# andicaps



#### Jressers t your looks s—they are -they are with all the

select Norrk tan, with ow toes or oes to make



.115 Dr. Levy .... .. 115 Courtly Lass ...

dy: track slow. allowance claimed. HAVANA.

ix furlongs, 3-year g, purse \$600; Front Royal \*16 Bre'r Fox 1 Magic Mirron 1 Farmum 1 98 Roundel 99 Avion .101 Harlock 101 Buster Clark 102 Helen Atkin 105 Betterton 107 Blanchita —Mile and 50 yards,

\*100 Dainty Lady ...\*10 \*103 Lucky Pearl ...10

### Rider Jumping Contest

March 11.—The see un at Pinehurst today s, entered by George ridden. by. Bright. n by Archibald, led ann by Archibald, led ann and came in a close
Taylor of Baltimore,
try, Algardi, but came
of the last hurdles, and
ne. Miss Billy Buntin
George, carried off the
jumping contest.

ND DIVE TONIGHT championships at the C.A. tonight. The ronto, The Margare! I the Toronto Ladies! the Y. W. C. A. will epresented when they a struggle for suprem-

es promises to provide est competition in this ne. There is very itt-ween Miss Tucker and They have both conspected that either one seir effort to win, will rd. The other chame the forty yard speed, and the fancy civ-

onsisting of three boys com the West End Y. adies' Swimming Club.



## RACE COMMISSION

FRIDAY MORNING MARCH 12 1920

Kempton Park Track.

"In view of the somewhat peculiar nature of the letters of incorporation, and the consent and authorization secured by the applicants (Frank C. Fremisk, S. M. Holman and 'Gad' Bryan) from the municipal council of the city of Sherbrooke, there would appear to be grave doubt as to the legality of the charter as used by Fleming, Hoiman and Bryan. No books were kept, and the interence drawn is that Fleming simply sank his money in the undertaking and got nothing out of it. Any buildings or equipment at the track are apparently owned by Bryan, who, it was stated, hase several race tracks, including the Bowie at Baltimore and the Jefferson track at New Orleans."

Blue Bonnets Decorous.

Regarding the Montreal Jockey Club, the commissioner quotes Mr. Ring as asying that the track at Blue Bonnets is conducted with the utmost decorum, and that the names of the men behind will be a sufficient guarantee that it is

will be a sufficient guarantee that it is a respectable club.

Dealing with the Dorval Club, the evi-

dence showed that it was incorporated with the Dorval Park and Amusement Company, and that S. M. Holman, who was interested in the Kempton Park, holds 175 shares in this company, which had never found it possible to declare a dividend.

The commissioner finds that the Back River track, in Montreal, was practically controlled by Grant Hugh Brown, while controlled by Grant Hugh Brown, while Delorimier Park was operated by two Montreal bookmakers, Messrs. Cattarinach and Dandurand. The Maisonneuve Driving Club, the commissioner finds, operated under letters patent which did not entitle them to conduct races with betting privileges. Two seven-day meetings were held under this charter in 1916, at both of which bookmaking was used. In 1917, being compelled to install pari-mutuel machines, the group acquired a charter granted to the group acquired a charter granted to the National Jockey Club, and conducted

two more meetings.

No evidence was given on behalf of this club, but Dr. Rutherford says the conduct of the racing and betting was, as indicated by the Montreal daily press, of a very questionable character. After the order-in-council was passed, a meeting was held, at which handbooks were said to have been present in large numbers.

bers.

Fort Erie Racing.

The Niagara Racing Association, operating the Fort Erie track, shows dividends in 1910 to 1917 exclusive of 1913, of \$420,000,00. The holders of the charter were all Americans interested in hotels and race track properties in the States. Regarding the Kenilwerth track, the commissioner says the reports of the auditors are of particular interest as they show irregularities in the returns from the pari-mutuel machines. The auditors had found much difficulty in checking returns and a thoro inspection was im-

the pari-mutuel machines. The additors had tound much difficulty in checking returns and a thoro inspection was impossible. 'It is scarcely necessary to point out the extremely serious nature of the above statement.' said the commissioner, 'especially when read, as it undoubtedly should be, between the lines.' Expenditures in the way of purses or otherwise, were asked for by the auditors, but not supplied. The same attitude was assumed by the Toronto Driving Club of Hillcrest track, and the Metropolitan Racing Association, of the Dufferin Park track interests.

The Devonshire Track.

