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KINGSTON

### Famous Kingstonians Abroad

#### Kingston Men Who Left Home To Gain Fame

NO. 31.

George Frederick Henderson, K.C., Ottawa.



GEORGE F. HENDERSON, K.C., OTTAWA.

"He that hath a trade hath an estate, and he that hath a calling hath a place of profit and honor."—Benjamin Franklin.

In these words Benjamin Franklin outlines the simple fact that the man is well off who has been given the vocation for a certain calling and is wise enough to follow it up. He also gives a hint of the nobility of work, no matter how slight the results of that work may be.

Certainly George Frederick Henderson began life with a calling and it is even more certain that he did not follow up his calling without a healthy amount of hard work. A modern enterprising lawyer has something more to do, in paving the road to success, than sitting in an office watching the money roll in. When you sit and watch money it invariably rolls out. To reverse the process it is necessary to do a little rolling and chasing on your account.

George Henderson was born in Kingston on February 17th 1864 the son of the late Peter R. Henderson, who was for many years managing director of the Montreal Transportation Company. With other young Kingstonians of the time, he started his school career in the private school taught by the Rev. Mr. Graffley, in what was then the Baptist parsonage. The Rev. Mr. Graffley was then pastor of the Baptist church, which is now the First Church of Christ Scientist on Johnson street.

From Mr. Graffley's school he went on to the Grammar school, across from Chalmers' church, which later became the Kingston Collegiate Institute's first building, and at the present time is used by the Civil Service Commission as a headquarters for the manufacture and fitting of artificial limbs and appliances. He matriculated in 1880, winning the Mackerras Memorial Scholarship in Latin and Greek. Of course he went to Queen's and previous to his graduation with a Bachelor of Arts degree in 1884, took an energetic part in all the phases of student and college life.

After leaving Queen's, Mr. Henderson took up the study of law in Toronto. He went to Ottawa as a student in 1886 and commenced practice for himself in the fall of 1887. In 1890 he joined the firm of Mc-

Craken, Henderson, Greene and Herdridge, with whom he has been associated ever since, to the advantage of the firm and of himself. He has been conspicuously successful ever since.

He has been occupied chiefly with counsel work throughout Eastern Ontario, but he is also well-known in other parts of the province and dominion. Several famous cases of international interest, in which he took an active part, have added to his achievements and reputation in his profession. One of these was the Christian Brothers' Case in which the Privy Council finally decided that the members of religious orders must qualify before being allowed to teach in the schools of Ontario, not withstanding practice to the contrary for almost half a century. He also acted in the famous Fuse Investigation during the war, the recent Newspaper Investigation and many others.

As counsel for the Ottawa Electric Company, Mr. Henderson had the first cases in Canada concerning the interference electrically of adjacent electric lines. Familiarity with municipal work led to his publication, in 1895, of a handbook on the "Ditches and Watercourses Act of Ontario." In 1906 he was appointed drainage referee for Eastern Ontario, though still retaining his general practice. In 1909 his jurisdiction in this respect was extended to cover the whole province and since that time until the present he has been acting as drainage referee for the province of Ontario although actively engaged in all other branches of his profession.

In the year 1907 he was appointed a King's Counsel and was elected president of the County of Carleton Law Association for 1907 and 1908. He was president of the Ottawa Board of Trade for two years, 1898 and 1899, has been a member of the board's council several times and always taken an active interest in it.

In 1917, Mr. Henderson acted as chairman of the commission appointed to investigate the packing house and cold storage business, which investigation attracted much public attention on account of its bearing on the question of living. For several years past he has been a trustee of Queen's University, and he says that he is firmly convinced that Kingston is an ideal centre for a university and for general educational advantages. He took a great interest in the proposed removal of Queen's Medical College to Ottawa.

We almost forgot one of the most important events of Mr. Henderson's life. In fact it may have been the most important event of all. An old minister once remarked during a sermon that we are born to marry and then there is nothing left for us to do but die. Mr. Henderson was married in 1890 to Margaret Eglinton Brown and they have been blessed with one daughter. Certain it is that Mr. Henderson has found many more useful and interesting occupations than dying since he was married.

