

SHAUGHNESSY ADVISES MEIGHEN TO DROP THE GRAND TRUNK DEAL

Veteran Railroad Baron Makes Statement of His Reason For Offering His Advice—Declares Emphatically That His Sole Purpose Is To Serve the People of Canada—Dominion Now Has 40,000 Miles of Lines, of Which the Government Owns 17,000 Miles.

Declaring that he has no interests but those of the people of Canada to serve, Baron Shaughnessy, veteran railroad baron of the Dominion, has sent an open letter to Premier Meighen, discussing in detail the history of the Grand Trunk Railway and pointing out the folly of the Government's present course of action in regard to that road and its financial difficulties.

He strongly urges the relinquishing by the Government of its present attitude as one liable to lay a burden upon the Canadian people that will prove impossible to bear, and also suggests that the proper line of action would be to remit all the obligations due from the G. T. R. until the road has had opportunity to recover from its present financial difficulties.

The letter is one of great interest and of a highly educative character which will repay any citizen for the reading. Shaughnessy's Letter.

"Montreal, Quebec, April 6, 1921. "Dear Mr. Meighen—National railway affairs are, I am sure, to you a source of constant anxiety. To my mind, the railway question involving, as it does, such an enormous draft on the annual revenue of the country, and one which is of any improvement in the near future, is the most momentous problem before our country at this time.

"I fear very much that the Grand Trunk transaction will prove disappointing and expensive, and if it were my case I would go back a long way to secure the consent of the Grand Trunk shareholders to the abrogation of the statutory control.

"To Clear Atmosphere. "I am inclosing a memorandum giving in rough outline my opinion as to the present position through which the atmosphere can be cleared. Some people, whether they believe it or not, will find in my suggestion a selfish desire on the part of the Canadian Pacific to control the railway situation. The Canadian Pacific, however, has served its turn on every occasion in the past 35 years when schemes were being promoted with disregard of the cost to the country.

"The Canadian Pacific has no wish to try, and I am not sure that my plan would be viewed with favor by the executive, the directors or the shareholders. Everybody connected with the company would prefer to see its status undisturbed, but it is impossible to accept with equanimity a situation which makes a demand on the public treasury of about \$200,000 per day without any compensating advantage if there be any possibility of improving it.

"With Best Intentions. "My memorandum as you will observe, merely brings up to date, on very much the same lines as a similar paper that I prepared about the end of 1917 and sent to Sir Robert Borden. He feared, I imagine, that as my plan would apparently create a Canadian Pacific monopoly in transportation, it would not be acceptable to the country. Even if there were foundation for that theory at the time, the current of events since 1917 may have resulted in a decided change of sentiment.

"I am submitting the memorandum to you, with the best intentions in the world, for such consideration as you may think it deserves. Yours very truly, (Signed) SHAUGHNESSY.

"In 1917 I prepared a memorandum analyzing the railway situation in Canada as it then existed, and suggesting a plan of dealing with it, which I read to our directors and subsequently forwarded to Sir Robert Borden for the

OFFERS SOLUTION

BARON SHAUGHNESSY in open letter to Premier Meighen points out danger to Dominion if Government persist in its present policy toward the Grand Trunk Railway Company.

The Government, I know, guided by the advice and wishes of the Grand Trunk management, is endeavoring to fix the location and standard of construction. It was pointed out that four-fifths grades and light curves would make for economical operation, because of the increased weight of the train that could be hauled over the line by a single engine. The theory was all right, but the basic essential was ignored. The traffic was not available, and would not be available for a long period of time, to furnish loads for these heavy trains, and, therefore, the advantages could not be utilized using the practice were pursued of holding traffic until a sufficient amount was accumulated, with the consequent delay and expense and the dissatisfaction of patrons. A railway quite sufficient to handle the traffic to develop for many years would have been built in less than half the time and at a saving of 50 to 60 per cent in cost, and as business and revenue increased, the requisite changes to meet new demands could be carried out, as in the case of the Canadian Pacific.

Recognizing the National Transcontinental portion of the route as a national asset, the Government, in its present position, soon after coming into power, relieved the Grand Trunk Company from financial responsibility with reference to the line, and the burden fell on the country.

Extravagantly Constructed. "The extravagantly constructed Grand Trunk Pacific, with its terminal at Prince Rupert, proved a most disappointing enterprise, because over most of the route there was no traffic, and the revenue was insufficient to meet the interest charges on its mandatory securities. It was necessary to cover the cost of maintenance. Meantime these interest charges, as well as any operating deficits, had to be met by regular contributions from the Dominion Government. "It was apparent that in the circumstances it would be necessary for the Dominion Government to give relief even to the extent of taking over the Grand Trunk Pacific. This was finally determined upon, but coupled with it was the decision of the Dominion Government to acquire the Grand Trunk Railway System as well. Clearly this was a mistake, as all the advantages that would result to the Grand Trunk Pacific and other portions of the Canadian National Railway could have been secured by a traffic agreement.

Adding To Burdens. "By its Grand Trunk policy the Government is unnecessarily adding to its burden, and the Grand Trunk System, as I have stated here, would now be merged into the National System.

While the transfer of the Grand Trunk Pacific to the Dominion Government and the consequent relief of the Grand Trunk Railway Company would appear to be a desirable transaction, it is not without its justification, because when the Dominion Government was framing its policy with reference to the route and character of the line, the objections, and, indeed, dangers of the policy were frequently pointed out to the Government by those who had the requisite knowledge of the country and the technical experience to entitle their opinion and advice to more consideration than they received. The Government cannot escape its share of the blame.

The Canadian Northern System was by overexpansion made a hopeless business proposition. Without wishing to criticize the policy pursued by the company it is evident that the future of the property was founded on the assumption that the property and the pantheon which Canada enjoyed for a period of eight or ten years would continue indefinitely and the mileage of the system was increased year by year until the annual interest charges of the company rose to a sum out of proportion to present or prospective revenue. Had the promoters confined themselves to the territory between Lake Superior and Edmonton their venture would have been of advantage to the country and profitable to themselves, but their export of the Arthur and west of Edmonton were untimely and disastrous. It became clear that the company must collapse unless kept alive by very large grants from the public treasury. For this there could be no justification, and the only alternative for the Government was to permit default and liquidation or to take the property over under the terms of the act of 1914. The Dominion Government, having become a partner in the enterprise by accepting 40 per cent of the share capital at a cost to the country of \$57,000,000 in subsidies and guarantees, and being guarantor of the company's securities, a large amount, default and a receiver-ship would have had their disadvantages. While it is probable that the circumstances of the country's interests were best served by the acquisition of the property, it strikes one that the liquidation relating to the transaction would have been the subject of less criticism had provision been made for the payment of very substantial honorarium to the men who had devoted nearly 20 years of their lives to the establishment and development of the enterprise. Instead of the creation of a tribunal to determine the value of something that in the minds of the large section of the public was valueless.

