Deep Waterway to Head of Great Lakes To Create An American Mediterranean With Trade Centers At Power Sources

between Cornwall and Long Sault

It is interesting to observe the dif-

Sea hunger has gripped the west

Prof. Ralph E. Freman of Western University Foresees Development of Basin of St. Lawrence and Success For Plans of Waterway Advocates in Spite of Delicate International Problems Raised.

CANALS TO SOLVE QUESTION OF OCEAN SHIPS

It is fairly apparent that the supporters of the St. Lawrence-Great Lakes deep waterway project will gain the day. If there is any foundation for the prediction that in the future the industries and peoples of the world will congregate about the sources of waterpower, we may perhaps look forward to a time when the basin of the St. Lawrence will have become busy populous center of industry and the Great Lakes an American

This is the conclusion reached by Ralph E. Freeman, M.A., professor of political economy at the University of Western Ontario, in the course of a brilliant article in a recent issue of the Nineteenth Century, one of the most influential magazines published in Great Britain.

The article, which was written in a way of explanation for British reading of canals with a depth at low water of 25 feet, equipped with locks

The St. Lawrence-Great Lakes Deep of sufficient size to enable sea-going waterway.

Waterway.

The project of a deep channel for ocean-going vessels extending from the Atlantic to the head of the Great Lakes is at present receiving the sertious consideration of the people of the United States and Canada. For more than a century before the war more than a century before the war this undertaking existed as a remote thoseibility in the minds of engineers opment; for the latter a navigation possibility in the minds of engineers opment; for the latter a navigation and statesmen, but during the last scheme only, with the possibility of hydro-electric installations in the future. On the interpretional continu

tical investigation and active support future. On the international section from governments and businessmen. The problems raised by the scheme rapids, a canal is to be constructed stinct, are delicate and involved, threaten on the Canadian side, equipped with But I are delicate and involved, threatening to range provinces and states
against each other and introducing against each other and introducing feet wide, having lifts of 48 and 31 feet. To restrict the number of locks claimed that the freight rate on grain and current the number of locks.

comprehensive and thorough investigation that has up to the present been undertaken was carried out by the international joint commission, consisting of three members from Canada and three from the United States. The question was referred to them for report on Jan. 21, 1920, by agreement between the two governments concerned, and under provision of Art. IX of the boundary treaty of Art. IX of the boundary treaty of 1909. This body has reported itself and the constructed by the Lachine and the construction of the international section is somewhere in the neighborhood of The prospect of increased profit to grain growers, the facilities promised for the transport of vast mineral resources, and the attractive possibility of the American lake ports becoming available to ocean vessels are substantial benefits more persuasive stantial benefits more pe

The two chief obstacles which prevent ocean ships from making a continuous voyage from the Atlantic to Lake Superior are the Niagara Falls and the rapids of the St. Lawrence, and the rapids of the St. Lawrence, and the rapids of the St. Lawrence will be overcome by the mew Welland canal, which when completed will be able to accommodate pleted will be able to accommodate provided will be able to accommodate penses for the installation of turbines and the project, retused to support the project new Welland canal, which when the canadian pleted will be able to accommodate any ship affoat. This enormous undertaking, upon which the Canadian dertaking, upon government has already spent more government has already spent more ton of electric power. Should the depth of the canals be increased than \$50,000,000, is to be regarded as than \$50,000,000. With seven gigantic with seven gigantic \$17,000,000 would be required. It is not the annual charges the statistic of the canadian the statistic of the samual charges and the samual charges and the samual charges and the samual charges are samual charges. locks carved out of solid stone this canal will be able to lift the largest for maintenance and operation would states. The city and the canal will be able to lift the largest for maintenance and operation would states. The city and the control of the control o

