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Malta-Vita in any way, or do anything to make it better. It couldn't be any better than it is when it comes to you in the big air-tight, moisture-proof packages. That's because Malta-Vita, the only malted whole-wheat food, is made just right, always "short" and crisp and ready to eat. Every little flake is a whole grain of malted wheat that simply melts in the mouth. Get some Malta-Vita today. Eat it with milk or cream or fresh fruit.

All Grocers, Now 10 Cents.

OXFORD CUSTOMS RELICS OF PAST

Curious Rites Still Observed by Students in the Great University.

Oxford, England, Oct. 30.—A few of the ancient customs of Oxford University are observed with scrupulous fidelity, but unfortunately most of them have become obsolete or have been abandoned during centuries of changing fashion. The disadvantage of this fact is being realized by those who are in power and also by the students of today. And it increases their reverence for the customs that have been retained. For example, at Queen's College, which has preserved more than some of the others, each student receives a needle with a silk thread of the color of his faculty (theologians black, lawyers blue, ordinary students red) and is solemnly admonished to "Use this and be thrifty." This ceremony occurs at a dinner given annually on New Year's Day, and dates from the year 1340, when students and fellows were compelled to mend their own hoods and gowns.

The cape and gown date back to that time. There still remains upon the regulations of the university a statute passed in 1422 setting forth the manner in which they should be worn. Among other curious conditions is one which allows undergraduate sons of peers and members of Parliament to wear the robes and hoods of masters of arts. The hood in those days was not a mere adornment or badge, but it had practical use as an article of dress to cover the head. In the summer, from Easter to All Saints' Day, the students were allowed to wear silken hoods. During the winter they wore hoods lined with lamb's wool or rabbit's fur. In 1489 it was ordained that "B. A.'s in the different faculties, careless of the safety of their own souls, who were wearing hoods insufficiently lined with fur, were allowed a fortnight to have them repaired."

The danger of their souls was incurred by the sin of perjury involved in their neglect of a regulation which they had taken a solemn oath to obey. This regulation enjoined all members of the university to wear the dress proper for their degrees.

In order to protect the students against their tailors a regulation was passed in 1558 giving the length of the gown and fixing the price. If any tailor violated the regulation he was to be fined and imprisoned and for the second offense was to be banished from the city.

Some of the founders of colleges de-
**YOU FEEL TIRED
ALL THE TIME**

Night comes and it's hard to sleep. Morning dawns and the anxious tired feeling is still there. Unwilling to get up, a strong desire to rest just a little longer.

Unwise to neglect this gradual decline. It can't cure itself—but Ferrozine by forming rich pure blood at once supplies nutriment for building up the system. This extra nourishment is distributed throughout the entire body, gives force to the nerves, strength to the muscle and power to the digestive organs.

At once you feel braced, toned, strengthened. You know a powerful force is building up depleted energies, you realize what it means to have the vim and spirit of robust health.

Search the world over and you won't find a tonic to nourish, build up and fortify a weak body like Ferrozine. Physicians claim it is the best all round strengthening medicine ever discovered.

To take Ferrozine regularly is an insurance policy of health, a guarantee that you will be free from vexatious spells of tiredness and debilitating sickness of every kind. Surely it's worth while trying a medicine that Mrs. H. S. Gold, of Bowsman, Man., speaks of as follows:

"I want to state my case, because I think it may be the means of helping other sufferers woman to health. A year ago I was almost a wreck. I was pale and emaciated, suffered from nervousness and hysteria. Little things bothered me. The doctor advised different treatments, but they didn't help. He said my low condition of health was due to weakness that might never be cured. Ferrozine had a peculiar grateful effect and built me up quickly. The ill I suffered from are cured. I am now strong and vigorous, and was made so by Ferrozine." (Signed) Mrs. H. S. Gold.

Before your ill-health assumes a chronic or malignant form build up with Ferrozine. Sold everywhere, 50c per box, or six for \$3.00, at all dealers.

Fleets' Changes Mean Mightier Fighting Force

Under Lord Charles Beresford's Command Will Be Passed All the New Ships of the Lord Nelson and Dreadnaught Classes.