Preparations of 17,000 Miles. "With the ownership or control of the Intercolonial, National Transcontinental, Canadian Northern and Grand Trunk lines vested in the Dominion Government, the Canadian people are now the proprietors of about 17,000 miles of railway with a capital investment of \$350,000,000 and an annual interest charge of something like \$24,000,000. In the annual interest charges nothing is included for the Intercolonial and Prince Edward Island Railways, because these have been with us for so long a period as unproductive and unprofitable property, nor for the National Transcontinental absorbed in the Canadian Pacific.

There is no rolling stock equipment, nor are there terminal yards, freight facilities, repair shops or other requirements commensurate with a system of this magnitude, and the cost of providing them will be very great indeed.

According to the brief return submitted to Parliament a few days ago, the operating revenue of the Canadian National Railway, including the Grand Trunk Pacific for the year 1920, was as follows: From passengers, \$4,245,370.00; from freight, \$90,882,832. The train mileage required to earn this money was as follows: Passenger train mileage, 24,587 miles; freight train mileage, 145,303,393. In the same period Canadian Pacific earned from passengers, \$40,125,724, and from freight, freight, \$145,303,393, with passenger train mileage, 20,558,038, and freight train mileage, 26,581,627.

It will be gathered from these figures that the train mileage on the

Canadian National System is out of all proportion to the revenue, taking the Canadian Pacific as a standard. Were it possible to effect a reduction in train mileage on the National System to make the ratio of train miles to earning same as that on the Canadian Pacific, the saving in transportation alone would represent upwards of \$22,000,000 per annum. This, however, is out of the question, because, while there might be a substantial shrinkage in train mileage without serious public inconvenience, the great mileage of the National System is served by the limited traffic available, prevent a proper relation between traffic and train miles.

Would Have Saved \$6,500,000. "It is to be observed, however, that the Canadian Pacific handled traffic representing revenue of 71 per cent in excess of the Canadian National, with an additional cost of transportation of only 13 per cent. This accounted for the extent by the greater expense per mile for transport on the National System. In this respect of operating expenses there would have been a saving of about \$6,500,000 if the Canadian Pacific had been reached by the National System.

Maintenance of a standard of construction for the Canadian National at \$48,000,000 for 17,000 miles of railway, or an average of \$2,820 per mile. On the same account the Canadian Pacific expended \$22,574,000 on 13,402 miles of railway, an average of \$1,684 per mile. Doubtless considerable expense was involved in bringing to a higher standard of construction the National System that had been permitted to run down, but so large a percentage of the system consists of single-track branches with light traffic, where maintenance charges should be comparatively low that the average for the whole system would appear to be rather excessive. If it is assumed that destroyed and obsolete cars and locomotives were replaced in accordance with the Canadian Pacific practice, the expenditure for maintenance of equipment would be reduced to a considerable extent. The Canadian Pacific average cost in the same year per locomotive and per car, taking into account the traffic and general expenses of the Canadian National Railway, are not excessive.

"If the National System had a deficit resulting from the operation of these lines is to be reduced it is necessary to add revenue from traffic, or a shrinkage in the cost of operating.

"If immigration and settlement are not restricted by legislation or other conditions, the course of events, of traffic, but at best this growth is apt to be slow and quiet, and the annual results for some years to come.

"Meantime the Canadian people will be compelled year after year to raise by taxation sufficient money to meet the annual deficit, and the cost of maintenance and operation of the National lines can be brought to a minimum only by the National System being placed in competition for another very strong railway company would be at serious disadvantage unless in train service, equipment and facilities approaching those obtainable elsewhere.

"I have made no reference to economies that will result from a revision of the schedule of wages and working conditions, which, if adopted, would result in a reduction in the rates for the carriage of commodities that is the result of the country's basic industries are to be stimulated, or indeed kept alive.

"The situation is a serious one and almost hopeless, unless some plan can be devised that will promptly and effectively bring to this National Railway System additional financial strength and sustenance.

"With but one set shareholders, the Canadian Pacific Railway Company is really two separate entities. The shareholders have their railways constituting the Canadian system of over 14,000 miles, with lake, river and Pacific coast steamship lines, express and other accessories, whose income is included in last year's total of \$216,000,000 and the net revenue of \$34,000,000. And then they have their other assets that are dealt with in a separate account, consisting of their ownership in railway companies in the United States that are under separate management, but that interconnect traffic with the steamship lines, lands still owned and payments to the shareholders in the form of a substantial sum from which revenue is derived to supplement the distribution to the shareholders from the proceeds of the railway operations.

"If by some arrangement with the company these assets could be segregated and the railway property added to the Government system that I have just described, the system would comprise 31,000 miles of railway with a considerable number of parallel lines of unimportant or useless.

The Consideration. "The consideration to be given the shareholders of the Canadian Pacific Railway Company in exchange for the properties above defined would, I imagine, be in the nature of an undertaking by the Government of Canada to pay the shareholders in perpetuity a fixed dividend on the share capital, to be supplemented by a further payment when the whole property was yielding a specified return.

"The extraneous assets of the Canadian Pacific would be transferred to and administered by trustees or by a subsidiary company with another board of directors, so that the directors of the railway company would be interested in the administration of the trust placed in their hands by the people of Canada. There would be no motive for selfishness, if such a thing were possible in the circumstances. The income on their shares being fixed, the Canadian Pacific shareholders could receive no advantage from preferential treatment giving to any particular portion of the railway systems. The directors would have every incentive for wise, prudent and business-like administration.

"Of course, there are many details that would have to be worked out, but it is not necessary to refer to them here.

"Now, having brought these properties together, we are faced with the most serious problem of all, namely that of administration and operation. Political management would be impossible, because among other reasons policy and management must have the elements of continuity and could not be changed with each change of Government, without ruinous results.

"While I have great regard for the opinion of my friends, Sir Henry Drayton and Mr. Acworth, I do not agree that the plan of management would eliminate the danger of political interference, because it could be changed at any session of Parliament. My suggestion would be that if an agreement with the Canadian Pacific Railway Company on the lines that I have indicated were found feasible that company would be used under the terms of a contract approaching perpetuity in its duration, because of the magnitude, scope and variety of its operations compel a comprehensive organization, and this could be achieved by the judicious selection from the staffs of the other companies to meet the demands of the larger work.

Deficit of \$80,000,000. "On the returns for the year 1920, the gross earnings of the combined system would be \$342,553,000 and the operating expenses \$345,573,000, a deficit in operation of approximately \$3,000,000. The annual fixed charges of the whole system, including the dividend on Canadian Pacific preference stock, would be \$47,490,000 or a total deficit of about \$21,100,000. Essentially the same deficit account from time to time would tend to swell these charges, but by the addition of the Canadian Pacific with its ample rolling stock equipment, splendid terminals and other facilities, in the use of which the whole system could participate, important expenditures which could not be avoided in other circumstances would be rendered unnecessary.