For recreation and exercise, Mr. Henderson follows up golf in the summer and curling in the winter. As he puts it he is "pretty keen on both, but not enough time for either." He belongs to the Royal Ottawa Golf Club, Rideau Club, and the Brockville and Cornwall Clubs.

Mr. Henderson is associated with many of the large firms of the Dominion as legal counsel. He is solicitor for the Royal Bank of Canada at Ottawa, the Toronto General Trusts Corporation (Ottawa Branch), the Ottawa Light, Heat and Power Company, the Imperial Oil Company, Ottawa Dairy Limited, the Ottawa Gas Company, the E. B. Eddy Company and many other important interests.

Besides his work as counsel he is a director of the Ottawa Traction Company, the Ottawa Electric Railway Company, Ottawa Car Company, Ottawa Gas Company, and Deschenes Electric Company.

#### GENEROUS GIFTS.

Were Made By Late John A. Bruce, Hamilton, July 22.—It is announced that the late John A. Bruce left an estate amounting to \$416,428.90. After providing legacies for relatives and friends, Mr. Bruce gave the following legacies to charitable institutions:

To the Hamilton Health Association, \$100,000, to be used by the said association for the following purposes: for extending the buildings of the association, \$70,000; for beautifying the grounds of the association, \$15,000; for improving and extending the farms of the association, \$15,000.

The following charities each receive \$5,000: Boys' home, Girls' home, Hamilton Orphan asylum, Home of the Friendless and Infants' home, St. Peter's Infirmary, Sisters of St. Joseph of the diocese of Hamilton for St. Mary's Orphan asylum, St. Paul's Presbyterian church, Hamilton, benefits to the extent of \$10,000.

To the Victorian Order of Nurses, Hamilton, \$1,000.  
To the Salvation Army for its rescue home at Hamilton, \$1,000.

#### A YOUTHFUL CRIMINAL.

Child Burglar Arraigned in Quebec Police Court. Quebec, July 22.—A remarkable case of child burglary came up in the Police court before Judge Choquette, when Alfred Baker, aged eleven years and six months, was arraigned, charged with a series of petty robberies which have been baffling the local police for more than three weeks.

The lad admitted his guilt and persisted that he had operated alone. He was detained, and his parents will be called and questioned before the case is disposed of.

That Canada's fuel shortage is a matter of transportation which may be cured in the course of the next few months is the word that Hon. F. B. Carvell and Commissioner S. J. McLean bring back from Washington.

#### SUICIDED AT OGDENSBURG, N.Y.

Eludes Nurse and Hangs to Pipe in State Hospital.

Ogdensburg, N.Y., July 22.—Mrs. Nellie M. Gardner, aged forty-nine, of Oughdenoy, ended her life at the State hospital on Tuesday. Mrs. Gardner was admitted to the institution on May 20th, 1919, and was confined in Ward H. She was an agitated patient, very dependent and of suicidal tendencies.

Mrs. Gardner had a piece of cloth secreted about her person and early this morning entered the bathroom. She turned on the water and the nurse in charge was under the impression that she was getting a drink. Within a few minutes the nurse made an investigation and found her hanging from a pipe in the room. She was removed to the floor and several doctors and nurses tried by means of artificial respiration to revive her, but without success.

#### SURPLUS OF WOOL

Argentina Has 200,000,000 Pounds of Coarse Grades.

Buenos Aires, July 22.—The cessation of the demand for coarse grades of wool for army uniforms and the refusal of average people, in spite of the high cost of living, to buy clothing made of the coarse grades, has left Argentina with more than 200,000,000 pounds of wool, according to a local manufacturer of woollen cloth, interviewed by La Nacion.

This huge quantity will be increased during the hearing season in July and August. As the production of wool in this country is growing year by year the problem of selling the coarser grades is considered very serious. One reason for the situation is that formerly Argentina sheep breeders had bought more of the meat than the wool, with the result that their stock became mixed and the consequent wool coarse and not uniform.

