

ST. LAWRENCE SHIP CANAL SAID TO BE IMPRACTICABLE

Chairman of the Port of New York Writes to Washington Attacking Project — Says Report Misleading.

New York, Sept. 14.—E. H. Outerbridge, chairman of the port of New York, in a letter to Darwin P. Kingsley, president of the State Chamber of Commerce, declared that the project to canalize the St. Lawrence River, was, in his opinion, sponsored by interests seeking to acquire water power rights. The ship canal feature of the project, he asserted, was capitalized to attract support from the middle west. The report of the engineers of the international joint commission, he said, was very involved and misleading in the way it was drawn. That report, he added, speaks of the project as one of navigation facilities with power as a by-product, making no reference to the fact that the depth of the Great Lake harbors and channels does not average 20 feet. Consequently ocean vessels could not get into any one of the ports or navigate the lakes, he said, until the channels and ports were deepened at an estimated cost of \$500,000,000 to one billion dollars. The international engineers estimated the cost of the canal and power plants at \$222,000,000. Mr. Outerbridge said that ocean steamers of 10,000 to 20,000 tons could not, in his opinion, navigate the canal as proposed without danger. Certain points which should, he said, overwhelmingly condemn the canal project were: One, misleading estimate as to cost; second, navigation of the St. Lawrence River is open only seven months of the year; third, the canal would be absolutely useless lake ports and channels were deepened at an enormous cost; fourth, insurance rates on the St. Lawrence River are higher than for Atlantic ports especially in the fall and spring when the dangers of fog and ice are most pronounced; fifth, the operating cost of ocean steamers through such a canal under the most favorable circumstances would be far greater than the cost of transporting grain through elevators to ocean ships to a real ocean port; sixth, that as a power proposition, even if it could be justified on economic grounds, it is not one in which the government of the United States would be justified in pledging its credit or spending the money of its people raised by taxation; seventh, since private capital has not displayed any willingness to furnish capital for the canal it is apparent that the appeal to governments to build is a device to attract private interests have not sufficient faith in the returns to be had from it; eighth, it has none of the justifications of the Panama Canal, that of cutting off enormous distances between this country and its possessions or as a matter of naval and military protection of the country's coast in case of war.

SCOTTISH CENSUS RETURNS. Provisional but substantiated correct figures of the census returns for Scotland have now been issued, showing a total population of 4,882,157, giving an increase as compared with 1911 of 2.5 per cent. While towns and counties on the east coast show a slight reduction, these are more than made up by increases on the west coast. The four largest cities show returns as follows:—Glasgow has now a population of 1,034,069, an increase of only 25,982 in the last decade; Edinburgh stands at 420,267, a reduction of 3,779; Dundee at 108,217, a reduction of 8,134; and Aberdeen, 158,969, a reduction of 4,922.—The Christian Science Monitor.

The most marvelous machine in the world—and how it is neglected

AWAY back in the school books was a lesson on physiology.

Rather dull as a lesson. Yet it was the story of the most marvelous machine ever created—and how the machine gets its power and does its work.

That machine is the human body.

Some day the mechanical expert of this machine—the doctor—finds out for us where we have missed the lesson and neglected the machine.

GRAPE-NUTS food was made in accordance with the school book lesson on what the body needs and how its needs may best be supplied.

It is possible for a delicious food to be a scientific, "power" food. Grape-Nuts is such a food.

Perfecting Natural Gifts

Twenty hours of continuous baking has done certain wonderful things to the nourishing properties of whole wheat and malted barley flour, from which Grape-Nuts is made—and has produced a food in the form of crisp, golden-brown granules.

You chew Grape-Nuts thoroughly.

The rich, sweet flavor of Grape-Nuts is the reward of chewing. Nature meant the teeth to be used. Primitive people, who keep the natural teeth sound and perfect to old age, are eaters of food which requires chewing. Grape-Nut gives the teeth work to do.

Perhaps you remember a little of the physiology lesson, now—how the salivary juices respond when the food is thoroughly chewed—and the first important step in digestion is taken.

Life-Giving Properties

Wheat and malted barley are richest

"There's a Reason" for Grape-Nuts

of all grains in the food elements required for human use. In Grape-Nuts all the essentials provided by nature in these grains are retained and perfected. The long, slow baking process which produces Grape-Nuts turns the grain's starches into natural sweetness and breaks up the nutritive solids into forms easily assimilated by the body.

The exceptional nourishment from Grape-Nuts is secured with no tax upon the digestion.

Penalties for Mistakes

When the doctor, as the mechanical expert of the bodily machine, comes to give advice in case of trouble, he finds that harm as well as good, often has resulted from food.

"Starchy" foods have been the subject of many warnings. Food which passes too slowly through the digestive tract causes disturbances to which much of the slowing down, wearing out, and failure of the bodily machine is traced.

A characteristic of Grape-Nuts is that it digests quickly and completely—without fermentation in the intestines.

A World Service

There is, therefore, a reason why, throughout the world, Grape-Nuts has steadily grown in favor these many years, as a food for fitness, as well as charm to taste.

You can apply that reason to your own benefit.