pleted will only serve as a feeder to American commerce going by way of Buffalo to the sea. At present the river is navigable for sea ships as far as Montreal; but above this city the water route is broken by three groups of rapids lying between Lake St. Louis and Lake St. Francis. The strong approach of the total length of the rapids is 43 miles, with a drop of 220 feet. Thus the whole problem is fairly well concentrated in one small section of the sale of power at \$17,587.000 canal. The Pacific states are apprepower undertakings would amount to \$15,970.000 (Including interest the power undertakings would amount to \$15,970.000 (Including interest the Panama canal; while in the southern part of the country there is southern part of the canal. The Pacific states are apprepower in the power undertakings would amount to \$15,970.000 (Including interest the strong thanks the part of the southern part of the canal. The Pacific states are apprepower in the power undertakings would amount to \$10,970.000 (Including interest the strong thanks the part of the southern part of the southern part of the canal. The Pacific states are apprepower in the power undertakings would amount to \$15,970.000 (Includi

The existing canals, which have ferent attitudes adopted toward the the existing canais, which have been in operation for many years, are entirely inadequate for the traffic of modern sea-going vessels. In 1875, when the Canadian government or when the Canadian government or the description of the country affected. The fourteen states of the union tributary to the great lakes are most enthusiastic in dered these old canals to be deepened favor of the plan. This great middle accommodate ships drawing 14 feet | western region has about one-third or water, a reconstruction was undertaken without regard to the other dimensions of the locks. These were found to be too short. The joint commission, therefore, recommended hat the governments of Canada and United States should enter into a treaty arrangement for the total reconstruction of the canals to make Atlantic, or know the reason why. the river navigable for large ships all There is something primal about the the way from Montreal to Lake On-impulse. When it grips a man or a

To Motorists:

Day, Sept. 7.

able for this service.

The Trades and Labor Council of London have re-

quested the Chamber of Commerce to make it pos-

sible for the soldier patients at Byron and West-

minster to enjoy the program arranged for Labor

To properly carry out this request, a large number

of automobiles will be required. To assist in this

The patients at Byron will be ready at 12:30 o'clock

noon hour on Labor Day to be brought into the city.

It is hoped to have this group take part in the parade

It is hoped motorists generally will respond to this

request for cars so the soldier patients may enjoy the

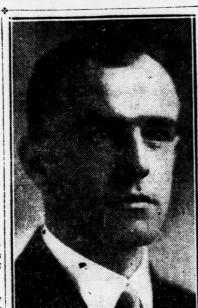
program arranged by the Trades and Labor Council.

Telephone 6600 that your automobile will be avail-

The London Chamber of Commerce

which starts at 1 o'clock from the Market Square.

effort, the co-operation of motorists is invited.



PROF. R. E. FREEMAN of the political economy department of the University of Western Ontario, whose article on the Great Lakes waterway project, printed herewith, is an enlightening document.

nation it has the force of an in-But perhaps the solid economic adagainst each other and introducing questions of international significance. Public opinion is being educated and organized to regard the projected waterway as the solution of grave transport difficulties and as a means of developing vast quantities of needed electric power.

The movement for the deepening of the St. Lawrence dates back to the Cleveland meeting of the Internation all Deep Waterways Association of all Deep Waterways Association of September, 1895, which was followed September, 1895, which was followed waterways commission. The most waterways commission. The most comprehensive and thorough investigation that has up to the present gation that the freight rate on gratic the munder of local the mileage of restricted to consult the mileage of restricted to co

of Art. IX of the boundary treaty of the 1909. This body has reported itself in favor of the plan, which is supported also by the Great Lakes-St. build a new waterway following the supported also by the Great Lakes-St. build a new waterway following the support of the plan and the course of the existing Lockies and the course of the waterway following the large savelenges of the existing Lockies and the course of the waterway following the large savelenges of the existing Lockies and the course of the existing Lockies a Lawrence Tidewater Association to the United States and by formed in the United States and by except that the former would run the United States and by except that the former would run the United States and the United States and the United States and the States and the United States an the Canadian Deep Waterways and along the southerly and westerly outskirts of Montreal. This national the leader in this agitation for a rection of the canadian deep waterways and along the southerly and westerly outskirts of Montreal. This national the leader in this agitation for a rection of the canadian deep waterways and along the southerly and westerly the leader in this agitation for a rection of the canadian deep waterways and along the southerly and westerly the leader in this agitation for a rection of the canadian deep waterways and along the southerly and westerly outskirts of Montreal. outskirts of Montreal. This national section of the river drops about 134 deeper St. Lawrence. A newspaper feet. All the undertakings in connection with this reprise of the river of the river of the river. The two chief obstacles which preent ocean ships from making a conent ocean ships from making a conent ocean ships from the Atlantic to Francis and Lake St. Lovic and the lake S