"To this amount of \$21,100,000 per annum of course, it would be necessary to add the sustained dividend on

Canadian Pacific common stock hereafter to be determined, but if we set aside an estimated amount for that purpose, the total deficit, including everything, would be approximately \$80,000,000. In the light of these figures present conditions would not be improved, but then we must take into account the saving that would result from the consolidation by the elimination of unnecessary train service and of duplicate work at important terminals and at other points; the restriction of maintenance work to the minimum; the common use of cars and locomotives, reducing to a minimum capital expenditures on that account with greater economy in the maintenance of equipment and the stoppage of outlay in many other directions.

Would Save \$56,000,000. "In 1920 the operating cost of the combined system was about 161 per cent of the gross earnings. The Canadian Pacific cost was \$4.7 per cent of its gross earnings. If the average for the combined system could be brought to the Canadian Pacific level it would represent a saving in the cost of operating of about \$56,000,000 per annum. There would still be a deficit of \$24,000,000 per annum, but for a number of years, and I see no reason why the operating ratio should not be brought as low as 80 per cent at most, which would reduce the total deficit to eleven or twelve million dollars.

"In connection with this growing volume of traffic would have to be relied upon, but with immigration settlement and development this should come in gradual stages, and the saving to the country in the meantime would be very large.

"The National railways, Canada would have an increased total mileage of 31,000 miles, and other lines of local or provincial character. These latter lines may be left to work out their own salvation, and if they require aid, the provinces, having been relieved of their major liabilities under their guarantees, can well afford to give it.

"I am not giving expression to these views as chairman, director or shareholder of the Canadian Pacific Railway Company, and it is quite possible that neither my fellow-directors nor the shareholders would be in accord. The Canadian Pacific, with its low capitalization and capacity for storing and handling a vast volume of traffic, should as time passes yield a larger return to its owners than at any time in the past, and indeed, about this there is little room for doubt, but with a satisfactory annual dividend guaranteed in perpetuity by the Canadian Government the shareholders could probably be induced to forego their speculative benefits, as their shares would then have the security and stability of government bonds.

Sole Purpose To Assist. "It is my sole purpose to assist if I can in the solution of what is beyond doubt the most serious and menacing problem that faces our country, and to frankly outline the policy that I would adopt and carry into effect if the responsibility were upon me to act as the representative and trustee of the Canadian people in safeguarding the present and future railway transportation interests of the Dominion, and in endeavoring to diminish any rate minimize the vast demands on the treasury and the credit of the country that are presently being continued."

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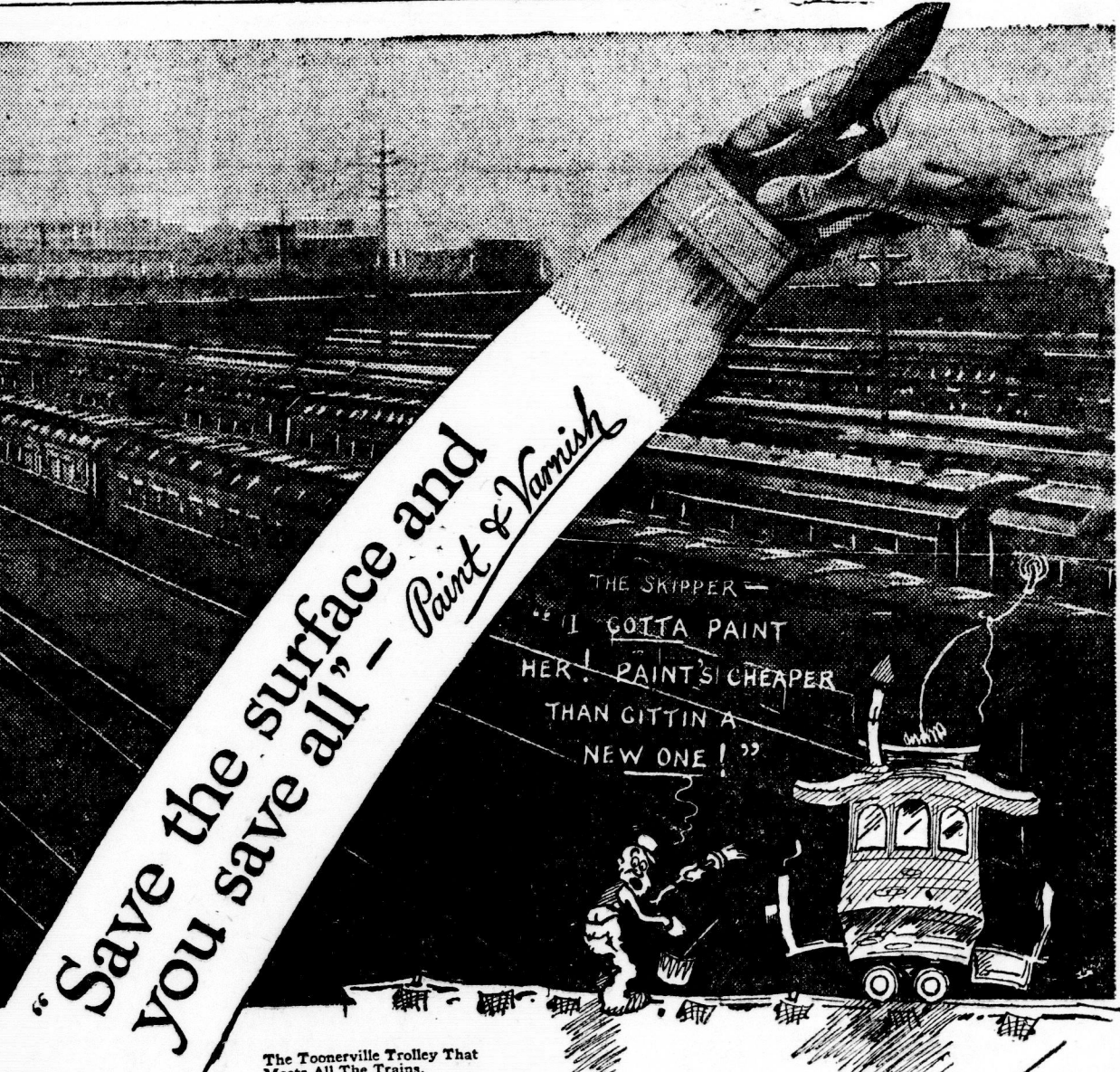
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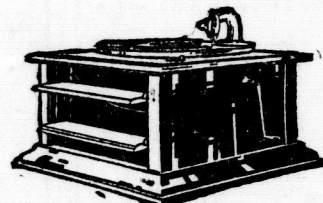
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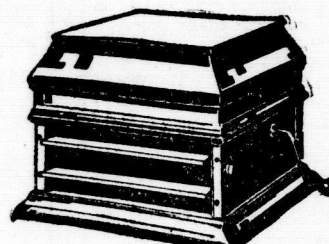
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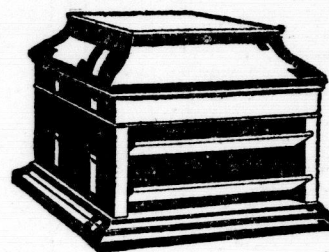
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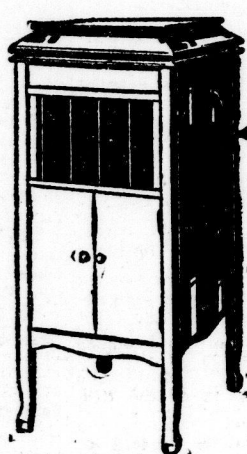
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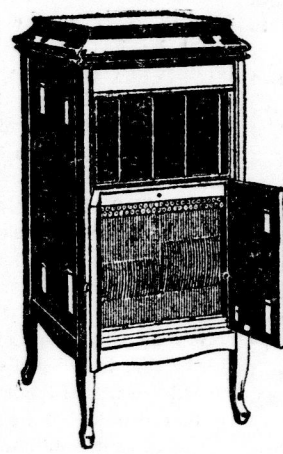
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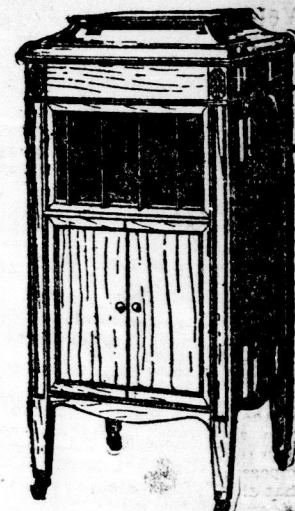
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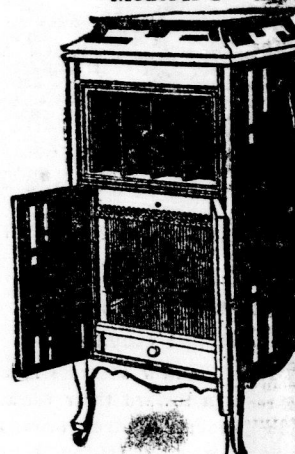
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PAGE OF INTEREST TO WOMEN