London, Oct. 30.—The naval correspondent of the Herald writes as follows:

The issue of the admiralty memorandum has the result of calming to a great extent the fears of those who had begun to be alarmed by the newspaper agitation against the Government's naval policy. This agitation continues, but responsible Unionist papers like the Times and Daily Telegraph give it no support, while the Scotsman says:

"To the lay mind the admiralty announcement must appear to be a distinct and reassuring proof that the essential spirit of the Selborne memorandum of 1904 is being applied today, and that British naval administrators and advisers are fully awake to the responsibility of their vigilance and the expediency of a periodic recasting in view of the changing conditions of time."

This view appears to be more generally held, as it had been understood that the naval service had been for many months aware that a fresh distribution of ships would take place early in the coming year, leading to an extension of the nucleus crew system, with the consequent enhancement of the seagoing efficiency of the fleet.

That such a change would take place was announced in the service press and in the naval intelligence of several papers, more than a year ago, but only in general terms, as its details largely depended upon the readiness of certain ships for active service and upon the personality of the officers to be placed in command.

There are many reasons for believing that the memorandum which has now been published so soon had it not been for the newspaper agitation, since the changes are not to be fully carried out until the retirement of Sir Arthur Wilson from command of the Channel fleet, when he will be succeeded by Lord Charles Beresford.

Both these officers, as well as Sir William May, now in command of the Atlantic fleet, have, it is believed, been consulted in the matter, and have unanimously pronounced in its favor. It must be remembered, however, that two have seen years of experience, or as Lord Selborne put it in his memorandum of December, 1904, when announcing the new policy of distribution then inaugurated. The maneuvers in 1905 and 1906 will be directed to the testing of this scheme of reorganization.

The reorganization referred to by Lord Selborne not only concerns the redistribution of the fleet owing to "changes in strategic position all over the world," but the new arrangement by which, instead of as then was the case, keeping ships in constant commission, the inauguration of two year commissions and a fleet reserve manned by nucleus crews.

Continuous Commission. It had been recognized as the unavoidable but constant evil of the old system in vogue up to 1904, that the complement of ships in the home fleet, channel fleet and cruiser squadrons was subject to changes of 25 per cent every six months, so that in these vessels there was not that valuable element which results from officers and men working together and becoming acquainted with the ship, and the system of continuous commission for two years, while in the vessels in reserve the proportion of officers and men appointed to each ship, including all the more expert ratings, could thus become accustomed to their vessels, taking them periodically to sea for the purpose of gunnery practice and testing machinery, and, when required, carrying them into active service.

This plan of nucleus crews has been found to work most satisfactorily, one weak spot being an inefficiency of certain of the ratings, particularly of those belonging to the engine room department.

It was desirable, therefore, if it could be arranged, that a number of these ratings should be withdrawn from active service, a departure which seemed possible when later vessels of a more powerful type were passed into the effective category.

We have here one of the causes leading to the new distribution, one which has been suggested and recommended by officers in command of squadrons and ships in active service.

Lord Cawdor's Idea. In the next place, the experiments and tests of the last two years had pointed to a further change in the redistribution carried out by Lord Selborne. In Lord Cawdor's memorandum of December, 1905, the then first lord of the admiralty wrote:

"Plainly, however, peace considerations cannot be allowed to regulate the strategic distribution of our ships at the outbreak of hostilities.

"The periods of European rest, as well as the stable grouping of international interests during the latter part of the last century, had assigned certain degrees of relative importance to our various squadrons and the scale of their strength has been reflected in the rank and capabilities of the admiral selected to command them."

"So much had this been the case that today people are apt to look on a definite number of ships on any given station as a fixed quantity, rather than a strategic exigency. This idea must be entirely dispelled.

"Squadrons of varying strength are strategically required in certain waters, but the kaleidoscopic nature of international relations, as well as variations of developments in sea power, not only forbids any permanent allocation of numbers, but, in fact, points to the necessity for a periodic redistribution of ships between our fleets to meet the political requirements of the moment."

Here, then, we have the second explanation of the change which it is

now announced will shortly take place. To those who may not fully understand the causes which have led to the shifting of the strategic center, as Lord Selborne called it, an important article which appeared in the October number of the Quarterly Review may be commended.

This article, which is entitled "The Naval Situation," is a sensible and sober exposition of the progress and development of the sea power of nations from 1871 to the present time, and clearly shows how the problem of British defense, as it is governed by the strategy of the empire, has completely altered during the period under review.