universal throughout the United States. The city and state of New York are afraid that the money invested in the New York barge canal will be wested and that the vessels 366 feet and carry them a distance of 25 miles. The time required to do this will be about eight hours. The joint commission has recommended that the cost of the Welland is to be included in the international scheme, but nothing definite has been settled with regard to this point.

The ohlef source of controversy and discussion is the means to be adopted of surmounting the obstacles to deep-sea ships presented by the rapids of the mighty St. Lawrence. If these hindrances to navigation are not removed, the Welland canal when completed will only serve as a feeder to American commerce going by way of the manual expense of the control that the manual expense of the word of the carry them a discussion is the means to be adopted for surmounting the obstacles to deep-sea ships presented by the rapids of the mighty St. Lawrence. If these hindrances to navigation are not removed, the Welland canal when completed will only serve as a feeder to American commerce going by way of the manual expense of the control that the money into exceed \$2.562,000.

The possibility of great power development is regarded as of paramount importance, especially by Eastern Ontario and the neighboring of traffic from their great port. All kinds of reasons for abandoning the international, 2,260,000 additional horsepower could be generated for an outlay of about \$220,000,000. Mr. W. M. German, of Welland, in, the Dominion house of commons, estimated the total possible revenue from the sale of power at \$17,587,000 and that the money invested in the New York barge canal will be wasted, and that the St. Lawrence will divert a large volume of traffic from their great port. All kinds of reasons for abandoning the international, 2,260,000 additional horsepower could be generated for an outlay of about \$220,000,000. Mr. W. M. German, of Welland, in, the Dominion house of commons, estimated the total possible revenue from the complete of the country. Boston the country of the country

1923, the committee on the develor ment of waterways and the co-ordiment of waterways and waterway service appointed by the United States chamber of commerce reported itself convinced that the plan should be onvinced that the plan carried out. A more friendly attitude has also appeared recently in New England, where an association composed of businessmen from each of the six northeastern states has been organized to advance the undertak-ing. The associated industries of Massachusetts have endorsed the scheme, and the Boston chamber of commerce has reversed its previous hostile attitude. Favorable resolu-tions have been adopted by the manufacturers' association of Connecticut. President Harding announced himself

in sympathy with the scheme, and President Coolidge has followed suit. On the Canadian side of the border there is also a marked divergence of opinion as to the advisability of leepening the St. Lawrence. The prairie provinces are either opposed or indifferent. They now enjoy a smaller freight rate on grain from the west to the Atlantic ports than their neighbors to the south—a competitive advantage which they fear to lose through a general reduction of transport charges on account of the new waterway. Moreover, many people in the Canadian West are vigcrously supporting the Hudson Bay route as offering a better solution of their transport difficulties than a deeper St. Lawrence. These are the thief reasons why the west of Canada takes a different attitude from that which has been adopted by the Western States. But it is doubtful whether this opposition will be maintained in the face of the obvious advantages osed undertaking. In the first place, the prairie farmers cannot long remain blind to the significance of cheaper rates in their competition with the grain growers of Australia and the Argentine, who are not com pelled to ship their produce such long overland distances. These countries are more serious competitors of Canada in the grain markets of the world

PRESBYTERY IN SESSION FRIDAY

United Church Court For Middlesex to Convene in Knox Church.

