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per annum payable half-yearly.

Have you a few thousand or even a few hundred dollars on deposit at a small interest rate?

Why not arrange for a Huron and Erie Debenture for a term of 2, 3, 4, or 5 years.

When interest is due you merely clip a coupon from the Debenture and cash it or deposit it in your savings account. A safe and simplified investment.

THE Huron & Erie MORTGAGE CORPORATION

"Older than the Dominion of Canada."

Application for Huron and Erie Debentures will be accepted by

A. C. BRITTAIN.....WYOMING
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N. TRIPP.....FOREST
W. C. TUDOR.....THEDFORD

INLAND WATERS AND COASTWISE TRADE

Bill Introduced by the Member for East Lambton.

The amendment proposed by J. E. Armstrong, M. P., is for the purpose of bringing the boats on our inland waters and those doing coastwise trade under control of the Railway Commission.

The few boats now owned by our railroads are under the control of the Railway Board. All others are not under any control as regards tariffs, tolls, trade arrangements, and time and manner of calling at ports. They may take a shipper's goods or leave them, as they wish. They may charge whatever rate they please and are practically in every way a law unto themselves.

We furnish every means to assist transportation on our inland waters. We protect our marine interests from foreign shipping. Our coast regulations give Canadian vessels every advantage over vessels of foreign manufacture between one port and another in Canada. In other words, we retain for our vessels the exclusive right to enjoy the coastal privileges.

When the Welland Canal is completed, we will have expended over four hundred millions of dollars in deepening, buoying and lighting our rivers and harbours, building piers, breakwaters and canals, furnishing dredging plants, ice breakers, etc.; we have built extensive elevators at our ports for the purpose of assisting in handling the grain; in short, we have furnished every means to assist transportation. In addition to all this, the people of Canada do not receive any returns as interest for money invested but are compelled to supply every year at least a million and a half of money to protect and carry on these operations. We have not only built the canals and operated them but we abolished the tolls in order to aid navigation and cheapen rates.

An irresponsible and unregulated Canadian merchant marine service is being created on our Great Lakes. We must either regulate and control this organization or open the door to competitors by removing customs and coastal regulations.

The Government has established elevators in the West. They have appointed a Grain Commission to grade the farmers' product. They control the freight rates to Fort William, they are obliged to turn it over to a group of vessel owners who are not under any

Government control whatsoever. Why should we control only one part of our transportation system?

The great development of our Railway System has for the time being overshadowed the attention given to our water transportation. The question of cheapening our rates East and West must again come to the front and the one great factor that can bring about reduced freight rates is our water transportation. Expert testimony shows that by means of properly adapted waterways, the charge should be at least one third less by water than by rail.

Canada's waterways have been the chief factors in building up a chain of towns and cities along their routes, increasing population and wealth and have been a mighty help in the development of our country. They are the channels through which passes most of our raw products and through which much of our manufactured products are carried to the West. We must, therefore, have public control of these great national transportation facilities. We must not turn over the splendid heritage of the nation to be exploited for the benefit of the few.

These undertakings have called for vast expenditures of money, much greater than individual or corporate enterprise would undertake. Nevertheless it is a most important Government owned public utility and the Government should have absolute control. These public utilities should be operated in such a way as to furnish the public with a fair and reasonable service, freed from the control and manipulation of the avaricious.

Further improvements and developments are needed. Vesselsmen and others are continually asking for improvements to our harbours, rivers and canals. Our past expenditure would have been amply justified had our freight and passenger rates been reduced to a point that would have warranted the expenditure already made, but these rates have been increased instead of having been reduced.

The capacity of the vessels have increased enormously. Boats today are carrying from three to five hundred thousand bushels of grain with very small operating charges, while in years gone by, a boat carrying one hundred thousand bushels of grain was looked upon as having reached the limit of carrying power.

We must consider the interests of the producer at one end and those of the consumer at the other, in order that an advantage may accrue from a reduction in transport charges. With effective control over rates on our inland waters, increased trade will be developed. When our boats are under control of the Rail-

BUILDERS' HARDWARE

Wire Nails, 2 1/2 to 6 inch, \$5.75 per keg.

Paroid Roofing

2-ply \$3.00 per square

3-ply \$4.00 per square

Santite Roofing, 2-ply, \$2.65 per square

Asphalt Felt, 400 ft., \$2.50 per roll

The above roofing materials are made by the F. W. Bird Co., pioneers in the roofing business. Remember this is the only store which handles genuine Paroid

The N. B. Howden Est.

way Commission fair profits to transport lines will be granted. Reduced rates will mean cheaper food to our people, with commercial and industrial development all along our waterways.