Annexed is a forecast of the coming distribution of the British fleet in accordance with the new demand. Hitherto the Atlantic fleet has consisted of the best and latest vessels in the fleet. These will be transferred to the channel fleet, and into this fleet, as they are completed for sea, will be passed all the newer ships of the Lord Nelson and Dreadnaught class.

The Mediterranean fleet, to be commanded by Sir Charles Drury, will be somewhat diminished in strength and will consist of six battleships of the Formidable class. Between these two fleets with its base at Berehaven, will be the Atlantic fleet, consisting mainly of the Duncan class, under command of Admiral Sir Assheton Gore Curzon-Hoare, ready to reinforce, if required, either the Mediterranean or the channel fleet.

Finally, the home fleet, made up of two flagships of the Formidable class and other ships of the Duncan class, will have its base at Sheerness and will be commanded by Admiral Bridgeman.

To this fleet also will be attached ships with nucleus crews and all the swarms of gunboats, torpedo craft and submarines in commission or reserve at training of the last two years, and periodical cruises in the North Sea. Benefits accruing from the new distribution are sufficiently obvious. The nucleus crew system will be improved. No ships will be paid off and no men put ashore. Training at sea will be increased. This is the keynote of the changes, the readiness of the navy for immediate action.

Students of naval matters will appreciate these changes, noting also that they relieve to a certain extent that strain and the tension which has been a necessary element in the experiment at training of the last two years, but which cannot be continuously maintained without some loss of efficiency.

Scheme of Distribution.

Here is a table:
Channel Fleet—Commander-in-Chief, Admiral Lord Charles Beresford; Rear Admiral George Le Clair Egerton, Rear Admiral G. A. Callaghan. The Com-mo-nwealth, 16,350 tons; the Edward VII, 16,350; the Dominion, 16,350; the New Zealand, 16,350; the Hindustan, 16,350; the Eborac, 16,350; the Africa, 16,350; the Britannia, 16,350; the Illustrious, 14,900; the Jupiter, 14,900; the Prince George, 14,900; the Caesar, 14,900; the Hannibal, 14,900; the Russell, 14,900.

Cruiser Squadron—Rear Admiral A. L. Winslow; the Black Prince, 13,660 tons; the Adula, 13,660; the Duke of Edinburgh, 13,660; the Natal, 13,660. Atlantic Fleet—Vice-Admiral the Hon. Sir A. G. Curzon-Howe; Rear-Admiral G. M. Henderson; the Albemarle, 14,000 tons; the Duncan, 4,000; the Cornwallis, 14,000; the Exmouth, 14,000; the Triumph, 11,800; the Swiftsure, 11,800.

Cruiser Squadron—The Argyle, 10,850 tons; the Hampshire, 10,850; the Good Hope, 14,100; and the Roxborough, 10,850.

Mediterranean Fleet—Vice-Admiral Sir Charles Drury, Rear-Admiral Prince Louis of Battenberg; the Formidable, 15,000 tons; the Queen, 15,000; the Implacable, 15,000; the Prince of Wales, 15,000; the Irresistible, 15,000; the Venerable, 15,000.

Cruiser Squadron—Rear-Admiral Sir H. D. Barry; the Carnarvon, 10,850 tons; the Leviathan, 14,100; the Antrim, 10,850; the Devonshire, 10,850.

Home Fleet—Rear-Admiral Bridge-man; the London, 15,000 tons; the Bulwark, 15,000; the Glory, 12,950; the Albion, 12,950; the Goliath, 12,950; the Canopus, 12,950.

Cruiser Squadron—Rear-Admiral C. H. Cross; the Drake, 14,100 tons; the Lancaster, 9,800; the Cumberland, 9,800; the Suffolk, 9,800; the Cornwall, 9,800; the Berwick, 9,800.

Training Squadron—Rear-Admiral P. S. Inglefield; the Eurymachus, 12,000 tons; the Sully, 12,000; the Hogue, 12,000; the Isis, 5,600.

Battleships in commission, with nucleus crews—At Portsmouth, Rear-Admiral S. H. M. Login; at Devonport, Rear-Admiral E. H. Gamble; at Sheerness, Rear-Admiral C. H. Adair; the Majestic, 14,900 tons; the Magnificent, 14,900 tons; the Mars, 14,900 tons; the Victorious, 14,900 tons; Eight Royal Sovereigns, 14,150 tons.