Exactly eleven weeks after the United church of Canada officially came into being, the Middlesex United church presbytery will meet in Knox United church, London, for

Nev. A. E. M. Thomson, M.A., B.D., Calvary United church, appointed Calvary United church, appointed convener of presbytery by the general council of the United church, will open the meeting at 10 o'clock by devotional exercises, which, will be devotional exercises, which, will be Once there was a time when the followed by the sacrament of holy communion to all delegates assem-

The regular business incident to the inauguration of the United church in London and district, combining former Methodist, Presbyterian will then be proceeded with, includ-ing the choice of a chairman, secre-tary and treasurer, and appointment of sessional and standing committees Outside of further business pertaining particularly to the presby-tery will be the addresses by officials from headquarters of the United church, as to the spiritual and finan-cial programs to be undertaken by the new church this fall. In this connection Rev. Robert Laird, D.D.. and Rev. John W. Graham, D.D., both of Toronto, and Rev. W. E. Millson, London, will speak before presbytery. It is confidently expected that Rev. W. R. McIntosh, D. D., King street United church. London, who was the moderator of the last Presbyterian synod of Hamilton and London, will be chosen as presiding of-

ficer of the court. Added significance attaches to the meeting of Middlesex presbytery tomorrow in view of the fact that the London United church conference meets in Metropolitan United church here the latter part of the month.

Hudson Bay. The impossibility of navigating the bay in the late autumn and winter would render it necessary for wheat to be held over till the folrate on vessels taking the bay route would largely counter-balance advantages arising out of a diminu-

Opposition also comes from the people of the province of Quebec, and especially from Montreal, whose citizens are uneasy at the prospect of sea-going vessels proceeding beyond their port to the upper lakes. They insist that navigation on the St. Lawrence requires all the available lepth of water between Montreal and the sea, and that this may be inter-fered with by the proposed dams and ower plants. They maintain that the

canals and the danger of

cost of only \$80,000,000.

Needless Alarm. needlessly alarmed as to the future of her harbor interests. The St. Lawrence, according to the engineers, can be deepened without affecting the available depth between Montreal and the sea. Senator Reid takes the view that vessels of large tonnage will travel between Port Arthur and Montreal, where they will tranship their cargoes to ocean vessels. This their cargoes to ocean vessels. This transfer could be effected, he claims. t less than a cent a bushel, and in ead of damaging the trade of Montreal the improvement of the St. Lawence would bring increased traffic to Since an ocean vessel costs a great deal more to build than lake freighter of the same tonnage, this argument seems reasonable. If a deep channel were provided the immense grain carriers which are now confined to the upper lakes would be able to sail to Montreal, with the consequent saving of the expense in olved in transferring cargoes from hips to railway.

The objection that joint construction tion and control would lead to in-ternational complication is one that has been voiced on both sides of the border. In Canada it is feared that co-operative action in connection with the St. Lawrence will enable the United States to obtain more than her due share of control over what is virtually a Canadian waterway. In case the United States were at war with some power allied or friendly to regard to the utilization of the St.

supporters of the scheme, however, terests. have pointed out that the deepening It is fairly apparent that, unless of the St. Lawrence would serve to develop the coal and other industries of the maritime provinces by open- the day. The fact that some people

Power Problems.

There are some important points that must be settled before the work can be undertaken. There is the can be undertaken. question of power rights to be de-cided. Before that part of the proada in the grain markets of the world than the United States, where high rents and high costs of production are a serious handicap. In the second place, there are insurmountable obstacles in the way of utilizing the possils relative to power development can be carried out some agreament forward to the time when the basin of the St. Lawrence will have become a busy populous center of industry and the great lakes an American Mediterranean, posals relative to power development

Human Ills Vanish Before Arts of Market Vendors

next month. Mr. Petrie is a flautist

Sums Varying From 33 Cents to

\$175 Collected by Home

Bank Depositors.

to depositors in the late Home Bank

It was surprising the number who

next now foresee the most success-

ful observance of the workers' holi-

G. B. Brewer, general chairman

and other officials are in Ottawa

attending the labor congress, but

details are left to be completed and that all things point to a record a

The morning will be featured with

the preliminaries of the girls' soft-ball tournament, with the finals to

be played before the grand stand a

Queen's park in the afternoon. The parade will be held at noon, to be followed by the sport events, horse

tendance.

day here in the past five years.