Ready to eat from the package, always crisp, naturally sweet—served with cream or milk and a little sugar if desired—Grape-Nuts is an ideal dish for breakfast or lunch.

WILSON'S FLY PADS

Kill them all, and the germs too. 10c a packet at Druggists, Grocers and General Stores.

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For Business Men

YOU can even enjoy a rainy day if you wear a Towers Waterproof Coat. Smart, durable, and guaranteed absolutely waterproof, these coats "take the wet out of rain."

Tower Canadian Limited - Toronto, Halifax, Winnipeg, Vancouver

FRENCH WILL HARNESS TIDES

The Scheme to be Tried Out—If Successful Hydraulic Forces Will be Employed.

Paris, Sept. 14.—Some particulars of the project, which has been approved by the minister of public works, of employing the hydraulic forces of the tides may be given. The experiment is to be made at Aber Wrach, near Brest, on the coast of Finistère. There is a special official commission which has studied the scheme, and after long deliberations presented to the government a plan in detail. This plan was approved by the responsible minister and steps are being taken to execute it, and thus to harness the tides. If it can be shown that the development of electrical energy from the ocean is a practical proposition there will undoubtedly be other schemes. Indeed, at the present time there is an American proposal to exploit sea power on another part of the coast.

Aber Wrach is well selected, for the tides there are particularly strong. A barrier is to be installed in the indentation of the coast about 150 yards in length. The barrage is to be on the same level as the land, which means that at spring tides it will be three or four yards above the water. In the hollow centre of the construction, which is to be of reinforced concrete, machinery is to be installed. Turbines and alternators will be placed in the centre of the

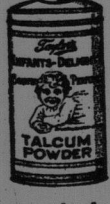


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There is a joy in the use of Infants-Delight that only the mild, refreshing fragrance of this fine-textured toilet soap can give.

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INFANTS DELIGHT IT'S WHITE TOILET SOAP



A truly delightful, fragrant powder is Infants-Delight Toilet Soap.

A Correction

Whereas it has been stated, in certain quarters, that there are no male students at the Standard Business College, as such a statement may convey the impression that male students are not accepted at the college above referred to, we desire to give such statement the most emphatic denial and to emphasize the fact that not only are there male students already in attendance, but that the courses of the Standard Business College are open to male as well as female students.

Standard Business College

MISS J. F. JOHNSON, Principal.
Cor. King and Germain Sts.
St. John, N. B.

HARDING CONGRATULATES CENTENARIAN RETIRED FROM U. S. ARMY

Huntington, W. Va., Sept. 14.—John T. Gibson, retired from the army, who will celebrate on next Saturday the 100th anniversary of his birthday, yesterday received a congratulatory message from President Harding. It follows: "I do remember very well the old gentleman who sat next to me at the Huntington meeting last autumn and am delighted to greet you again. I have to congratulate you on having lived a full century, the most eventful and important, I am sure, in the world's history; and I hope you will have many more years vouchsafed to you in what I believe will be a yet more important and fruitful time."

A GREAT BILL AT OPERA HOUSE

Mid-week Bill One of the Best Yet; All Five Acts Proved Popular With Patrons.

Yesterday was a banner day at the Opera House, the large audiences that filled the theatre both afternoon and evening, went away highly pleased, and many were the favorable comments as to the high standard of the acts presented.

Mallia-Bart Company appeared in their big comedy success, "The Baggage Smasher," which made such a tremendous hit at the exhibition last week. Mr. Mallia, who was seriously hurt the first day of the fair, is back at work again, and, needless to say, there is a marked improvement in the offering. Mallia-Bart Company are comedy athletes. They deliver a carload of laughs that kept yesterday's patrons busy clearing away the tears of laughter. Galletti and Kolin, another big feature act on the bill, presented a comedy surprise novelty. Miss Kolin is a very graceful dancer, and Mr. Galletti is a tutor of monks and possesses several very clever monkeys, whose comedy antics were the cause of much gaiety and mirth to the audience.

Other features on the bill include Frank Markey, banjoist, who proved a popular attraction. His several selections on the banjo were received with hearty applause. Coffman and Carroll presented a skit entitled "Two Tones of Brown." The scene represents a southern railroad station. Mr. Coffman is a colored porter and Miss Carroll a fair traveler. That is all there is to the plot. The rest of it is the brightest kind of dialogue and songs. Bert and Lottie Walton appear in a comedy and acrobatic dancing offering that won instant favor with the audience. The picture programme included another chapter of "The Avenging Arrow," popular serial drama, and a Jimmy Aubrey comedy that has a laugh in every foot of film. This programme will be continued today and Thursday at the usual popular prices.

The Longshoremen's Association will take no action regarding a proposed reduction of their wage schedule until their regular monthly meeting, which will be held in October. This is what an official of the union said yesterday. The existing agreement here is seventy cents per hour for general cargo, and eighty cents for heavy cargo.

RULE OUT THE OBSOLETE IN THE LANGUAGE OF AIR

Progress of Youngest Science Shown as Army and Navy Adopt the Latest Terms—"Blimp" and "Aero" No More.

