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20 Bundles of Job Scrim Remnants, some with hem-stitched border, selling at old prices.

16c. to 22c. yard.

Remnants Half Blind Net.

2 Bundles only Half Blind Net, assorted widths and prices.

American White Sheets.

1,000 lbs. American White Sheets, Hemmed, ready for use, full size.

75c. per pound.

JOB LACE CURTAINS.

Clearing up the balance of our Big Job in Lace Curtains.

100 pairs Nice Soft Curtains,

2 1-2 yards in length,

Only 75c. per pair.

Notice the Small Quantity and Low Price.

Marshall Bros

White Curtain Net.

2 pieces only White Curtain Net, a little bit of old stock.

Selling at Old Price, 22c yard.

CRETONNE.

5 pieces only Cretonne, nice patterns. Will make nice warm Curtains for the winter.

Selling at Old Price, 33c. yard.

White Twill Sheeting.

Just a few pieces of English White Twill Sheeting, remarkable values, selling at 45, 55, 65, 85c. and \$1.30 per yard.

Another Collection.

By RUTH CAMERON.



Do you collect Bromidioms? I believe the genius who suggested that inimitable distinction between the Sulphide and the Bromide hinted that it would more likely be the Bromide than the Sulphide who would collect Bromidioms.

Nevertheless I do love to collect them and I do wish reader-friends would send in some of those they have collected and I'll pass them along some day.

"It Isn't The Heat, It's The Humidity."

Of course you know what a Bromidiom is. It is one of those remarks that with certain people inevitably follow a certain mental stimulus. For instance, you suffer from a very hot, very damp day and some Bromide is sure to bring forward triumphantly the information that "It isn't the heat, it's the humidity we mind."

Again a person has shown himself determined to have justice in some small money matter. If he is a Sulphide he assumes that you know he isn't mean. But if he is a Bromide he is pretty sure to say "It isn't the money, it's the principle of the thing I'm interested in."

One Never Hears One's Own Bromidioms.

Bromidioms are common by the nature of things and yet they are hard to collect because it is only in sudden flashes that one realizes that they are Bromidioms. Of course one never hears one's own Bromidioms. One must wait to hear them on someone else's lips.

I have been collecting for some

time and I only have these few:

"Yes, I hate to write letters, but I love to get them."

"The trouble is that though I remember faces perfectly I can't remember names."

"I don't like little babies, they are so red."

"If you hadn't asked me that name I could have thought of it in a minute."

"I do love to see anyone grow old gracefully."

"I Would Have Made It 'No Trumps.'"

"I had only known you had those cards I would have made it no trumps."

"If you have old furniture in the family that's all right, but I don't see any sense in buying it."

"Does always know who like them."

Won't you add some of your favorites to that list?

But please remember in your collecting that to quote Mr. Burgess, "It is not merely because the remark is trite that it is bromidic, it is because with the Bromide it is inevitable. It follows upon the physical or mental stimulus as the night the day, he cannot then be true to any other impulse."

And again, "do not merely collect hackneyed phrases irrespective of their true Bromidic quality."

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10 boxes, 60 lbs. each, 2 lb. Slabs.

25 boxes Twins, September Cheese.

25 boxes Large September Cheese.

60 cases Fresh Eggs.

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Channel Tunnel in Six Months.

Enterprise that Would Help us to Win.

(By Sidney Low.)

If we could put back the hands of the clock to August 4, 1914, and begin the war afresh, one of the things we should do would be to build a Channel Tunnel.

Knowing what we know now, we can see that we should have initiated this great enterprise within a fortnight of the opening of hostilities, placed it in the hands of the most competent engineers and contractors in Great Britain, France, and the United States and told them that they could have any reasonable number of millions for the work, provided they could get it done quickly.

In that case we should have had our railway line of communication with the Continent in being and operation a year or eighteen months, or perhaps even two years ago, and our situation at the front, and throughout the war zone, would be very much more favorable than it is to-day.

I have just come back from a visit to that area, in which I had opportunities for examining not only the actual fighting line, but the labor and transport conditions behind and at the bases and ports. Here, and here only, do you begin to understand the stupendous task of the administrative departments which have to supply an army equal to the population of some European kingdoms with all its needs to keep itself alive and to destroy the enemy.