Over \$9,000 was paid out yesterday

Six "Barkers" Dispose of Cures to Covent Garden Customers.

PSYCHOLOGY USED

Salves for corns and pills for headches could be purchased on the market this morning. Six different barkers were selling six different cures for the ills of humans. From head to feet they guaranteed to make you a well man or

market was confined to sellers of produce, but it is gradually assuming the character-or at least one corner is of a street fair.

One chap with long hair was selling and Congregational denominations, an Indian concection which was a sure cure for asthma. It being impossible to demonstrate how asthma could cured in a minute, to attract a crowd he was offering to extract teeth free of charge, and without pain, by the magi cal movements of his fingers. One subject for the experiment 7as found, and the corncure man lost his crowd to the seller of asthma cure. Producing a dummy, however, and giving an exhibi tion of ventriloquism, he soon won hi

And so the competition goes go. One endor apparently buries a knife in his arm without drawing blood. This trick is reserved for times when a crowd is particularly hard to attract. It never

ails in its purpose. Headaches are being cured instantly by an application of magic oil on the Many were found who were willing to have headaches cured. The headache doctor explained to the re porter that while his oil was good for headaches, the instant relief which so many claimed was really a matter of psychology.

in the St. Lawrence is under the control of the Ontario legislature. similar amount will be paid out to-The latter is not disposed at the day. It was included in 325 accounts, present time to countenance the The amounts varied from 33c to \$1.75. lowing summer. The high insurance giving up of Ontario power rights to any private interests in the United States, though that country affords went to the trouble of filling out the best market for the sale of elec- several forms, and waiting in line for an hour to secure amounts ranging

trical energy.

What is to be the distribution of the construction and maintenance from 33c to one dollar. No men costs as between the United States and Canada? This is another point curing such small amounts. to be settled. Many Americans claim that the United States will be paying for Canadian public works calculated to draw trade from their own cities. Many Canadian take own cities. Many Canadians take the position that most of the ships using the proposed waterway will be owned by American companies, and that therefore the bulk of the profits from the improvements will go to the United States. By such arguments each side tries to show why the other should bear the lion's share of the should bear the lion's share of the cost. The ioint commission sugshould bear the non's share of the cost. The joint commission rugbank officials said this morning. Apgested that the expenses should be apportioned according to the benefit accruing from the waterway to the respective countries. How this bene-fit is to be measured is one of the unsolved problems of the projected

undertaking.
Other problems have arisen, such as the diversion of water through the drainage canal at Chicago, the alrecognitive the city of Montreal is needlessly alarmed as to the future of her harbor interests. The St. Law-rence, according to the severity of the ice situation in the and political. perience of Canada with railway developments has made her cautious about the construction of public works beyond the economic requirements of the country. Undoubtedly the opening of a new and efficient water route means the diversion of traffic from the railways. not as serious for the United States other committee men reported at last it is for Canada. The American other committee men reported at last ines are pretty well congested with labor council that only a face and traffic, especially at crop moving time; but in Canada the railways are suffering from a lack of business. Should the waterway cut into the traffic which the railways now have, the people of the country will probably be compalled to any the beautiful to the traffic which have the compalled to any the beautiful to the compalled to the country will probably be compalled to any the beautiful to the country will probably be compalled to the country will probably be compalled to the country with the country will probably the country will be compalled to the country will be controlled to the coun ably be compelled to carry the heavy burden of railway deficits longer than would otherwise have been neces-

Beck's Prediction.

sary.