IN SOCIETY

Mrs. C. R. Somerville is visiting friends in Toronto.

Miss Hawkins, Huron street, has returned home after visiting friends in Chicago.

Lady Beck, who has spent the winter in Southern France, will sail for Canada shortly.

Miss Mona Chappelle of Edward street left recently to visit relatives in Walkerville and Detroit.

Mrs. Calhoun has offered her home on Grovenor street for a talent tea to be held by the Church of the Redeemer ladies on April 27.

The Women's Press Club is entertaining Mrs. Evan Macdonald, the well-known author of the "Ann" books, on Thursday evening next, following her address before the Canadian Club.

Dr. Peter Sandford of Toronto University will be the guest of Mr. and Mrs. John L. A. Haid, when the homes of the city on Friday next to address the Union Mothers' Club at the Lord Roberts School.

Col. and Mrs. Ibbotson Leonard were the hosts of an interesting party on Saturday evening, when about 30 of their friends were privileged to see a private presentation of Alfred Suto's little one-act drama, "The Open Door," recently presented before the London Drama League by Mrs. Lyne-Evans and Mr. J. Stanley Meredith.

Mrs. C. B. King has returned home from Ann Arbor, Mich., where she was called recently owing to the serious illness and subsequent death of Mr. King's aunt, Miss Maggie King. Mr. King has gone to New Albany, Ind., with his mother to be present at the burial of his aunt.

An attractive social event of this week will be the tea and musicale, which the Sir George Ross Chapter, I. O. E. is holding at the home of Mrs. W. N. Manning, Queen's avenue, on Wednesday afternoon, March 22. The program includes Mrs. Victor Blackwell, Mrs. Gordon Tennant, Mrs. W. H. Smith, Miss Lillian Johnston, Miss Leona Murphy, and Miss Mildred Baker. The proceeds are in aid of the Children's Hospital.

An attractive reception was held at the Western "U" Arts Building Friday afternoon when the girls of '23 entertained in honor of the girls of the graduating class. The reception room was a bower of spring blossoms for the occasion, tea being poured from a table centred with a large candelabra and decked with pink carnations. Here Mrs. Sherwood Fox and Mrs. Louis

Wood presided. Among the guests of honor were Mrs. Shanks, honorary president of the '23 girls' club. A pretty feature of the reception was the presentation of a carnation to each member of the graduating class. A musical program provided by Miss Christine Dawson and Miss Dorothy Davis was also part of the afternoon's enjoyment, and the concert was made up of arrangements for which were made up of the concertship of Miss Ruth Davis.

DAVIS-STEVEN.
The First Congregational Church was thronged on Saturday afternoon, the occasion of the wedding of Edith Marian, daughter of Rev. F. A. Steven and Mrs. Steven of the China Inland Mission, who became the bride of Ernest James Davis, son of Mr. J. J. Davis of Byron. Promptly at 3 o'clock the bride and groom were united in the bridal parlor of the church. The bride, who was given in marriage by her brother, Mr. Ernest Steven of Toronto, was lovely in her nuptial robe of white meteor crepe and georgette with bridal veil of beautiful Honiton lace, crowned with orange blossoms, and a bouquet of pink and white Sweetheart roses.

A pretty maid of honor was Miss Hildegarde Steven, sister of the bride, who was charmingly gowned in pink organdie over silk, and wore a large pink hat, trimmed with white maline and pink flowers, and carried roses. The bridesmaids were Miss Margaret Steven, who wore a winsome frock of pale blue organdie, a pale blue hat and carried a basket of pink and white carnations. A third bridesmaid's bouquet was sent to Miss Donna Waller, who was seated on an attendant at the wedding, but who was prevented from attending by illness. Mr. Walter Davis brother of the groom, acted as best man, the ceremony being performed by the Rev. F. A. Steven, father of the bride, assisted by Principal Waller of Huron College, and the Rev. John Johnston of Calvary Baptist Church, Toronto.

Immediately following the ceremony a reception was held at the home of the bride's parents on Princess avenue, the house having been exquisitely decorated with palms, ferns, japonica and carnations. Mrs. Steven, mother of the bride, received the guests, numbering about 60, around a handsome gown of grey meteor crepe, amethyst hat and corsage bouquet of sweet-peas and orchids. Supper was served buffet fashion, after which Mr. and Mrs. Davis left for a short honeymoon trip, the bride traveling in a tailored suit of navy tricot, a smart black hat trimmed with flowers and

FOR LOVE OF BETTY

(Copyright, 1920, by the McClure Newspaper Syndicate.)

LXX.—YOU WERE FOOLED.