The Canadian water routes from the West to Montreal and Quebec should be the cheapest and best and our people should be enabled to see a profit on the tremendous outlay already expended on this waterway. If obstacles are in the way of a successful carrying out of this project, let us remove them. Our first step is to have absolute Government control over every boat that plies our waters. The millions who will soon inhabit our prairie land will be calling out with no uncertain voice in the near future for the removal of all obstructions to commerce. The people of Canada have learned to appreciate the work of the Railway Commission. Through their efforts enormous benefits have come to the farmers and small shippers. Equal benefits would be derived if the same Commission had control over our shipping. The small shipper and manufacturer who depend on water transportation are present seriously handicapped and have no redress or no tribunal before which they can place their grievances. Our people are asking for some protection in return for the many advantages that have been granted the vesselmen. It is the duty of this Government to provide fair regulations to enable manufacturers, producers and merchants to do business on the basis of reasonable service and to make steamboat owners responsible for failure of certain duties and to fix reasonable penalties and provide for fair and equitable treatment of all interests using our navigable waters.

The following letter from D'Arcy Scott, vice president of the Frost and Wood Company, will be read with interest:—

Ottawa, Canada, May 6th, 1919.
Joseph E. Armstrong, M. P.
House of Commons, Ottawa.

Dear Mr. Armstrong:—I am very glad to see that you are still keeping up your agitation for the regulation of Ocean Rates. From my ten years experience on the Railway Commission, I have no hesitation in saying that in my opinion all water rates both ocean and inland, should be regulated by the Railway Commission. I would not apply precisely the same regulations to water rates as I would to railway rates, because there must be an elasticity to enable the boat to get a sufficient cargo at the time of sailing. However, in my opinion, there is no reason why maximum rates at least should not be subject to control.

I have an interesting case which to my mind shows the necessity of the control of maximum ocean rates.

I am Vice President of the Frost & Wood Company who manufacture agricultural implements at Smith's Falls. We had an order from a Mr. Sigart of Brussels, Belgium, for a large number of hay mowers and rakes. The order was placed on an existing ocean freight rate in March last of \$28.00 per ton. Our goods were manufactured and ready for shipment when the transportation company jumped the rate to \$60.00 per ton. Mr. Sigart was anxious to have this supply of machinery in Belgium in time for this year's requirements. Under his contract Mr. Sigart was to pay the transportation charges. When the increase was made from \$28.00 to \$60.00 per ton he advised us that the change in transportation was prohibitive and the contract was cancelled.

What is the use of Canada purchasing a credit of \$25,000,000 for the purchase of Canadian goods for Belgium when the transportation companies are permitted to demand prohibitive rates?

(Signed) D'ARCY SCOTT.

WOULD NOT BE WITHOUT BABY'S OWN TABLETS

Once a mother has used Baby's Own Tablets for her little ones she would not be without them. The Tablets are a perfect home remedy. They regulate the bowels and stomach; drive out constipation and indigestion; break up colds and simple fever and make baby healthy and happy. Concerning them, Mrs. Noble A. Pye, Ecum Secum, N. S., writes:—"I have found Baby's Own Tablets of great benefit for my children and I would not be without them." The Tablets are sold by medicine dealers or by mail at 25 cents a box from The Dr. Williams' Medicine Co., Brockville, Ont.

School Reports

Report of S.S. No. 6, Warwick, for the month of April.
Sr. IV.—Hilda Morris, Mary Smith.
Sr. IV.—Agnes Bryce, Kenneth Smith.
Sr. III.—Freida Manders, Harold Manders, Arthur Harrower.
Sr. III.—Manville Bryce, Allan McNaughton.
Sr. II.—Marguerite Smith, Dorothy Morris, Burton Duncan, Nina Chambers, Doreen Manders.
Sr. I.—Maud Williamson, Amy Duncan.
Sr. I.—Primer—Mary Manders, Ivie Peaslee, John Bryce, George Manders.
Sr. I.—Primer—Mary Bryce, Morton Smith, Clifford Duncan.
No. on roll 23, average for month 19.
ALBERT H. RUSH, Teacher.

Miller's Worm Powders prove their value. They do not cause any violent disturbances in the stomach, any pain or griping, but do their work quietly, so that the destruction of the worms is imperceptible. Yet they are thorough, and from the first dose their is improvement in the condition of the sufferer and an entire cessation of manifestations of internal trouble.

Chas. Cliffe, of Arkona, has sold his hotel in that village, which has been closed to the public for the past two years, to Thomas Grogan.

ARKONA

Mr. Hugh Ross, was a Pt. Huron visitor on Monday.

Mrs. Hugh Foster, of Chicago, is visiting Mrs. Richard George.

Mr. Leonard Irwin spent a few days last week with his mother in town.

Mrs. S. J. Lucas and children, of Alvinston, are visiting relatives in town.

Mrs. C. Harrington, who was seriously ill with pneumonia, is convalescing.

Arkona celebrates Victoria Day with interesting events. Come and see us.

Miss Ila Huntley is spending the next couple of weeks in Strathroy and London.

Mrs. Peter Pearson of Norquay, Sask., spent a few days with Mrs. Robt. Riggs.

Muresco—A shipment just arrived containing all the best coloring.—Brown Bros.

Mr. and Mrs. Geo. Huntley and Misses Edith and Lucy Waterman spent Sunday in Strathroy.

Mr. and Mrs. E. L. George, Mrs. Fred Eastman and Mrs. Thoman, motored to Sarnia, Monday.