Washington, Sept. 13.—Standard aeronautical terms, devised and compiled by the National Advisory Committee for Aeronautics, have been officially prescribed for use in the army and navy. Hereafter, the new order states, the officers of the two air services will use the regulation nomenclature.

For some time, aerial experts point out, laymen have been calling anything that traverses the air an "airship," whereas the word "aircraft" should be employed. They say that all balloons, rigid and non-rigid airships, or lighter-than-air craft, are constantly being termed "blimps," a slang word now obsolete, but originally used to designate a non-rigid in an airplane fuselage slung beneath the gas bag.

The word "hydroplane" has often been misused in referring to a seaplane; "hydroplane" designates a sea sled, which planes on the surface of the water but does not take the air. An airplane has been called an "aero," which, it is explained, is as wrong as calling a boat a "water." The words "aeroplane," "hydro-aeroplane" and "dirigible" have been done away with and "airplane," "seaplane" and "airship" have taken their places.

According to the recent published report of the National Advisory Committee "aircraft" constitutes any form of craft designed to navigate the air and is divided into "aerostats" and "airplanes." Aerostats comprise lighter-than-air craft, embodying a container filled with a gas lighter than air, such as hydrogen and sustained by its buoyancy. They include "airships" and "balloons."

"Aeroplanes" Officially Ousts "Aeroplane." The word "airplane" is now used to designate craft heavier than air, obtaining their support from the action of the air on the wings, and driven through the air by screw propellers. "Tractors" are airplanes having their propellers in front, "pushers" in having them in the rear. Usually airplanes are equipped for land work with wheeled landing gear, but when fitted for alighting on water with a boat or pontoons, the term "seaplane" is used.

"Airships," as the craft formerly known as lighter-than-air are now called, are divided into three types: rigid, whose form is maintained by a metallic frame within the gas bag or envelope; non-rigid, whose envelope is kept taught by the pressure of the contained gas, and semi-rigid, maintained by a rigid or jointed keel and also by gas pressure. These three types are all propelled by the pressure of the contained gas, and in individual engine houses suspended below the supporting envelope, and controlled by means of rudders and fins.

"Balloons," the second division of the aerostat class, have no power plants nor means of controlling their horizontal flight. They include free, or light balloons of the old style spherical type; captive, secured by a cable to the earth; barrage, captive balloons used in forming an aerial barrage against airplane attacks; kite, an elongated captive balloons such as the Caquet observation balloon, which has tail fins to keep it headed into the wind; nurse, a small heavily fabricated balloon used for storing gas and filling service balloons; and pilot and sounding balloons employed in securing meteorological data.

The heavier-than-air types of aircraft now officially termed airplanes, are divided into several classes according to the number of planes or wings, which are usually superimposed, namely: monoplane, biplane, triplane and multiplane. There is also the Langley type of airplane, which is still called the tandem from the arrangement of its double set of wings on approximately the same level.

Cleans and Whitens. A little shaken into the toilet bowl renders it free from odors and snow-white.

Snowflake
THE FULL STRENGTH
Ammonia

Taxi—To run an airplane over the ground or a seaplane over the water under its own power without taking the air.
Zoom—To climb rapidly at a very steep angle.

Smallpox Outbreak. Santiago, Chile, Sept. 14.—There is a serious epidemic of smallpox here. About 2,000 cases have been reported. The government has made vaccination obligatory.

Quality maintains economy. No matter how much you pay "per gallon" for other lubricating oils you get more lubrication "per dollar" when you buy Imperial Polarine Motor Oils.

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IMPERIAL Polarine Motor Oils save many thousands of dollars every year for Canadian motorists because of reduced operating expenses.

Imperial Polarine Motor Oils cut down repair and maintenance costs, reduce fuel bills and insure you for all time against excessive depreciation and repair expenses. Imperial Polarine quality maintains economy all along the line.

Judged by quality—gauged by actual miles of perfect lubrication each gallon will give, and by real motoring satisfaction, Imperial Polarine is the least expensive motor lubricant that you can obtain. The more carefully you check up costs, the more thoroughly convinced you will be of the advantages of using Imperial Polarine Motor Oils exclusively.

Standardize on the correct grade of Imperial Polarine Motor Oils. Consult our Chart of Recommendations at your dealer's or write to 56 Church Street, Toronto, for our interesting booklet, "Automotive Lubrication."

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A Profitable Profession for Women

McLean Hospital Training School for Nurses offers a three years' course in the care and treatment of nervous and mental diseases, with affiliation that also offer training in medical, surgical and obstetrical work. Instruction consists of lectures and practical work on the wards. Board, room and laundry are furnished and an allowance of \$30 per month for the first and second years, and \$45 per month for the third year. This course is open to young women who have had one year or equivalent in high school. Entrance at any time during the year. For information apply at once to

DR. F. H. PACKARD, Superintendent, Waverley, Massachusetts.

FOUNDED IN 1842

Bishop's College School
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A Boarding School of the type of the English "Public Schools," where boys are prepared for the Universities, and for the Royal Military College.

Separate Preparatory School for Boys up to 13 years of age.

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