Davon made up his mind that he must question Betty—now was the time when she was distraught, strung-up. "Aren't you—engaged to Jack Trevor?" he sympathetically inquired. "Didn't you know—just before the accident?" the words were almost inaudible—"he was going to marry April Moore—in Malton."

"The deuce he was!" Davon sat bolt upright. "Who told you that?" "April herself."

"It isn't true," said Davon, sharply, thoroughly aroused and taken aback. "For April Moore is going to marry Betty."

Betty looked incredulously at him. Then a light of sympathy crept into her eyes. Davon went on. "Poor Mr. Davon, if he were going to suffer what she herself had endured, loving someone who did not care."

As though he had fathomed the pity in her eyes, Davon broke in quickly: "April has cared for me for years—and for no one else!"

Betty was silent. "For some mad reason she has gone to Malton," he went on, angrily. "But I tell you she's in love with me!" Betty hesitated. Knowing what she herself had suffered, was it not better to be cruel now in order to be kind?

She did not her clear duty to lift the scales from this unfortunate young man's eyes?

"I don't want to tell tales," she began gently, "but I happen to know that April really cares for Jack."

"She has told you so?" Betty nodded, compassion on her pretty face. Although she did not like Davon, she felt sorry for him now.

He laughed incredulously. "April doesn't mean half of what she says," he rejoined.

"I was thinking of something—a positive proof that she does care for him," went on Betty, slowly.

"Then tell me what it is—I have a right to know," said Davon, biting his lip. He had suspected all along that Davon wasn't really playing the game with him.

Betty, with the best intentions in the

HOME ECONOMICS

MRS. ELIZABETH KENT, MACDONALD COLLEGE.

WEARING QUALITIES OF COTTON CLOTH.

every girl's training in school; as should, also, experience in burning and making chemical tests of the fibre to learn that cotton burns quickly with a flame, that cotton remains white in a strong acid solution, that it is not destroyed when boiled fifteen minutes in a 5 per cent solution of caustic potash, and various other similar facts.

As to weaving, the plain weave is commonest, and wears well in even and close. "Twill" weaves give firmness and bulk. The important factor in buying cotton is to buy the right weave and weight for the purpose for which it is to be used. If the weave and weight threads are not well balanced, if one is much heavier than the other, the cloth is bound at least to break or tear along the line of the heavy threads, as in denim. Design affects the wearing quality. No matter what design is chosen, the buyer should make sure that the cloth is well woven, has enough threads closely packed to give strength and body. Most of the fabrics which seem strong are woven in a design which allows the threads to slip out of place easily where there is any strain, especially in the seams. This fault may be discovered by trying to push the threads of the design apart with the finger nail; many fancy weaves cannot stand this test.

(Copyright, 1921, by the Metropolitan Newspaper Service.)

Personal Health Service

(By WILLIAM BRADY, M.D., Noted Physician and Author.)

Club Foot.

Anyone with even a casual knowledge of embryology or the ante-natal development of the body cannot but marvel that such slight faults of development, or rather interruptions of growth, as club foot, hare lip, and spina bifida occur so rarely. And one not wholly ignorant of embryology will find amusement in the superstitious explanations for such accidental occurrences made by our irrepressible commentators, the fishwife. Next to the fishwife fancies with which unenlightened mortals attempt to account for their respiratory diseases, there is nothing in the realm of etiology so absurd to a half-way intelligent mind as the superstition of marking.

The curative treatment for club foot should begin when the child is two weeks old, if the very best results are desired.

Correction of the deformity is very simple in some cases, and very difficult in others, depending upon the amount of deformity or the lack of development. As a rule, even though

practically perfect functional development is brought about by proper medical treatment, the size of the foot remains always a little less than normal.

The best method of treatment has been found to be manual correction or overcorrection of the deformity and the application of suitable plaster bandages to hold the foot in corrected position for a time. This science is being used with advantage in the treatment of club foot. Physicians most experienced in treating such conditions (orthopedic surgeons) persist until the foot is overcorrected to the degree of contact with the lower part of the leg, in which position it is retained for about two weeks before the retentive plaster dressings are discontinued. After that the mother may carry on the restorative treatment by daily manipulations of the foot under the physician's direction. When the child begins to walk the outer border of the shoe is raised a quarter of an inch, which is necessary to resort to an anesthetic or incision; but in these cases it would be disastrous to avoid the necessary operation.

As a general rule, club foot is treated more successfully without braces or splints of any kind. It is a mistake to imagine that a brace will correct a deformity. All a brace can do is retain the member in a certain position, which may or may not be helpful—it is wholly up to the physician in charge. Parents who put braces or supports of any kind on their child's feet, without the advice and constant supervision of a physician, make a dreadful mistake which is very likely to bring them lifelong regret.

Advertiser Patterns
Owing to the pattern manufacturers increasing the price of patterns to use all patterns advertised from this date will be 15 CENTS EACH.

A Dainty Dress for a Tiny Tot.
Pattern 3437 was used for this design. It is cut in 4 sizes, 1, 2, 4, and 6 years. A 4-year size will require 2½ yards of 36-inch material.

Embroidered materials, voile, batiste, lawn, crepe, crepe de chine, repp, poplin, silk and linen could be used for this style. It is also attractive for gingham, percale, chambray and muslin. A pattern of this illustration mailed to any address on receipt of 10 cents in silver or stamps.

CAUTION: Be careful to inclose the above illustration and send size of pattern wanted. When the pattern is sent, you need only mark 34, 44, or whatever it may be. When in waist measure, 24, 26, 28, or whatever it may be. If a skirt, give waist and length measure. When misses' or child's pattern, write only the figure representing age. It is not necessary to write "inches" or "years." Patterns cannot reach you in less than one week from the date of application.

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The perfect underwear for women's undies, tailored to fit the form.

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HARVEY KNIT COMBINATIONS (step-in style), with narrow tape over shoulders. Price, per suit **\$1.50**

HARVEY KNIT COMBINATIONS, with strap tops, umbrella knee. Price, per suit **\$2.00**

CHILDREN'S COMBINATIONS, with drop seat. Price, per suit **\$1.00, \$1.25**

WOMEN'S VESTS of fine combed yarn, o. s. sizes, sleeveless. Price each **\$1.00**

WOMEN'S PINK VESTS, with straight band top or cumfy cut. Prices, each **85c, \$1**

WOMEN'S VESTS of fine cotton, strap tops. Price, each **75c**

WOMEN'S VESTS of fine ribbed cotton, taped or fancy lace yokes. Price **50c**

WOMEN'S KNITTED DRAWERS, with band or elastic top, umbrella knee: Sizes 36 and 38. At a pair **\$1.00**

Sizes 40, 42 and 44. At a pair **\$1.25**

PINK BLOOMERS, elastic at top and knees, flat-lock seams, all sizes. Price, a pair **\$1.00**

