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# THE MAELSTROM

BY FRANK FROEST.  
Late Superintendent of the Criminal Investigation  
Department of Scotland Yard.

CHAPTER X.  
No. 140 Ludford Road.

With the satisfied feeling of a man who knew he had earned his salary, Weir Menzies betook himself homeward. As he boarded the Toofing electric car, at the automatically shut out from his mind all thought of Greye-Stratton.

He had ceased to be Weir Menzies, chief inspector of the criminal investigation department. He was Weir Menzies, Esquire, of Magerston-tein Road, Upper Toofing, who, like other gentlemen of business, left his business worries behind him at the office.

He ate his dinner while Mrs. Menzies, a motherly little woman, who never asked questions, retailed the latest domestic gossip. He added his own quota. He was afraid that Browns, the new butcher in the High Street, was not doing too well. As he pushed his chair back and lit a cigarette, Mrs. Menzies seized the opportunity to tell of a calamity.

"Bruin's been in mischief. He dug a big hole under that Captain Huggard rose today."

This news roused Menzies. He kicked off his slippers and began relacing his boots. "That da—shed dog! I'll bet he's ruined it. We'll have to chain him. Ring the bell and ask Nellie for a candle, will you, dear?"

Candle in hand, he led the way to the garden, muttering discontentedly as he cast his glow on the damage. He raised his voice. "Bruin—here, Bruin," and a heavy bob-tailed sheep-dog came lumbering over the lawn. Weir Menzies regarded him sternly and pointed an accusing finger at the hound.

"What do you mean by that?" he demanded. "You wicked, wicked dog! Bruin sprawled with downcast head, his whole attitude one of penitence and shame. 'Where's the whip?' asked Menzies. 'Go fetch it.'"

Reluctantly, with slow step like a boy sent by his schoolmaster, for a cane, Bruin recrossed the lawn, returning in a few seconds with a dog whip between his teeth. He covered while Menzies administered a couple of light blows—blows so light that they were rather symbolic of disgrace than actual punishment. His master slipped the whip into his pocket. "Now go and see that the house is safe."

The dog, now that retribution was over, slipped away. Detectives, for all their profession, are no more immune from burglary than ordinary mortals, but Menzies had little fear of his house being looted while Bruin was abroad.

To and fro over the house he trotted, pushing open doors or whining till they were opened by the maid, and inspecting windows and fastenings with an intelligence almost uncanny. By the time he had finished his inspection Menzies was in his own room. The dog trotted in, sat on his haunches and made a low crooning noise in his throat.

"All correct, eh?" said Menzies. "Good dog. Go to bed."

He himself was asleep almost as soon as his head touched the pillow. Yet it seemed to him that he had not been asleep five minutes when the deep boom of the dog's bark and an insistent ringing of the bell aroused him. He looked at his watch as he slipped out of bed. It was four o'clock. He had slept seven hours.

He shivered as he shuffled downstairs in his slippers and opened the door.

"Whv, it's you, Congreve," he exclaimed. "What the devil is the matter? Come in."

Too wise a man to say anything at an open door with a taxi-driver within earshot, Detective Sergeant Congreve (graded first-class at headquarters) followed his chief into the dining-room and Menzies switched on the light. "The lady's come back?" he interrogated.



## Health!

Comes to you and the children if you have Dr. Pierce's Golden Medical Discovery in the house. For "little-ones" and "grown-ups" this old-fashioned vegetable tonic and blood-maker is still used by the million bottles every year. Make your blood better and your health better by going to your nearest druggist and obtaining Dr. Pierce's Golden Medical Discovery in tablet or liquid form.