Except for those who have mone nvested in private power undertakings in Quebec, the possibility of great power development in connec tion with the St. Lawrence project Canada or the British Empire serious is a feature that meets with universal Sir Adam Beck, speaking approval. for the Ontario hydro-electric com-Lawrence, Mr. F. M. Williams, state mission, predicts a dearth of power engineer of New York, asserted in his annual report for 1919-20 that "the St. Lawrence project will take the control of the waterway out of the hands of the United States." In view that high potential energy can now of the river touches American soil, this seems to be a very extraordinary contention.

The dominion accurate in the view of the content of th The dominion government is rather eration may extend, its cannot comnon-committal on the subject. Early pare in this respect with the area in 1924, it was decided that expert engineers should report anew on the developments. The joint commission developments. feasibility of the plan and the accuracy of the cost estimates. Canada's national debt of over two billion dollars is a heavy burden for a country so snarsely satisfied and its a country so sparsely settled, and it is not surprising that a large body of tary to the great lakes and overseas conservative opinion is opposed to points, as well as between the same any scheme designed to increase the regions and the Atlantic and Pacific regions and the Atlantic and Pacific country's financial obligations. This seaboards, a volume of outbound and feeling is particularly strong in the maritime provinces, which would share in the expense without participating directly in the benefits of the scheme. It is of course a standing grievance with these provinces. ing grievance with these provinces that their interests are ignored by the wealthier and more populods provinces of Ontario and Quebe. The growners of the scheme however.

develop the coal and other industrial of the maritime provinces by opening to them the markets of Ontario will be damaged by the undertaking cannot be allowed to outweigh its cannot be allowed to outweigh its cannot be allowed to outweigh its great and obvious advantages. Some one must pay the price of progress. If there is any foundation for the prediction that in the future the in dustries and peoples of the world will congregate about the sources of water-power, we may perhaps look forward to the time when the basin

DR. MACGREGOR ON RETURN VOYAGE

Pastor of St. Andrew's and Mrs. MacGregor to Land at Montreal Saturday.

Rev. D. C. MacGregor, D.D., pastor of St. Andrew's United church, and Mrs. MacGregor will return to London within the next few days after a three months trip to England and the Holy Land. Dr. and Mrs. MacGregor sailed from Glasgow on the C. P. R. steamer Marloch last Monday, and are expected to land in Montreal on Saturday.

Dr. MacGregor was one of about ten delegates of the former Presbyterian church in Canada to the quadrennial Pan-Presbyterian Alliance held at Cardiff. Wales, the latter part of June. fact, he left Toronto before the inaugural sessions of the general council o the United Church of Canada, of which Mrs. MacGregor, known to thousands of admirers as Marian Keith, will have an interesting story to tell of her first visit to the Holy Land, despite the fact that when she left the city she stated

of 421 Simcoe street, this city, who is one of the youngest members of she was not seeking material for a new During Dr. MacGregor's absence the pulpit of St. Andrew's church has been occupied for union services with First Presbyterian United church by Major W. Wood, Ingersoll, and Rev. Robert Martin, D.D., St. Thomas.

Rev. T. A. Symington, M.A., formerly of Knox United church, who has accepted to the state of AMOUNT TO \$9,000 epted a call to the United church a Camrose, Alta, will preach in St. An

drew's church at both services next Sunday, Dr. MacGregor assuming his duties the following week. Incidentally the interior of the church has been redecorated by the ladies aid at a cost of \$1,500 or more since Dr. MacGregor left on his trip, and thus presents a new and attractive appear-

at the market branch of the Bank of Montreal and it is expected that a TO SUPREME COURT

Vacancy Caused by Promotion of Justice Riddell To Be Filled Soon.

London and Toronto legal circles as momentarily expecting an announcement from Ottawa that Mr. Justice W. R draw trade from their labelled 13. Some in the rush even Many Canadians take wicket rather than go to the ships wicket rather than go to this condivision. The vacancy on the appeal

dell's promotion, the bar of London an Western Ontario is most hopeful tha I. M. McEvoy, K.C., of London, will b made a supreme court judge.