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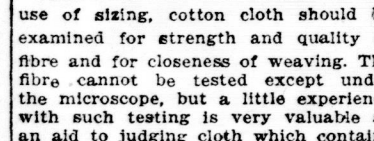
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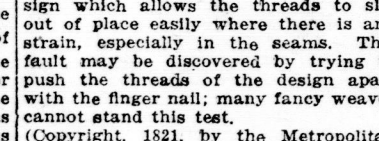
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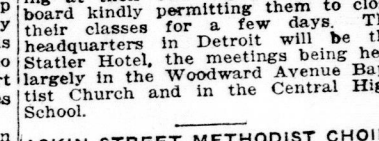
THE PERFECT FLAVOR



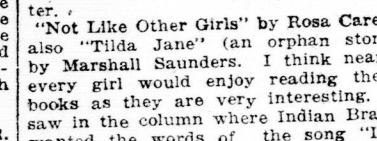
Apart from its adulteration by the use of sizing, cotton cloth should be examined for strength and quality of fibre and for closeness of weaving. The fibre cannot be tested except under the microscope, but a little experience with such testing is very valuable as an aid to judging cloth which contains any cotton. It should be a part of



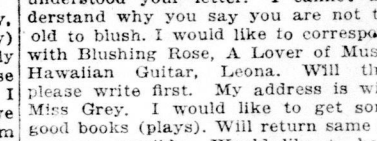
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Cut shows one of our many lines.
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Big display of Diamond-Set Jewelry in our south window.

Diamond Rings, single stone, clusters and fancy settings \$25.00 to \$1,000.00
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Timetable Effective Sunday, January 18, 1921.
TO ST. THOMAS—10:00 a.m., 12:15, 2:30, 4:45, 6:30, 8:45, 10:30 a.m., 12:45, 2:30, 4:45, 6:30, 8:45, 10:30 p.m.
TO PORT STANLEY—10:10, 12:25, 2:35, 4:50, 6:40, 8:55, 10:40 p.m.
Limited London to St. Thomas.
Daily except Sunday.
All trains stop at Glenora.

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DECLINES OFFER OF AUSTRALIAN ARCHBISHOPRIC

Rev. Dr. H. J. Cody Tells His Congregation He Will Stay With Them.

TORONTO, April 24.—Rev. Dr. H. J. Cody, rector of St. Paul's Church, this morning announced to his parishioners that he had decided not to accept the call to the archbishopric of Melbourne, Australia, but to stay with his people at St. Paul's. This announcement was received with applause, and the congregation rose and sang the Doxology.

Rev. Dr. Cody expressed appreciation of the importance of the position of Archbishop of Melbourne and the opportunities of service it offered in matters spiritual, ecclesiastical, educational, missionary and imperial, and he thanked his fellow clergymen of Australia for their confidence in him. But he said he felt that his present duty lay in Canada. "I am 52," continued Dr. Cody, "I have breathed the spirit of Canada since infancy, and the attachment arose whether I could be wisely transplanted into a country of different climate and other conditions."

Deeply Affected.
The strength of the parochial ties which bound him to Toronto was touched upon by Dr. Cody, who mentioned that he had gone to St. Paul's 29 years ago to assist in reading the Gospels. Rev. Dr. Cody was minister of education for Ontario in the latter days of the Government of Sir William Hearst.

SEEKS TO STOP ADVERTISERS FROM MANIPULATING PRESS

J. F. Reid, M.P., Presents Resolution To Federal House of Commons.
OTTAWA, April 23.—(Canadian Press).—J. F. Reid (MacKenzie) is asking the House of Commons to adopt a resolution condemning any attempt to manipulate the press of Canada through manipulation of advertising. The resolution follows:

That in the opinion of this House the organized schemes of certain parties, interested in maintaining the customs tariff, including what is known as the Murray Bureau, Toronto, and the Manufacturers' Association of Canada, which was formerly employed by the Manufacturers' Association to influence the editorial opinions of the press by withholding or withdrawing advertising, is contrary to the national interest, and this House condemns any such movement against the freedom of the press of Canada.

Aching Limbs

Poison in the system cause pains, aches and stiffness. The poisons are quickly removed by the use of Dr. Chase's Kidney-Liver Pills. One pill a dose. 25c a box, all dealers.

Dr. Chase's Kidney-Liver Pills

Chi-Namel COLOR VARNISHES

These varnishes produce a transparent, water-proof, color and gloss finish in one application.

Furniture, doors, woodwork, etc., whether new or old, hard or soft wood.

They are self-leveling, hence easy to apply and show no laps or brush marks.

Dries over night.

The Purdom Hardware

Sole Agents in London.

Optical Science

GRACIOUS, BUT I'M HAPPY!
These glasses are the best ever! I got these large-rimmed tortoise shell spectacles from Steele, and they're great. Before no 'specs' could be fitted to my broad, fat nose. These glasses are not only comfortable, but becoming to the contour of my face. You try Steele's, too!

"Read our optical science articles."

Expert F. STEELE Optician.
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Phone 5414J

NO FAVORITISM, SAYS CODY, IN WESTERN GRANT

Chairman of Royal Commission Explains Western University's Unique Position.

BUILDINGS NEEDED

Points Out That Grant Will Have To Be Supplemented

TORONTO, April 24.—The Toronto Star on Saturday carried the following interesting account of an interview with Archdeacon Cody, in which he shows that the grant of \$800,000 to the Western University at the present time is fully justified by the unique situation which prevails in London. The Star says: "No favoritism has been shown by the Government towards Western University by reason of the fact that that institution will receive \$800,000 for buildings, the full amount recommended by the royal commission on university finances, whereas considerable slices were made in the recommendations for Toronto and Queen's Universities. This was the opinion expressed by Archdeacon Cody, who was chairman of the royal commission, in commenting on the announcement of Hon. R. H. Grant, minister of education, that the full grant of \$800,000, as recommended, would be paid to the university at London.

"The Western is in a different position with respect to buildings from both Varsity and Queen's," Dr. Cody explained. "The commission's recommendation for Western was the minimum necessary to go on with, whereas the other two institutions can jog along, very conveniently, it is true, but still they can carry on under a postponement of their building program."

Absolutely Necessary.
"What the Government has apparently done has been done because of absolute necessity," Dr. Cody added, "and I think it was very desirable. They have a unique situation at London. There they have improvised old buildings, and unless they got the grant of \$800,000 they would be forced to stop right where they were. Even with the Government grant they will have to raise another \$500,000 locally to provide for a gymnasium, approaches to the grounds and other improvements and additions."

The royal commission's recommendation for the institution at London was a total grant of \$1,000,000, of which \$200,000 was for maintenance and \$800,000 for new buildings. Dr. Cody said the university there had bought a large tract of land for extensions. The university itself must also secure the funds to cover cost of all other extensions than those recommended by the commission.

Toronto Next Year.