A healthy stomach turns the food we eat into nourishment for the blood stream and the nerves. No one suffers from colds or catarrh who has plenty of red blood corpuscles and good digestion. Catarrh in all its forms is a stagnation of the blood. Introduce pure, redder blood into the system, and health is assured. Dr. Pierce, over fifty years ago, gave to the public this alternative and blood tonic which he named his "Golden Medical Discovery." It is sold by all druggists the world over in tablets or liquid, and is just the thing to put the body in the best of condition. It is a tonic, alterative and nerve, which contains no alcohol, and has the ingredients printed on the label. "Golden Medical Discovery" assists the digestive functions, assimilating the food and taking from it what is necessary for feeding the blood. Thus the blood takes on a new vigor and vitality. This corrective remedy nature put in the forest for keeping us healthy. One feels strong, vigorous and full of "pep," instead of weak, nervous and "played out." Send 10c for trial pkg. of tablets to Dr. Pierce's Invalid Hotel in Buffalo, N. Y., or Hanson Laboratory in Bridgeburg, Ontario.

## TELLS HOW CATARRH IS DESTROYED QUICKLY

Catarrh sufferers, meaning those with colds, sore throats, bronchial trouble etc., can all be fixed up right at home by inhaling "Catarrhoseone." In using Catarrhoseone you don't take medicine into the stomach, you just breathe a healing piney vapor direct to the lungs and air passages. The purest balsams and the greatest antiseptics are thus sent to every spot where catarrhal trouble exists—germs are killed, foul secretions are destroyed, nature is given a chance and the disease ends quickly. Colds and throat troubles can't last if the pure healing vapor of Catarrhoseone is breathed—sneezing and coughing cease at once, because irritation is removed. Bronchitis, irritation and weakness in the throat soon disappear. Use Catarrhoseone whether young or old. Two months' treatment \$1.00; small size 50c dealers everywhere or The Catarrhoseone Co., Montreal.



## YOUR CHILD

A Department For Farm Mothers.

The right kind of doctor will not be trying to make money out of you, but will ask only a reasonable fee. Don't have any other kind of doctor. It might be well for you to mention what you can afford when you first go to see the doctor, for you and your husband have no doubt been steadily trying to save money for the baby and the necessary expenses. Even if you have no money you can always have the best of care at hospitals have, or should have, maternity departments, and you could go to the nearest good hospital, ask to see the nurse in charge of the maternity ward and find out from her when you can see the doctor and arrange for coming regularly for medical care. At the time of the birth, you and the baby can be better taken care of in the hospital than anywhere else, whether you are paying your hospital fees yourself, or whether you are having your medical and nursing care free. If you are going to stay at home and not going to a hospital, engage your nurse in good time. The doctor will advise you about this.

## What Shall You Eat

Your regular meals. Simple, pure, nutritious food. A fresh egg (not too hard-boiled) is simple food, because it is in its natural condition as laid by the hen and not highly spiced or seasoned; it is pure, because no preservative has been used on it, and it has not been kept a long time and become bad; it is nutritious, because it contains the very things the mother needs to build up the muscles, nerves, bones and all other parts of her body, and her baby's body, which is new part of her own. Milk is the same, an ideal food for the mother. Both eggs and milk should be prepared in many different ways; they seem like new foods every time. Roast, boiled or broiled meat once a day; fresh fish, well-cooked cereals, fresh or stewed fruit, bread, not too fresh, and butter, some cheese, plenty of vegetables, especially green vegetables, are the right foods. It has been found out recently that fats (milk, butter, cream, etc.) and green vegetables are a great deal more important than we thought. In fact we cannot do without them. This is especially true of the mother. She and the baby will both suffer unless she takes these foods every chance she can get, every day if possible at all. These foods are indispensable. You cannot do without them.

New Brunswick has only one lake of any considerable size, namely, Grand Lake, with an area of 74 square miles, being 15 square miles larger than Lake St. John, north of Quebec City.

## BUY NOW IN A REAL OIL FIELD

The greatest boom in the history of the oil industry has started in Canada. It is based on the facts and will develop with lightning rapidity. It will be necessary to act quickly if you want to have a share in a company holding property in the centre of the producing area. Such leases and properties are held by this company are no longer available. The time to buy is now. In a new oil field to develop investment is fatal. It is always the early buyer who makes the big money.

The Fort Norman Oil Co. Limited, has purchased drilling equipment and are pushing for speedy development. Write for descriptive folder with maps, or to avoid delay mail this application form.