The Devonshire track at Windsor, the commissioner finds, was in charge of Thomas J. Duggan, who operated the Back River Jockey Club in Montreal, and was associated with Grant Hugh Brown, of New York. These two men operated the meetings in 1916 and 1917. Bradiey Wilson, who became a shareholder early in 1919, said in his evidence that he was recommended by Brown to see Duggan in Montreal. He had not known Grant Hugh Brown before that time, but since then a lot of people had warned him

### PARTY PRINCIPLES REASSERTED; FERGUSON HITS HARD AT DEWART

FERGUSON HITS HARD AT DEWART

Continues another in which we desired the state of the state of many to the state of the sta

## O'Keefe's Has a Food Value

IN buying groce es you do so bearing in mind the relative food values of your respective purchases—look on O'Keefe's Beers in the same light. Besides being a beverage that allays thirst and overcomes tiredness and depression "O'Keefe's" carry a distinct food value.

The careful blending, the judicious extracting from Malt and Hops
—Nature's gift to man, of the choicest nutritive elements that they nake O'Keefe's an ideal beverage for home consumption.

are the trio that stand unrivalled for their tonic, nutritive and thirst-quenching prop-

Your grocer or dealer will supply, O'Keele's to your order. Keep a case in the house, they are suited for young and old.

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Passenger Traffic.

sibly bunked two together in a bed, while they were preaching Liberal doctrines, and that he should now be turned aside. (Laughter.)

Mr. Ferguson, with heat, declared that the reason Mr. Dewart had been turned down was his espousal of reciprocity with a nation that had always done its utmost to thwart British Empire policy and restrict the growth of Canada. He quoted Admiral Sims as admitting the American Republic is against the British flag. Here he was applauded by the Conservatives, but government supporters were silent.

Conservatives, but government supporters were silent.

Mr. Ferguson next asked what would happen to the industries and payroll of Ontario if we break down the cordon of protection that surrounds them. He asserted that Mr. Dewart did not stand for the interest of labor when he advocated reciprocity with the United States.

He also charged the Liberals with opposing the Hydro-Electric policy, and combated every movement for its development, until its success was demonstrated, when they endeavored to get into the procession. He alluded to The Globe as the press agent of Mr. Dewart, now an advocate of the Hydro.

He twitted Mr. Dewart with claiming for the Liberals the position of the

into the procession. He alluded to The Globe as the press agent of Mr. Dewart, now an advocate of the Hydro.

He twitted Mr. Dewart with claiming for the Liberals the position of the dominant party. But, as a matter of fact, he had come back with fewer followers than he had before the election. The Liberals of East Kent refused to recognize his leadership, and preferred the minister of agriculture. He offered his sincere congratulations to Premier Drury, and declared the pleasure with which he had heard of his choice as leader of the house. He referred to the loss the house and the province suffered in the retirement of Dr. Cody.

More Friends Than Either.

"The party," said Mr. Ferguson, "that I have the honor to represent has more friends in the province of Ontario than either of you."

He offered the popular vote in support of his declaration that the government of the province is carried on by a combination of interests that represents one less than one-third of the popular vote, and that the Conservative vote exceeded the combined U.F.O.-Labor vote by nearly two thousand. He defended the unsatisfactory enumeration by saying the enumerators were inexperienced, and this was the reason he, himself, had come near defeat by a U.F.O. in Grenville. (Laughter.)

Mr. Ferguson complained of the meagre legislative bill of fare, and asked why the pressing problem of housing had been overlooked. Does that mean, he asked, that the housing scheme is to be abandoned while untold millions are proposed to be spent upon the road polucy? In further remarks, he lamented that necessary workmen's compensation legislation had not been indicated in the speech from the throne. He defended the last government's dealing with the eight-hour day, Proportional representation, his (Mr. Ferguson's) hide could be nailed to the fence. But not a hint about proportional representation had been advocated by the U. F.O. candidate in Grenville, who had claimed that, with proportional representation, his perfect, he held that essential patronage

government parties are not prepared to support the efforts of that great public benefactor, Sir Adam Beck?" No reply was given to this question beares see .... stone stone

# TO OTTAWA

FROM YONGE ST. STATION

THE RESIDENTIAL DISTRICT

LEAVES 9.30 P.M. DAILY EXCEPT SATURDAY.

### WE BUY AND SELL AMEBICAN CURRENCY

ALSO TRAVELERS' OHEQUES DRAFTS AND MONEY ORDERS A. F. WEBSTER & SON 58 YONGE STREET

from the administration benches, and Mr. Ferguson went on to conclude that henceforth Hydro is to be ignored.

If the industries of the country are to be destroyed by the advocacy of free trade—which the premier has frequently taken occasion to champion since his appointment—aided and abetted by his former friend and bed-fellow, the leader of the opposition—(laughter)—Mr. Ferguson saw no future usefulness for the Hydro-Electric system. He hoped the newspapers will insist, however, that legislation be brought down to expand Hydro construction.

On Farmers' Backs.