Armored cruisers in commission with nucleus crews—The Donegal, 9,800 tons; the Essex, 9,800; Bedford, 9,800 tons; the Bacchante, 12,000; the Aboukir, 12,000 tons; the Cressy, 12,000 tons; and fourteen first-class protected cruisers.

Torpedo flotilla—Rear-Admiral N. A. J. Montgomery; in commission, with full crews, 26 destroyers and 29 torpedo-boats; in commission with nucleus crews, 30 destroyers and 30 torpedo-boats, besides scouts, gunboats and submarines.

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Cold, with snow.

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For those who like suits of an unusual degree of smartness we can think of nothing more eminently suitable than these swaggar English worsteds.

Come in those smart mannish patterns which look so trim and stylish when made up into suits.

They are extremely fashionable, and those who appear in a worsted suit will show that they are closely in touch with Fashion's whims.

Handsome OVERCHECKED Worsteds. Gray, castor and brown. Splendid wearing quality—West-of-England suiting. 52 inches wide.....\$1.00

These Worsteds have an unusual style beauty. It's the STRIPES that give them their exceptional attractiveness. Blue and brown, green and brown, and another swaggar combination with brown predominating. Superb quality of wool—beautiful smooth finish. 48 inches wide.....\$1.50

Large OVERCHECKS—not at all conspicuous—give these gray, brown and castor Worsteds a very natty appearance. The wool is of fine quality and the threads are very tightly twisted. They are hard-finished Worsteds and will return a surprising amount of long wear. 52 ins. wide, \$1.50
Dress Goods—Main Floor.

Fashionable Millinery

Dame Fashion's whims and fancies are charmingly reflected in scores of different ways in the beautiful millinery creations exhibited in our Millinery Parlors. Fashionable, refined and becoming. Our Hats are the choice of the particular dressers of London and vicinity.

Millinery—Second Floor.

Two Big Linen Temptations For You

On account of the disagreeable weather Saturday we did not sell out the entire quantity of Hand-Drawn Tray Cloths and Centerpieces which we advertised at special prices for that day.

We are going to repeat the offer today and they will remain on sale at the special prices until all are sold—which should be very shortly, if ladies know big buying inducements when they're placed before them.

Pure Irish Linen Hand-Drawn TRAY CLOTHS. Size 18 x 27 inches. Hemstitched with two rows of drawn-work. Note carefully this exceptionally low price. Each just.....\$7.00

Hemstitched CENTERPIECES. Same quality and design as tray cloths. Can be used separately—or you can buy a centerpiece and two tray cloths and have a handsome table set for \$1.63. Centerpieces are marked at the tempting low price of only each.....49c

Linen—East store.

Cream Flannels For Underskirts

You will be delighted with these Cream Flannels. Soft and warm and comfortable. Fine for autumn and winter underskirts for you and petticoats for the children. Hemstitched and silk embroidered edges. Per yard.....75c, 85c and \$1.00

Silk-embroidered cashmere for infants' robes. Per yard.....\$1.12

WHITE FLANNELS for infants' wear. Good quality—known as Welsh flannels. Per yard.....25c and 35c

WHITE FRENCH FLANNELS. All wool and unshrinkable.....45c, 50c, 55c, 60c
CREAM UNION FLANNELS at 28c, 35c
Flannels—East store.

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There is never an opportune moment for encountering misfortune. A contented mind and a full stomach are close neighbors.

FOR THE OVERWORKED.—What are the causes of dependency and melancholy? A disordered liver is one cause, and a prime one. A disordered liver means a disordered stomach, and a disordered stomach means disturbance of the nervous system. This brings the whole body into subjection and the victim feels sick all over. Farmer's Vegetable Pills are a recognized remedy in this state, and relief will follow their use.

There is hardly ever any use of being good and alive at the same time. Patience may be a virtue, but the trouble is it is often mere laziness.

NEARLY ALL INFANTS are more or less subject to diarrhea and such complaints while teething, and as this period of their lives is the most critical, mothers should not be without a bottle of Dr. J. D. Kellogg's Drowsy Cordial. This medicine is a specific for such complaints, and is highly spoken of by those who have used it. The proprietors claim it will cure any case of cholera or summer complaint.

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