I hereby apply for ..... shares of stock, Fort Norman Oil Co. Limited, (no personal liability) par value \$1.00, at the price of \$1.00 a share and enclose \$..... in payment.

Address and make funds payable to.....

**NORTH WESTERN SECURITIES CO.**  
606 KENT BUILDING, TORONTO.  
Phone M. 2623.

## OUR NATIONAL RAILWAYS

THE ANNUAL COST  
SERIES NO. 2.

That section of the press, which sees in the deficit of the government-owned system only ruin for the country, persists in referring to the railway problem as one that is still unsolved, and it seems intent upon the creation of an atmosphere of "something must be done."

While it is, of course, a weighty matter to have to provide a sum of thirty-seven million dollars to meet the operating deficit of Canadian National Railways and Grand Trunk Pacific Railway, yet as matters now stand, this is really a financial problem, and not a railway problem.

The economics of the railway situation are difficult for the public to understand. The problem, proper, developed in the early years of the Great War, when bankruptcy faced several privately-owned railways. The question was whether the government should go on assisting these lines, or whether it should embark on an "ownership" venture. The government decided that it was not practicable to assist further the roads concerned, for the reason that such action would leave the control in the hands of those who really constituted a minority interest. It decided to take over the railways that required assistance as going concerns, to merge them with the lines it already owned, in one great system, in order that operating expenses might be reduced as much as possible and the service unified.

The plan decided upon included operation on a corporate basis, with the management vested in a Board of Directors of business men, appointed without regard to their political leanings, and the basic principle, that there should be no political interference with the management, was adopted. A fundamental of the plan was competition. This great, government-owned railway and its privately-owned competitor were to give a dual service to every important community, competing in service and in principle of ownership, but on a corporate basis.

**Board Appointed.**

To implement this plan, the government lines, previously operated by the Department of Railways and Canals, were removed from the control of the cabinet Minister, and their management placed in the hands of a Board of Directors, appointed by the Government when the Canadian Northern capital stock was acquired in the fall, 1912. The same Board was asked by the Minister of Railways, as Receiver, to take over the management of the Grand Trunk Pacific lines (August 23rd, 1920). This was done. When the Grand Trunk, proper, got into the same kind of difficulty that had beset the Canadian Northern and the G. T. P., the plan was broadened to take in the G. T. R.

With such a definite plan, and, in view of the progress that has been made in working it out to date, it seems hardly proper to refer to the railway problem as if it were unsolved. During the past two years, the Canadian Northern and the former government-owned lines have been thoroughly consolidated in management under the collective title of Canadian National Railways; and since September 1st, 1920, the Grand Trunk Pacific lines have been operated as a part of this system. The bringing in of the lines of the Grand Trunk Railway to the family of public

**Operating Deficit.**

The operating deficit on these railways was \$26,708,456.23. That portion of the press, opposing the solution of the railway problem adopted by the Government, say, in effect, that it would have been better to not have run the railways at all than to have incurred such a loss. That is where the economic side of the railway situation is overlooked. A. T. Hadley says in his "Railroad Transportation"—and he is an undoubted authority on the subject:

A railroad differs from many other business enterprises in the existence of a large permanent investment, which can be used for one narrowly defined purpose and for no other. The capital once invested, must remain.

No one has said that Canadian National Railways (or even parts of the System) will never be required. Those who cavil contend that the lines are not required at present. Here let it be said that it is much cheaper to operate the lines and incur the losses which 1920's abnormal conditions produced than it would be, if it were possible, to give up operating the lines altogether. For one thing, the fixing charges would be the same whether the lines were worked or not. And a great part of the Maintenance of Way expenses would go on if the road was to be eventually used whether operated or not, because "the repairs have to be made with almost equal rapidity, whether the material wears out, rusts out, or washes out," as says Hadley. The Maintenance of Way and Structures expenses alone were \$34,769,329.00, or \$8,000,000.00 more than the deficit; so that it is not an exaggeration to say it would cost more to not operate the National System than it does to operate it.

