happy affair.

Receiving near the entrance was the committee in charge, and the patrons and patronesses, the latter including Dr. and Mrs. K. P. R. Neville and Dr. and Mrs. G. A. Smith, Dr. and Mrs. J. W. Crane and Major and Mrs. Mel. Brock (St. Catharines) also lent patronage to the dance.

Mrs. Neville wore a handsome black velvet gown and Mrs. Smith was in coral velvet with touches of silver. Miss Helen Patterson, a member of the committee, was charming in her frock of gold and orchid lace over gold tulle, and Miss Jessie MacFarlane, also of the committee, was smartly frocked in orchid nylon. The committee included Dr. E. G. Young, Prof. N. C. Hart, president of the Athletic Association, and Messrs. Jack Hamby and A. V. Traynor.

The orchestra music was excellent, but the climax of the evening came with the popular Western U. song, sung by all the dancers, with the equally popular composer, Sydney Kingsmill, at the piano. Under the softened purple and white lights that introduced the university colors, the girl dancers in their charming gowns made a pretty picture, and the singing was delightful.

There were other novelties on the program and between the 11th and 12th dances a dainty supper was served.

The deans of the faculties, with their wives; Major A. T. Little, chairman of the board of governors, and Mrs. Little, and the members of the faculty, with their ladies, were specially invited guests.

WINE DRINKERS

The British as a nation have always used alcohol, often wisely, and yet have achieved a proud place in the world, exercising no little influence on the progress of civilization. It has been a pioneer in the dark places of the globe, and has given to younger nations an example in democratic government, industrial organization and social order. Nevertheless, it has been a beer, spirit and wine-drinking nation. — Natal Advertiser.

STILL OPPOSES BLUE WATER ROAD

Crinan Man Writes Concerning
Some of the Distances.

REFERS TO PINERY ROAD

Says It Is Useful Only As Winding
Park Drive.

The following letter has been received by The Free Press from A. E. Aldred, of Crinan:

Replying to article broadcasted by the Blue Water Highway Association in reply to my previous letter, may say my challenge in which I dare them to reply has not been answered. The challenge is to prove that the sections of proposed Blue Water Highway between Sarnia and Chatham and between Sarnia and Grand Bend parallel to the present provincial highway are necessary or serve the best interests of Ontario. This challenge (dare not reply) still remains.

By taking over as provincial highway the 46 miles of proposed central highway, necessary to make a provincial highway link between Grand Bend and the Talbot highway, the American tourist traffic and all Ontario are served by shorter and better road using the present provincial highways than by the 150.4 miles asked for by the Blue Water Highway Association between Windsor and Grand Bend and several fertile counties will be served instead of five as stated in the Blue Water Highway Association's letter.

Note the following mileage:

Windsor to Grand Bend by Blue Water Highway, 150.4 miles.

Windsor to Grand Bend by Longwoods provincial highway to Strathroy and proposed central highway, 130.5 miles.

Windsor to Grand Bend by Talbot provincial highway and proposed central highway, 150.4 miles.

The above mileage should make it clear that the American tourist traffic entering via Windsor will travel by the present improved Longwoods provincial highway and the proposed central highway.

Note: The distance by Talbot highway skirting the scenic shores of Lake Erie is only five miles greater than the proposed Blue Water Highway.

Note: Sarnia's straightest and best road is by the present improved provincial highway, 10 miles of which passing through Arkona is included in the central highway proposition and every part of Northern Lambton is as well and better served by the central highway than by the Sarnia-Grand Bend section of the proposed Blue Water Highway.

Windsor to Grand Bend by Bothwell would be approximately five miles shorter than by Strathroy, but Mid-dlesex and Elgin would be ignored, and the difference in mileage is many times made up in difference in quality of road possible and cost of road construction.

The Sarnia-Grand Bend section of the proposed Blue Water Highway is the much-travelled road by American tourists because it is the only road listed in the official Automobile Road Guide, of Canada, 1923. American tourists have been kept in ignorance of the fact that there is an improved provincial highway to within 12 miles of Grand Bend, and that the River or Klondyke road is a better road than the Pinery road.

The moment the present provincial highway is linked with Grand Bend the Pinery road, if a straightened road, will be an abandoned road and the money spent straightening and improving this Pinery road will be wasted money. The Pinery road's only usefulness is a winding park drive.

