

You wonder why  
**H.P. Sauce**  
is so delicious.

If you could see the choice  
oriental fruits and spices  
being blended with Pure  
Malt Vinegar to make H.P.

you would know.

Just a few drops of  
H.P.—it makes the  
meal so enjoyable.

All Makes of  
**Batteries**

RECHARGED  
REPAIRED  
REBUILT

New and rental ones furnished.  
Testing and distilled water added  
free.

**Thompson Battery  
and Welding Co.**

776 Dundas Street. Phone 6836  
ywt.

**Doctors Fail**

"Terrible case of Eczema—contracted when a mere boy—fought disease for ten years, with half-dozen specialists. Both legs in terrible condition. Almost a nervous wreck. It took just 8 bottles to clear up this disease."

This is the late testimony of a prominent newspaper man. His name and his remarkable story in full on request. We have seen so many other sufferers relieved by this marvelous fluid, that we freely offer you a bottle on our personal guarantee. Try it today.

**D.D.D.**  
**For Skin Disease**

**A Stubborn Cough  
Loosens Right Up**

This home-made remedy is a wonder for quick results. Easily and cheaply made.

Here is a home-made syrup which millions of people have found to be the most dependable means of breaking up stubborn coughs. It is cheap and simple, but very prompt in action. Under its healing, soothing influence, chest soreness goes, phlegm loosens, breathing becomes easier, tickling in throat stops and you get a good night's restful sleep. The usual throat and chest colds are conquered by it in 24 hours or less. Nothing better for bronchitis, hoarseness, croup, throat tickle, bronchial asthma or winter coughs.

To make this splendid cough syrup, pour 2½ ounces of Pinex (30 cents worth) into a 16-oz. bottle and fill the bottle with plain granulated sugar syrup and shake thoroughly. If you prefer, use clarified molasses, honey, or corn syrup, instead of sugar syrup. Either way, you get 16 ounces—a family supply—of much better cough syrup than you could buy ready-made for five times the money. Keeps perfectly and children love its pleasant taste.

Pinex is a special and highly concentrated compound of genuine Norway pine extract, known the world over for its prompt healing effect upon the membranes.

To avoid disappointment ask your druggist for "2½ ounces of Pinex" with full directions, and don't accept anything else. Guaranteed to give absolute satisfaction or money promptly refunded. The Pinex Co., Toronto, Ont.

**MAKE YOUR  
OWN BEER**

Canadian Cream of Malt and Hops, specially prepared for making beer, as easily as boiling water. Perfectly pure and free from all chemicals. Full directions supplied free. Our Cream of Malt Extract and Hops will make from five to six gallons or more of real old-fashioned lager beer.

Price \$2.00 prepaid to any address in Canada.

Thousands of satisfied customers all over Canada. Guaranteed satisfaction or your money refunded.

**CANADIAN MALT  
EXTRACT COMPANY**  
298 St. Urbain St., Montreal, P. Q.

**Oakey's**  
(LIMITED)

**EMERY CLOTH,  
GLASS, FLINT and  
GARNET PAPERS**

IN SHEETS AND ROLLS

Genuine Emery  
"Wellington" Knife Polish

SILVERSMITHS' SOAP  
PLATE POWDER, ETC.

Wellington Mills

## GOVERNMENT IS DETERMINED TO RAILROAD BILL

Forcible Third Reading of G. T. R. Measure in Spite of Protest.

ANOTHER EVIDENCE

Hon. W. S. Fielding Says  
Stand Shows a Lack of  
Good Faith.

OTTAWA, Oct. 31.—An amendment by Hon. W. S. Fielding to the third reading of the Grand Trunk bill summarizing the Opposition objections to the measure and calling for an inquiry into the whole matter by a commission was a stumbling block in the way of a formal third reading of the bill in the Commons today. The bill did not want to go on with the bill on the ground that it was Friday, and many of the members were absent, but the Government insisted. The debate lasted until well into the evening, and was then adjourned until today, when it is expected that this and other amendments will be disposed of and the bill given third reading.

The arguments advanced on third reading were of necessity largely a repetition of those already heard in the House. Mr. Fielding and other Opposition members again asserted that the wisest men in the country were divided on the question, and that the Government was not justified in putting the bill through the House without further investigation.