Hon. R. H. Grant announced in the House a few days ago that for the session ending June, 1922, the University of Toronto would be allocated \$1,800,000. This is \$900,000 in excess of the amount granted for the current session, and will provide for the erection of the \$500,000 anatomical building. But the remainder, \$1,300,000, will not be in any way for maintenance charges, and will not permit of any allowance for further building extensions. The royal commission recommended that Varsity should receive \$4,500,000 for its building program.

Queen's University at Kingston, Mr. Grant announced at the same time, will receive \$325,000, as compared with the commission's recommendation of \$615,000, of which \$340,000 was to be for new buildings.

Mr. T. A. Russell, who was a member of the royal commission, expressed the same opinion as Dr. Cody. "With this or nothing," he said, "Unlike the other institutions, a grant of part of the recommendation would be of no use. I also do not think there has been any undue discrimination on the part of the Government towards Western University."

GOVERNMENT HAS GRANTED \$200,000 FOR MAINTENANCE

The Provincial Government has voted the sum of \$200,000 in the supplementary estimates as a maintenance grant for the Western University during the next fiscal year.

This will help the university very materially, and will enable it for the time being to proceed with its work unhampered.

In order to provide much-needed expansion until the building program of the Western is in operation, the arts department will take possession of the old Medical School at the corner of Waterloo and York streets, which is now being vacated, and will carry on the work there with this in view.

As announced to The Advertiser in an interview on Saturday, the minister of education has given the assurance that a grant sufficient to cover the necessities of the university extension scheme will be forthcoming in due time, and Dr. Grant has promised to make an official statement regarding the Government's intention to do so to assist the Western in carrying out its building program. This announcement will be made in a few days.

GETTING REAL OLD.

GUELPH, April 24.—The city of Guelph had its 94th birthday on Saturday, but the occasion was marked by little celebration. A monster banquet was held by the local branch of the Sons of England at the Royal Canadian Cafe in the evening to commemorate St. George's Day.

GRAND TRUNK RAILWAY SYSTEM TIMETABLE CHANGES

SUNDAY, MAY 1, 1921.
Commencing Monday, May 2, train now leaving London 12:30 p.m. daily except Sunday for Toronto and principal intermediate stations, will leave London at 12:25 p.m., arriving Toronto 4:55 p.m., same as at present.
Conflicting Monday, May 2, train No. 75 will leave London 6:50 a.m. daily except Sunday, arriving Glencoe 7:25 a.m., instead of 7:30 a.m., at present.
Apr 25, 27, 28, 29, 30

Twelve-Hour Battle Between Republicans and Military Police

Casualties Amongst Government Forces Were Few—Rebels Scatter Into Hills When Reinforcements Threaten To Envelop Them—Two Brothers Murdered in Reprisal.

DUBLIN, April 24.—Fighting which lasted for twelve hours is reported from the neighborhood of Maam Cross, County Galway. Fourteen policemen, under command of a district inspector, went at 4 o'clock this morning in search of a republican flying column. The rebels were found entrenched on a high ground in the vicinity of the home of Patrick O'Malley, member of the Parliament. The police took to cover as best they could, and a prolonged engagement ensued, in which a sergeant was killed and a sergeant wounded. At 3:30 this afternoon reinforcements for the police arrived, bringing with them machine-guns. They enveloped the position of the rebels, who fled to the hills, taking their weapons with them.

According to an official statement issued from Dublin Castle, Father Cunningham Lennane, who motored out to the scene of the fighting to administer the rights of the church to the wounded, was deliberately fired upon by the rebels, but escaped injury.

Burned Two Houses.
In the vicinity of the fighting the police say they found arms and ammunition, beds for 40 persons and the stock and collar of a pig, which, they said, had been used by the leader of the rebels as a disguise.

A search of two neighboring houses showed that they had been used as ambushes. These were burned to the ground by the police.

Simultaneous raids by republicans on 22 policemen in Cork resulted in the capture of 47 registered and 739 ordinary letters.

Bombs Thrown.
Two constables were wounded Saturday night by bombs thrown from upper windows in a public house in Limerick. One civilian was hit by splinters of a bomb.

Last night a large number of bombs and a quantity of ammunition were found in stables near Wellington road, a high-class residential quarter in Dublin.

Four police barracks were attacked Saturday night—in the Dublin, Armagh and Queenstown. At Ardee the barracks were successfully defended, but that in Queenstown was destroyed, and was, was completely destroyed.

TWO BROTHERS KILLED.
BELFAST, April 24.—Two brothers, Patrick and Daniel Duffin, respectively, were shot and killed at midnight Saturday. It is believed they were shot in reprisal for an attack on the barracks at Ardee, when Cadet Bolin was killed and Cadet Biles wounded. Two civilians, Mrs. Louise Gilson and Thomas Kennedy, also received wounds in the early attack.

A long-haired yellow dog found in the kitchen of the cottage where the two young Irishmen were killed, is regarded as a clue to the identity of the man who shot them. According to John Duffin, a brother of the dead men, the dog was taken away from the cottage by a district constable of the Royal Irish Constabulary, who visited the place at 6 o'clock this morning with a party of police to investigate the tragedy.

Cadets Bolin and Biles were attacked in a crowded thoroughfare. They were shot by the first auxiliaries to make their appearance in Belfast. They came from Sligo several days ago and intended to return Saturday night. They had

found they were unable to do so, however, because the train could not run on account of the shortage of coal due to the miners' strike.

In Shopping District.
The cadets had been to the railway station and walked over to Donegal Place about 2 o'clock in the afternoon. This street, which is the centre of the shopping district, was crowded with pedestrians. A number of shots were fired at the auxiliaries. One of these broke a window in a passing street car, and wounded Mrs. Gilson in the mouth, while another wounded a pedestrian who was on the sidewalk.

The attacking party, the number of which has not been ascertained, dashed up the lane towards Falls road, where many Sinn Féin leaders and Nationalists were gathered. Two soldiers, carrying only their rifles, chased the fleeing men. They narrowly escaped being hit by bullets that the fugitives fired at them as they ran.

Members of Gaelic League.
About midnight a Duffin cottage in the Clonard monastery grounds, was entered by three armed men in civilian dress. One of the men was shot during the riots last July, was lying on a bed upstairs. Describing the killing today, he said his brothers were still sitting in the kitchen when the raiders were admitted to the cottage, and when they reached the bedroom the men gave the command: "Hands up!" This was followed by a fusillade and Duffin could get downstairs where he found his brothers lying on the floor dying. In the kitchen a dog, which appeared to have been well cared for.

The two slain men were members of the Gaelic League. Daniel Duffin was noted as a Gaelic football player.

ROUND UP POSTMEN.
CORK, April 23.—Bands of armed men rounded up 50 postmen just as they were leaving the central postoffice today with mail deliveries and took the mails "in the name of the Irish republic."