The competitive feature, also, must always be remembered. It must be realized that far below the point where it pays a railway to do its own business it pays to take business from a competitor. The National Railways' relative cost of operation is higher than that of its competitor only on account of the lesser volume handled, but for certain specific traffic movements its cost may be lower. While competition in rates is eliminated through the standard tariffs approved by order of the Board of Railway Commissioners, yet the principle remains as to the handling of additional traffic; for as our before-quoted authority says "any rate which will more than cover the expense of moving the cars and handling the goods is a paying rate," provided "the business can be had on no other terms."

**Future Profits.**

If Canadian National Railways had been a privately-owned road, its man-

agement would not have acted any differently than the Directors of the C. N. R. have acted in the last two years. Future profits can come only from getting the lines in good physical condition, putting on a good service and so attracting the business that exists as well as that which develops. The interest charges are not lightened by cutting down the Maintenance. The out-of-pocket expenses are the transportation charges for moving the business. Per train mile these charges were \$2.05. The earnings per train mile were \$3.03, which produces a surplus over transportation expenses sufficient to pay the miscellaneous expenses \$2,320,234.50—the general expenses—\$2,965,769.87—the maintenance of equipment expenses—\$27,963,511.21—and leaves more than 8 million dollars to apply on maintenance of way expenses. The maintenance of equipment expenses, to an extent, go into the improvement of the property, and the maintenance of way expenses even more so. The situation, therefore, is not such a dismal one, looked at from an economic operating point of view, inasmuch as National Railways, earned approximately 70 million dollars more than the mere cost of moving the business, as apart from maintenance and other expenses.

When traffic development, co-ordination and other features are considered, the prospect becomes brighter. Some of these will be taken up in subsequent articles in this series.

## MAN ONLY OWNS 33 TEETH, WHILE SNAIL HAS 14,175.

**Dame Nature Shows Peculiar Sense of Humor in Some Ways.**

Why man, whose appetite leads him to the chewing of a wide variety of foods, should be given only thirty-two teeth, while the snail, whose menu must be much more restricted, is provided with 14,175, in 135 rows of 105 each, is one of those things we feel inclined to attribute to Dame Nature's sense of humor.

This feeling is increased when we are told that the smallest number of teeth dished out by Nature falls to the lot of that great creature, the narwhale, which has only two. The elephant is almost as badly off, being endowed, as a rule, with but six, although he occasionally may have as many as ten.

Rabbits have twenty-eight teeth and rats and mice twenty each. Sheep and oxen possess the same number as human beings. Frogs have no teeth at all on the lower jaw, and toads are quite toothless. The shark has several rows of teeth, the outer ones being replaced as they become worn, at the expense of the inner row.

The pike is provided with what might be called hinged teeth, as they certainly can be turned forward to enable it to hold its prey firmly.

## WHALEBONES FOR BUNGALOW.

For over twenty years, several huge whale ribs have been bleaching in the sun in front of the Avalon Tennis Club and now an enterprising contractor has found a use for them. Canvas, wallboard and flooring have been added to the bones and the popular little Catalina, U. S. Island city has acquired new shelter for its many visitors.

## SHE TOOK HER MOTHER'S ADVICE

Now is in the Best of Health because she took Lydia E. Pinkham's Vegetable Compound

Kesock, Sask.—"My mother has taken Lydia E. Pinkham's Vegetable Compound and upon learning of my troubles advised me to try it. I seemed all at once to be getting on my feet and had no more of the terrible pain I have taken. Lydia E. Pinkham's Vegetable Compound and Lydia E. Pinkham's Blood Medicine used the Sensitive Wash also Dr. Brown's Capsules and Prescription and am much better in every way. I am willing for you to use my letter as a testimonial as I recommend your medicines."—MRS. IRENE NELSON, Kesock, Sask.

It is not always in business that a woman is forced to give up her work on account of ill health. It is quite as often the woman who does her own work at home. When backaches and headaches drive out all ambition, when that bearing-down sensation attacks you, when you are nervous and blue, the one great help for such ailments is Lydia E. Pinkham's Vegetable Compound.