The minister's contentions were upheld by R. L. Richardson, Hume Cronyn and G. B. Nicholson, while Liberal speakers included D. D. McKenzie and T. Vien.

Not a Good Bargain.  
J. F. Johnston, Lost Mountain, a cross-bencher, said that he favored government ownership when the bargain was a good one, but he did not believe that the one under discussion was good business. He suggested that the value of the road should be based upon its revenue-producing power.

In the House of Commons this afternoon Sir Sam Hughes asked the Government whether the report of the royal commission which investigated the Guelph Novitiate charges had been received and whether it would be placed on the table of the House. He hoped that the evidence would be tabled at the same time as the report.

Sir George Foster replied that he understood the report had been received and was now awaiting the return of the minister of justice from Montreal. It had not even been opened yet. It would probably be brought down into the House on Monday.

Sir Sam Hughes then asked if the report and evidence would be printed. The acting prime minister replied that the question of printing might be considered when the report was tabled. Thomas A. Vien asked when the Government proposed to appoint a commission to investigate the tariff. The leader of the Government replied

that this commission would be appointed at some convenient time.

Opposition Not Ready.  
Dr. D. McKenzie, noting that the Grand Trunk bill was the first item on the order paper, stated to the Government that the Opposition was not prepared at the moment to discuss the third reading. In view of the fact that tomorrow was a holiday a large number of members of the Opposition had gone home for the week-end. He suggested that consideration of the third reading be deferred until Monday evening.

The minister of railways replied that though there were other bills on the order paper the ministers in charge of them were not present. He suggested that the House continue with the Grand Trunk bill for a time at least. The minister of justice, in charge of

legislation, was in Montreal so his bill could not be proceeded with. Perhaps consideration of the Grand Trunk bill might be deferred until some less important business had been taken up.

Dr. Michael Clark: "I wish to protest against school being run for the trains."

Uncalled For.  
Mr. Fielding: "I think this reflection on the minister of justice is uncalled for."

The Government decided to proceed with the Grand Trunk bill, so Hon. W. S. Fielding rose to speak on the third reading. He said that the determination of the Government to proceed was another evidence of resolve to jam the bill through the House. He had taken the word "jam" from the Montreal Star, one of the strongest supporters of the Government. There was no case which he knew of in which a Government, under protest from the Opposition, had forced a measure of this importance through the House. He knew of no instance when third reading of such an important bill had been insisted on at the last weekly sitting of the House.

Mr. Fielding said it would be incorrect to say that no reason had been given for the Government's determination to rush the bill through the country. In the present session of Parliament, the president of the privy council (Mr. Rowell) had given a reason. He had stated that if the bill did not go through, opposition to it would be organized throughout the country. In other words, Mr. Rowell said Mr. Fielding had admitted that if the people were informed as to the true nature of the measure they would be opposed to it.

Might Well Hesitate.  
Mr. Fielding said that the thousands of persons in Canada who believed in public ownership might well hesitate over this matter. He did not desire to continue on Page Sixteen.

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## ONLY TABLETS MARKED "BAYER" ARE ASPIRIN

Not Aspirin at All without the "Bayer Cross"



The name "Bayer" is the thumbprint of genuine Aspirin. It positively identifies the only genuine Aspirin—the Aspirin prescribed by physicians for over nineteen years and now made in Canada.