Mr. McEvoy is recognized by both the
bench and fellow-practitioners as one f the outstanding counsel of Ontario and his appointment would be greeted with much satisfaction by the legal **BEST IN RECENT YEARS**

fraternity of the province. ORGANIST HONORED.

In appreciation of his services as organist of the Robinson Memoria church, Evan Davis was last night presented with a handsome club bag by the members of the choir of that church. Mr. Davis leaves for New York to-

Members of the choir, calling at the of his fathe The unfortunate exCanada with railway

Labor Day celebration on Monday

The unfortunate exCanada with railway

Labor Day celebration on Monday

The unfortunate exMortley road, the presentation was made to Mr. Davis. Mr. J. D. Omondon gave an address, appreciative of Mr. Davis's services, while Miss Jeffrey made the presentation on behalf of the

> COURT AT STRATHROY. Judge Talbot Macbeth left for Strathroy this morning where he will preside over the division courseheduled for that town this after-



Distributed by LONDON CONFECTION CO., 218 Horton Street.

The prosperous man of today saved yesterday

The prosperous man of tomorrow is saving today

Start today—Save consistently

Deposits 3 1/2 % Debentures 5%



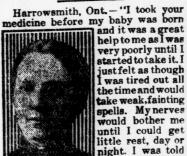
DUNDAS STREET AND MARKET LANE

A. M. SMART,

T. H. MAIN. Manager.

TIRED OUT ALL THE TIME Nerves Gave Little Rest

Relieved by Lydia E. Pinkham's Vegetable Compound



help to me as I was very poorly until ! started to take it. ust felt as though was tired out all he time and would take weak, fainting spells. My nerves would bother me until I could get little rest, day or night. I was told

by a friend to take Lydia E. Pinkham's Vegetable Compound, and I only took a few bottles and it helped me wonderfully. I would recommend it to any woman. I am doing what I can to publish this good medicine. I lend that little book you sent me to any one I can help.
You can with the greatest of pleasure
use my name in regard to the Vegetable Compound if it will serve to help
others." — MRS. HARVEY MILLIGAN, R. R. No. 2, Harrowsmith, Ontario.

In a recent canvass of purchasers of Lydia E. Pinkham's Vegetable Compound over 100,000 replies were received and 98 out of every 100 said they had been helped by its use. This medicine is for sale by all druggists.

Soothing and Healing,

Fragrant.

BALM-ZOIN Removes Tan and Sunburn.

35c BOX. STRONG'S DRUG STORE 184 DUNDAS STREET.

LONDON OPTICAL C.

CLARK'S Economy Stores

CASH AND CARRY LOOK OVER OUR WEEKLY BARGAIN LIST

CARADOC POTATOES .30c SHELLED WALNUTS Finest Bordeaux halves, 19c Friday and Saturday only AYLMER BRAND SOUPS

CREAMERY BUTTER Very choice quality and 39c freshly churned. Per lb.

SANTA CLARA PRUNES

2 POUNDS 25c Friday and Saturda

BORDEN'S CONDENSED MILK .17c SEEDED RAISINS large Packages 25c

GRANULATED SUGAR 10 FOR 69c

PICKLING SUPPLIES Blended Pickling Vinegar, gallon . Choice quality Mustard, 60c per pound .. Mixed Pickling Spice, 3 PACKAGES for Celery Seed, Mustard Seed Turmeric, Celery Powder, Gin-

ger, Mace, Cloves and Cinna mon of the finest quality. CERTO

CLARK'S SPECIAL COFFEE JAR RINGS

Heavy quality rubber, red 3 FOR 25c

POST'S BRAN FLAKES

15c

SUGAR-CRISP CORN FLAKES 3 PACKAGES 29c AYLMER BRAND MAR.

46c Friday and Saturday.

Clark's Economy Stores CASH AND CARRY

"Where You Buy Cheaper." Richmond St. 754 Dundas St.