#### To Expend \$10,000,000.

London, July 22.—The House of Commons has authorized the expenditure of \$10,000,000 for the development of the telephone system.

# Special Bargains

- Infants' Brown Strap Slippers—sizes 3 to 7 ..... 75c.
- Children's White Canvas Laced Boots ..... \$1.00
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- Girls' Patent Strap Slippers—sizes 11 to 2. Special ..... \$1.95

## Abernethy's Shoe Store

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### THE DIFFICULTIES OF THE RAILWAYS

By J. E. Middleton

Transportation on this Continent never was an exact science. Railway Managers discovered by practical experience certain rough formulae which served their purpose in planning their operations and forecasting results. While the economic condition of the country was subject only to slight variations, there was no great difficulty in estimating probable business and in getting ready for more. The great object of railway management in the period before 1912 was to increase the volume of business. Therefore new lines were built and terminals were enlarged.

For two or three years before the War, it was apparent that old conditions were passing away. The cost of operation was steadily rising while the rates remained stationary. Sudden and unexpected increases of traffic taxed the facilities of the various roads. Managers of single-track lines began to say that double-tracking was imperative. Executives of double-track lines found their terminals too small and their rolling stock inadequate. Yet there was little possibility of securing money for extensions. Capital issues, whether of bonds or of stock had no attraction for investors.

The year 1914 brought a flood of traffic, growing larger and still larger during the course of the war until the executives did not know which way to turn. The cost of coal began to rise. Higher and higher wages were demanded by the men. All materials doubled in price. Inadequate freight and passenger rates, kept low by popular clamor and public regulation, could not begin to carry the enormous increases in the cost of operation. Through traffic was profitable but gains thus made were lost on local traffic and branch lines. It seemed as if all railways had one terminal—a financial misstep.

In the United States the unnecessary expenses of competition were eliminated by co-ordination of traffic under Government supervision. Still there was a tremendous deficit. In Canada a joint Railway Board representing the three great Railways Systems co-ordinated the service, but the Canadian Northern and the Grand Trunk failed to meet their capital obligations and came into possession of the Federal Government. The Canadian Pacific, despite its enormous strength, and the genius of its management saw the price of its shares declining.

The times have been strange. The conditions novel. A thicket of thorny problems faces every man responsible for the direction of railway policy. Take one point alone, the provision of coal. Production at the mines is not equal to the demand, and according to eminent authorities, the stores in the earth are not endless. In the United States there is a shortage of cars and of labor. Therefore to get the coal as far as the Canadian frontier is itself a problem. Distribution on this side is not less difficult. Cars and motive power are not plentiful in Canada. The cost of transport has risen in proportion with the advancing price of the coal.

On branch lines where traffic is variable and comparatively small, the revenue, under old schedules of operation, cannot begin to meet the expense. Reduction of service causes discontent, but reduction seems to be imperative. Is it not clear that if branch-lines could be operated by electric motive power, a vast deal of coal and coal-transport could be avoided? Electric cars and trains, running at high speed and on a generous schedule would serve well the districts now dependent upon steam branch-lines. The traffic would increase rapidly and could be carried profitably at low rates. Moreover these electric lines would serve as feeders to the steam railways, allowing them to get out of a losing game, and develop more profitably the long-haul.

That is the case for Hydro-Radials.

#### NEW WARS AND THREATS.

Of More Hostilities a Problem For Allies.

London, July 22.—While Lloyd George is returning from Spa, the French are marching on Damascus. Mesopotamia is in a ferment, the whole Arab race is ripe for revolt, the Bolsheviks are carrying all before them, are within 200 miles of Warsaw and the strategic position of the Poles is helpless, outflanked on the north and south by Red armies, while stretch in a vast semi-circle, threatening closely the heart of that fatally divided country. All this regards well high into insignificance some of the issues which loomed big when the Spa conference opened.

The difference in temperament and view between France and Great Britain both on European and Asiatic policies is still profound. Attempts to disguise it are as foolish as attempting to screen a pitfall. It is there.

The contract for construction of a three million dollar drydock on Burrard Inlet, B.C. by Coughlan & Sons has been signed.



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