The haul, weighing several tons, was removed in carts to an unknown destination. As a result, the entire city and the outlying districts were without mail today. The carrying out without attracting the notice of the crown forces on duty nearby.

When you want your entertainment to be successful you must let the people know what is going to be held and what entertainment you intend to provide. \$1.50 is the cheapest rate for an advertisement under the heading of "Amusements."

IF YOU KNOW WHERE FLIES GO IN THE WINTER TIME

Every sensible housekeeper knows what to do before they return. She prepares to rid herself of these pests before they have set on her for the summer. Why not take your eye trouble in time too? See a good optician before you begin to suffer. Visit the Brown Optical Company, 223 Dundas street, and have your eyes examined. 22V

An Open Letter to Retail Merchants

Assuming people have money (Savings Banks Deposits, January 31, were one billion three hundred odd million dollars), the great force in making them buy things is to stimulate a buying atmosphere.

This can best be done by newspaper advertising.

But we do not advocate Continuous "Slaughter" Sales Copy. In fact, we think this more of a handicap than a help to business under present conditions.

While the public is led to believe that prices are still falling, it will remain hesitant to buy until they reach rock-bottom.

Sound buying atmosphere can be created only by the persistent and sustained effort of merchants in all lines, indicating the utility and quality of merchandise, and pointing out that values are stable.

.....

This, however, is the best possible time to create the buying atmosphere. Spring is the Opening-up Time. Impulses that have lain dormant for months are blossoming out.

Sunshine and the lengthening days make nature sunny and loosen purse strings. The doffing of the coat reveals Vanity. Vanity causes people to buy things. This is true not only of wearing apparel—it is true of the hundred-and-one things that are bought for the house, incident to the annual event known as spring cleaning.

Every merchant in this city should bring his big guns to bear upon advertising for the next few weeks. If all do it, the buying spirit will just as surely follow as day follows the night.

Issued by Canadian Daily Newspaper Association, Head Office, Toronto.

SLIM HOPE THAT LEGISLATURE CAN END THIS WEEK

Municipal and Bills Committees Will Finish Their Work.

MAY CLOSE MAY 10

Committee On Privileges Has Only Just Begun Its Task.

TORONTO, April 24.—The Ontario Government still entertains hopes—very slim—of driving through to a clean-up of business before the Legislature this week. It would seem almost certain, however, that the present session, already nearing record length, cannot outlast another fortnight, and opinion among older parliamentarians is that the last item of business should be reached about the middle of next week, and formal adjournment ensue on the following Tuesday.

The municipal committee will wind up its sittings this week, as will the private bills committee. Then privileges and elections committee, which has really only just commenced its task, has to deal with the half dozen matters assigned to it for investigation. One or two of the matters before that body are not entertained by all members as of very great import, and there has been at least one move to cut down the work by eliminating the Swazye reference to "insincerity" from investigation.

Hydro and Timber.
During the week H. H. Dewar's bill to include native vines under the prohibitory law will come up for discussion, one night will be set aside for an important debate on extension of hydro-electric power to rural districts and "timber," which during the session has rivalled "O. T. A. appeals" in the frequency with which it has popped up.

will be subject of discussion in the continuance of the adjourned debate on Mr. McCrear's motion for the production of the Peter White K. C. correspondence.

Besides these subjects of outstanding interest there are several motions of more or less importance standing on the order paper, notably two of the Liberal leaders, one practically a want of confidence motion and another dealing with the old nickel issue.

NEW DANCE MUSIC
Three dance records in the April Victor list, two selections each at \$1. are the following: Chili Bean and My Little Bimbo Down on the Bamboo Isle; Honolulu Eyes and In the Heart of Dear Old Italy; Bright Eyes. Sent on order anywhere by Ye Olde Pirme, Heinemann & Co., Limited, 242 Dundas street, London.

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That soothing, refreshing thirst—quenching **LICORICE** flavor!

an Adams product, particularly prepared

Black Jack GUM

DRURY'S STATEMENT RE GUELPH HYDRO DEAL A SURPRISE

Citizens of Royal City Claim Premier's Letters Contradict Him.

GUELPH, April 24.—Premier Drury's intimation given to Roy, Capt. Buckland, M.P.P. (South Wellington), in the Legislature on Friday that all was not well in connection with legislation permitting the transfer of the local street railway to the Ontario Hydro-Electric Power Commission on May 1, according to the terms of the agreement approved by the ratepayers last January, was received with considerable surprise today, particularly in view of the fact that it was on Premier Drury's suggestion that negotiations with the hydro commission were reopened last October, and his written promise to extend the transfer to take place providing the ratepayers approved.

Premier Drury told Capt. Buckland in the House on Friday, in answer to a question as to when legislation would be brought down re the Guelph Railway, that the agreement should have been submitted to the Government before the ratepayers voted on it.

Surprising Statement.
This is regarded in civic circles here as a surprising statement, as copies of letters on file at the city clerk's office show that in 1920 Mayor Westoby wrote a letter to the premier on December 17, in which he asked if there was any danger of the Government refusing to permit the transfer of the road in the event of the ratepayers approving of it. And also submitting a copy of the bylaw that was to be voted on. On December 22, Premier Drury wrote Mayor Westoby saying in part: "If the ratepayers of Guelph approve of the

LEFT OWNER OF WRECKED CAR STRANDED: FINED \$25

WINGHAM, April 23.—J. S. Dobie, local garage owner and official agent for the Liberty League in North Huron, appeared before Police Magistrate Reid today on a charge of leaving the motor vehicle at. Dobie and Thomas McLean of Wingham, it is said, were returning one night recently from attending a Liberty League meeting in Goderich, and when near Belgrave ran into a car belonging to Dan Ferguson, doing considerable damage, and although Ferguson was left stranded on the road, Dobie kept on going. Dobie paid a bill of about \$50 for repairs to the injured car. The case against Thos. McLean for intoxication was adjourned, and the one against W. Burke dismissed.

STYLISH GIRLS IN LONDON

London is becoming the centre for fashions in Ontario, and it is very noticeable the number of well dressed girls on the streets. Young men, now from John A. Nash, Jeweller, they have that winning way. His new store is 182 Dundas street, "where you eventually buy."

Thomas Lowers the Cost of Living!

and here's how the housekeepers of London show their appreciation:

2,800 CAKES OF SUNLIGHT SOAP.
500 CAKES OF CHARM SOAP.
500 CAKES OF LIFEBUOY SOAP.
252 PACKAGES OF SNOWFLAKE AMMONIA.
1,232 CANS OF CORN, PEAS, TOMATOES AND PORK AND BEANS.
100 POUNDS OF COCOA.
75 POUNDS OF TEA.
50 POUNDS OF COFFEE.

Sold Before 12 Noon On Saturday---Why?

BECAUSE THE PRICES ARE RIGHT.
FOLLOW THE CROWD. SHOP IN THOMAS' NEW BARGAIN BASEMENT AND SAVE.

THOMAS