The proposed central highway consists of the road between concession A and B in Bosanquet Township, 10 miles of improved provincial highway through Arkona, and the 24th sideroad in Warwick and Brook Township in Lambton County; the Mosa-Ekfrid roadline through Glencoe in Middlesex County, and the Aldborough-Dunwich roadline in Elgin County.

The central highway is the dividing line between east and west, the shortest, cheapest and best connecting road between Grand Bend and the Talbot highway, the one road between lake and lake where there are only four short jogs there is practically no hill, sand or bog country to contend with. The one road where practically every interesting link is a good gravel road. The one road that serves all Ontario and ignores no part of Ontario. The one road that serves Theford, Parkhill, Ailsa Craig, Arkona, Watford, Kerwood, Strathroy, Petrolia, Alvinston, Walkerton, Glencoe, Newbury, Bothwell, Appleton, Mount Brydges, Strathburn, Wardsville, Melbourne, Rodney, West Lorne, Dutton, Eagle, Wallacetown, Tyrone and the counties of Lambton, Middlesex and Elgin, serving 100 per cent. of the people of Ontario and tourist traffic better than is possible by any other road.

A provincial highway should not be detoured miles via Pinery road for no purpose, and the interests of Ontario ignored. A highway should not be detoured miles through Watford, and the interests of Kerwood and Strathroy ignored. Should not detour miles through Kerwood and Watford ignored. Should not detour miles through West Lorne and Dutton ignored. Should not detour miles through Dutton and West Lorne ignored. The provincial highway should be the direct road, the dividing line that serves Ontario.

The central highway advocates invite a Government survey made of the proposed central highway in competition with every other possible cross-country road to prove that the proposed central highway has the overwhelming advantage from every angle over every other cross-country connection. With this survey the department will be in a position to advise Lambton that 80 per cent. roads should serve the province, and the interests of Middlesex, Elgin and Ontario cannot be ignored.

No road in Ontario is more needed than a cross-country road between Grand Bend and the Talbot highway, and the department has in the central highway the one cross-country road that can be taken over without fear or favor.

Taking over as provincial highway the 46 miles of additional mileage does not call for any great immediate expenditure of money. All that is necessary is to link with good gravel road the present improved provincial highway and county roads, and the work

done will lessen the cost of future construction.

I agree with the Blue Water Highway advocates that there is very little difference in our objects when properly understood. I would suggest that the Blue Water Highway advocates reconsider their original plan, cut out as much of the highway as possible, paralleling the present provincial highway, join with us in promoting the central highway, the common cause that serves the tourist traffic as well as all Ontario.

The slogan of the Central Highway advocates is "The most service for the least money, that right is right, right should win and right will win."

I stand by every statement contained in this article. Do not take them for granted. Study the map of Ontario. Go over the ground, and prove every statement.

To the Blue Water Highway advocates and Central Highway opponents—please reply. To the Central Highway advocates—please furnish the press with articles favoring this just cause. To the public press—please publish in the interests of the taxpayer, the American tourist and the people of Ontario. Yours truly,

R. R. No. 1, Crinan, Ont.

SLEEPING CAR SERVICE BETWEEN
TORONTO AND ALGON.

QUIN PARK.

The Highland Inn, Algonquin Park, will be open for the winter season from December 15, 1923, to March 15, 1924, and for the convenience of its patrons the Canadian National Railways will operate through sleeping car service between Toronto, Algonquin Park and Ottawa on Tuesdays and Fridays, northbound (commencing Friday, December 14), leaving Toronto 8:45 p. m., arriving Algonquin Park 11:15 a. m., following morning; and Mondays and Thursdays southbound (commencing Monday, December 17), leaving Algonquin Park 8:45 p. m., arriving Toronto 2:40 a. m., the following morning.

For full information as to tickets, or for illustrated booklet giving particulars as to the various winter sports to be enjoyed in the park, rates at the Highland Inn, etc., apply to any Canadian National Ticket Agent.

VARSITY PLAYERS CLUB TO PRESENT TWO PLAYS

Two one-act plays will be presented by the students of Western University at the medical school auditorium on December 5. Students have been working on these plays, under the direction of two members of the Players' Club.

The plays, "The Thrice-Promised Bride" and "Op of My Thumb," contain many bits of humor and pathos, and the cast is made of talented members. The former, a Chinese play which has never been produced before, will be directed by Miss M. Glass. The scene of the play opens in a Chinese room, where a self-important magistrate takes upon himself the problem of settling the case of the thrice-promised bride. Miss Alice McLean will have charge of the costuming of the players.