Think what that means! Practically everything that huge "Expeditionary Force" consumes, comes to it from across the sea. Before the assignment gets to that "somewhere in France," which is its ultimate destination, it is made, put together, or collected, somewhere in Britain. It is loaded up in the North, or the Midlands, on a railway car or lorry, pulled or wheeled down to one of our harbors, lifted on shipboard by crane and derrick, stowed on deck or in the

hold, carried across waters beset by submarine and floating mine, hoisted out to a wharf at a French base port, packed again on train or motor-wagon, and so forwarded to the headquarters, division, or unit for which it is intended.

Everything—except the aeroplanes—must go through that process, which has to be repeated when anything comes back, be it an emptied box of cartridges or a damaged 12-inch howitzer.

Damaged human beings must be dealt with in the same way. The wounded soldier is "rafted" or motored to the port of embarkation, placed on shipboard, ferried overseas, landed on the English coast, transferred to train or car again on this side, and so conveyed to his hospital or convalescent home in "Blighty." And so with every battalion or draft or individual sent out or brought back.

Now, consider what we should have saved if some part of this huge human and material freightage could have been passed across without transshipment, without any delay at the ports, without any need for precautions against marine or submarine dangers.

Can Be Bored in Six Months.

Take the wounded alone. No waiting, no transfer from train to stretcher and from ambulance to hospital ship, no tossing on a crowded boat; but one smooth, uninterrupted journey on wheels from the hospital behind the front to the heart of England.

Or suppose Haig wanted reinforcements or a few million extra shells in a hurry. A score of trains could be dispatched, at ten-minute intervals, to whirl the indispensable cargo without break or delay, right from the munitions areas or the depots at home to the railroad near the trenches.

In mere pounds, shillings and pence we should have saved the cost of the Tunnel many times over; and we should be months nearer the end of the war.

Is it too late even now to repair our omission? I presume that the pace

at which the Tunnel can be constructed is mainly, like most engineering problems, a question of expense.

An American engineer has offered to make four sub-Channel tunnels, two for rails and two for motor trucks, in thirty-five days. That seems oversanguine. But I am told by those who ought to know that with modern machinery and a sufficient labour force the big hole can be bored through the Channel bed in six months.

The money can be provided. Say it is sixty-seven, even a hundred millions—the cost of the war for a week, ten days or a fortnight; it is not worth arguing about. The labour can be had, too, if not from this country, then from China, India, Egypt and Italy. The Army Labour Corps would find the coolies and the navvies if the Government would give its directorate carte blanche to recruit.

If the works were begun next month the Tunnel might be open in the late spring. And if the war lasted throughout the summer and autumn and winter of 1918—which many of us think extremely probable—we shall have recovered all the cost before the end comes, rendered the final stage of the campaign less burdensome and more effective, and largely reduced the loss of life and destruction of property.

But the Tunnel is worth making, even though it may not be finished in time to be used in the present war. The money will not be wasted. It will not go up in smoke like the millions we must spend on gas and shells and cartridges. We shall have acquired an asset of incalculable value for commercial, political and strategic purposes, a new route of world transit, more important than the Suez Canal and the Panama Canal, and more certain than either of them yield a bounteous revenue on its capital cost.

The money spent will add to our wealth instead of increasing our unproductive debt. It will knit the nations of the Western Alliance closer and make their economic union easier; and it will render another attack upon them more difficult and unlikely.

Years ago I used to be among the opponents of the Channel Tunnel scheme; for I thought we should be foolish to deprive ourselves in any degree of the insularity which Nature had conferred upon us. But the aeroplane and the submarine have done that for us already.

We are no longer isolated; we cannot separate ourselves from the political and strategic system of Continental Europe if we would.

So let us have the safe road that will link us up in peace with France and Italy and in the East and rob the submarine of half its menace if there should be another war.

And let us have it now, for we may want it before fighting ends, and shall assuredly want it badly when the reconstruction of invaded France and devastated Belgium begins.

EVERYDAY ETIQUETTE.

"When introduced at a dance to a young man who asks for a dance, should I hand him my dance order or tell him the dances which are not taken?" was Sadie's query.

"After accepting you should hand your dance order to him. He can then see at a glance what dances are not taken and place his name in a vacant space," said her mother.

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Campbell's Celery Soup.

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