Miss Anna Murray left last week for Clifton Spring, where she will spend the next few months.

Miss Irene Dickson returned last Saturday from a visit to friends in Toronto, Wingham and other points.

Service will be held in the Arkona Presbyterian church next Sunday, May 25th, at 7.30 p.m. Sunday School at 10 a.m.

CORN—As usual we will be carrying all the leading varieties. Shelled and on the cob. Buy early while selection is good.—Brown Bros.

Mr. Will Clarke has been demonstrating in road making with a Titan Tractor made by Deering Mfg Co. The engine is a marvel and it is simply wonderful to see it walk along with the big grader. "Bill" has the solution for good road making at a very slight cost.

"The Greatest Hope in the World" is the theme of Sunday morning's discourse in the Baptist Church, and for the evening, "Joseph, from Prisoner to Prince."

Come early for the song service with Billy's Sunday's selection of songs.

Nearly all children are subject to worms, and many are born with them. Spare them suffering by using Mother Graves' Worm Extirminator, the best remedy of the kind that can be had.

There was a large attendance of friends and neighbors at the funeral of the late Pte. James Elgin Zavitz whose remains were interred in the Arkona cemetery, Tuesday afternoon, May 20th. The pallbearers were William Willard, Fred Elliott, Ethian Bates, Stamford Cornell, E. Martell and D. Smith, all of them recently returned from overseas. A memorial service was held in the Baptist church after the committal service at the cemetery, Rev. C. W. King officiating and Pastor A. A. Barnes assisting. Mrs. Zavitz was the son of Mr. and Mrs. Joseph Zavitz of the Theford Rd., was only 21 years and six months old at his death which took place in the Baptist Military Hospital, England, of bronchial pneumonia, January 28th, 1919. A floral tribute of roses was laid on the grave by neighbors in deepest sympathy over the loss of this fine young lad.

Notice to the Public—The 24th May falling on Saturday, the store will remain open and holiday will be observed the following Monday.—Brown Bros.

The Oil for the Athlete.—In rubbing down the athlete can find nothing finer than Dr. Thomas Electric Oil. It renders the muscles and sinews pliable, takes the soreness out of them and strengthens them for strains that may be upon them. It stands pre-eminent for this purpose, and athletes who for years have been using it can testify to its value as a lubricant.

For many years the Arkona Cemetery was a neglected spot and as time went on it became a wilderness of bushes and shrubs, until one day the Women's Institute took the matter in hand and through their efforts and good management, and the assistance of many kind friends, who have loved ones resting there, they have changed its appearance from a growth of underbrush to a beautiful garden of flowers. And today it is one of the best kept and most beautiful cemeteries in Western Ontario.

In the year of 1912 the ladies of the Institute set about raising money to carry on the work. An appeal was made to all plot owners and those who had friends buried there for their work, which met with a splendid response. In the year 1914 the village council was asked to erect a new fence. The W.I. gave \$75 toward the fund and a splendid iron fence was put across the front. The ladies' then undertook the erection of posts and gates. An appeal again was sent out to the old boys and girls of Arkona, and four beautiful artificial stone gate posts, at a cost of \$352, were put up. The gates cost \$200 and were donated by one of Arkona's old boys, who is always ready to help in any way he can. The ladies now are having brass plates made for the posts and so the good work goes on under the guiding hand of the officers in charge. In order that the cemetery may be well kept and cared for, the secretary sends out a circular letter once a year to each plot owner asking them to donate the small sum of one dollar, which keeps their plot mowed and cared for during the year. Persons wishing flowers supplied, planted and cared for, have had the same by paying an additional dollar, or a total of \$2 per year, until this year, when a raise to \$2.50 per year has been made, owing to the higher expenses. A caretaker is hired by the W.I. to do all the work, and for the success of such an undertaking all subscriptions are asked to be paid in advance. All extra contributions are used for the general improvement of the cemetery. The members of the Arkona branch of the Women's Institute may be justly proud of the splendid work they have done in this connection.

NERVOUS PROSTRATION

May be Overcome by Lydia E. Pinkham's Vegetable Compound—This Letter Proves It.

West Philadelphia, Pa.—"During the thirty years I have been married, I have been in bad health and had several attacks of nervous prostration until it seemed as if the organs in my whole body were worn out. I was finally persuaded to try Lydia E. Pinkham's Vegetable Compound and it made a well woman of me. I can now do all my housework and advise all ailing women to try Lydia E. Pinkham's Vegetable Compound and I will guarantee they will derive great benefit from it."—Mrs. FRANK FITZGERALD, 25 N. 41st Street, West Philadelphia, Pa.



There are thousands of women everywhere in Mrs. Fitzgerald's condition, suffering from nervousness, backache, headaches, and other symptoms of a functional derangement. It was a grateful spirit for health restored which led her to write this letter so that other women may benefit from her experience and find health as she has done.

For suggestions in regard to your condition write Lydia E. Pinkham Medicine Co., Lynn, Mass. The result of their 40 years experience is at your service.

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