"Op of My Thumb" is an English play containing much humor.

This is the first dramatic performance put on by the Players' Club for some time and the performance will, it is said, be of the highest quality. Tickets will sell for 50 cents and can be had from any member of the Players' Club.

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Hired man—It ain't for; it's from.—Life.

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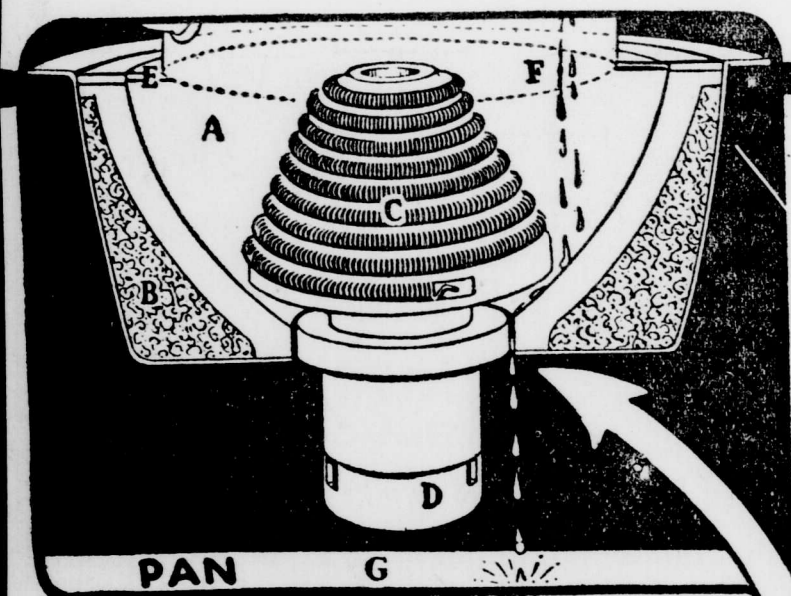
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- E—Interchangeable grids or nested lids protect element.
- F—Liquids boiling over drip into bowl and then through opening at bottom into drip pan.
- G—Drip pan is easily removed for cleaning.

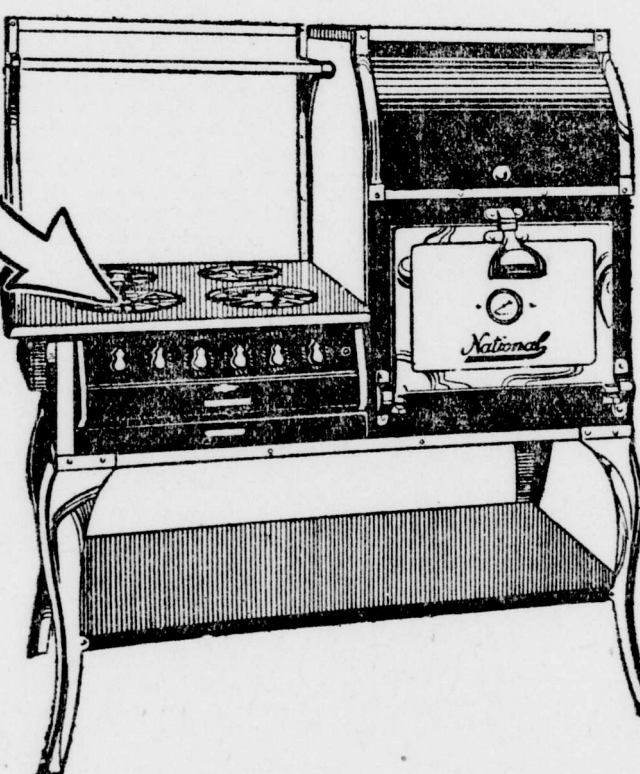
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Here's a Real Men's "Guide To Christmas Shopping!"

One look through the Shop-o-scope takes all the trouble out of choosing the right present for "her"—whether she be wife or mother, sweetheart or sister.

This convenient catalogue of holiday shopping opportunities, that you will find under "Christmas Gift Suggestions" every day in the Classified Section, has a special column devoted to "Gifts for Her."

There you'll find your cue to select just the present that will mean the most to that important lady for whom you are planning. Things that she is hoping you will think of giving her are listed and described there for your immediate attention.

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This year—use the
Shop-o-scope
get ready for Christmas
the classified way.