On Farmers' Backs. Referring to Hon. Manning Doherty and Hon. R. H. Grant as men for whom he had the greatest respect, but who could not get into public life until they rode in on the farmers' movement, Mr. Ferguson, recommended both of them to study the record of the old party and

study the record of the old party and to pursue it.

Mr. Ferguson expressed his admiration for the courage of the minister of public works in mapping out his road policy, but feared he had overshot the mark and faced the province with tremendous financial responsibility. He had done this in spite of the proposition laid down by the premier that a road to your gate is better than a hundred miles of roadway for joy-riding to Windsor or Montreal.

Hon, Mr. Raney; Not to Montreal.

(Laughter.)

In conclusion, Mr. Ferguson said he

In conclusion, Mr. Ferguson said he regarded with fear and trembling those utterances of Premier Drury in favor of a policy that will shake to its foundations the fiscal security upon which stands the national fabric built up in this country upon a foundation of British connection.

### IF YOUR EARS RING WITH HEAD NOISES

If you have roaring, buzzing noises in your ears, are getting hard of hearing and lear Catarrhal Deafness, so to your druggist and get I ounce of Parmint (double strength), and add to it % pint of hot water and a little granulated sugar. Take I tablespoonful four times a day.

This will often bring quick relief from the distressing head noises. Clogged nogtrils should open breathing become easy and the mucus stop dropping into the throat. It is easy to prepare, costs little and is pleasant to take. Anyone who has Catarrhal trouble of the ears, is herd of hearing or has head noises, should give this prescription a tria.

WHITE STAR

PORTLAND, Me.-HALIFAX-L/POOL.
From Portland Halifax
Canada. Apr. 17 Apr. 18
PORTLAND, ME.-LIVERPOOL.
\*Dominion Apr. 3 

PORTLAND, ME.—ANTWERP.

\*Triumph Mar. 12

\*Challenger Mas. 17

\*Ziekel Mar. 24

\*Freight Sallings Only. AMERICAN LINE Fast Mail Steamers

NEW YORK—PLYMOUTH

CHERBOURG—SOUTHAMPTON

Philadelphia Mar. 13 Apr. 16 May 8

New York Mar. 20 Apr. 17 May 15

St. Paul Mar. 27 Apr. 24 May 22

RED STAR LINE. N. Y.—SOUTHAMPTON—ANTWERP

Kroonland ...Mar. 17|Apr. 24|May 29|July 3
Finland ...Mar. 24|May 1|June 5|July 10
Lapland ...April 3|May 8|June 12|July 17
Zeeland ....June 19|July 24

WHITE STAR LINE

N. Y.—CHERBOURG—SOUTHAMPTON,
Adriatic . Mar. 20|Apr. 24|May 28|July 3
And Regularly Thereafter.

OLYMPIC July 8 Aug. 28
Aug. 14 Sept. 18

NEW YORK—LIVERPOOL

Baltic Mar. 13|Apr. 17|May 22|June 26
Cedric Apr. 10
Oriana end Apr.
Celtic May 15|June 19|July 24

NEW YORK—AZORES—GIBRALTAR

NAPLES—GENOA .

Canopic Mar. 16|May 11|July 6
Crete Mar. 31|May 26|July 21|
Apply Local Agents or Passenger Office,
H. G. Thorley, 41 King St. E., M. 954,
Freight Office, J. W. Wilkinson, 1008 Royal
Bank Bldg. King and Yonge. Toronto.

KITCHENER SHORT OF WATER. Kitchener, Ont., March 11.—(Special).—Owing to an abnormally indreased demand for water. Kitchener's water pressure sank to a low ebb last night. Superintendent Pequegnat declared today that plans are now about completed whereby the commission can make 500,000 additional gallons available daily. He stated that Kitcuener water situation will shortly be solved.

HOSPITAL COMMITTEES BUSY

The committees appointed by the ratepayers of the east end and the board of control in connection with the proposed civic hospital for Riverdale are at present working on the scheme, and a report is expected to be presented at the next meeting of

- The Telephone Situation

## The Man Who Knows

"The real underlying cause of unrest and discontent, which is in turn the cause of present social and business conditions, is ignorance of the other fellow's problems, lack of appreciation of his difficulties."-N. C. Kingsbury.

We have found that the more our subscribers and the public know about our business, the more smoothly it runs—the better the service.

In other words, when people understand something of how complex and infinitely detailed a modern telephone system is—especially in a big city—the more readily they co-operate with us in our efforts for good service.

We have found that the most satisfactory subscriber to deal with, is the man who has been through a telephone exchange and has seen it in operation. His criticism is always considerate, always fair and helpful, just because he knows what an intricate, comprehensive and yet delicate thing a modern telephone system is.

That is why we invite subscribers to visit our exchanges, and why, from time to time, we endeavor to tell in the newspapers just what the telephone situation is.



### The Bell Telephone Company

of Canada