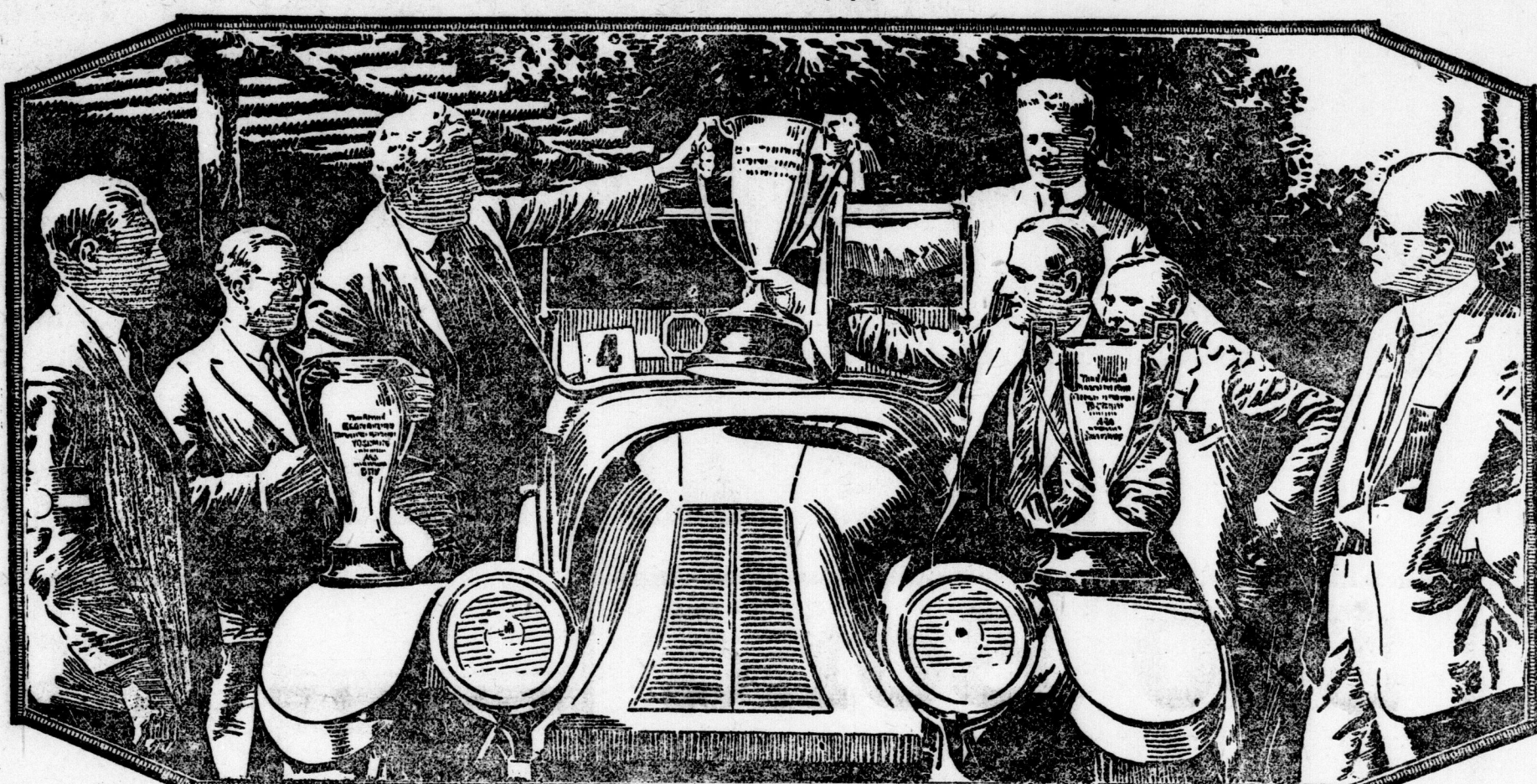
Always buy an unbroken package. There is only one Aspirin—"Bayer"—You must say "Bayer".

of "Bayer Tablets of Aspirin" which contains proper directions for Colds, Headache, Toothache, Earache, Neuralgia, Lumbago, Rheumatism, Neuritis, Joint Pains, and Pain generally.

Tin boxes of 12 tablets cost but a few cents. Larger "Bayer" packages. Aspirin is the trade mark (registered in Canada) of Bayer Manufacture of Monoclonaldehyde of Salicylic Acid. While it is well known that Aspirin means Bayer manufacture, to assist the public against imitations, the Tablets of Bayer Company will be stamped with their general trade mark, the "Bayer Cross."

Economy runs, once so popular among automobile manufacturers, have almost passed out of existence due to the foregone conclusion that the Franklin would win. Here is the result of the one remaining event of importance.

(Drawn from Photograph)



G. F. STEPHENSON,  
A. A. A. Technical Representative

STANLEY S. TURNER,  
Winning Driver of the Franklin Car

FOSTER CURRY, Donator of the Camp Curry Trophy  
STANDISH MITCHELL, Sec. Auto Club of So. California

HARRY S. MASON,  
A. A. A. Board Representative

## New Record For Fuel Economy In Annual Yosemite Run

49.9 Ton Miles to the Gallon of  
Gasoline Scored by the  
Franklin Car

Wins Three First Prizes in Event  
Testing Economy from  
Every Angle

The last remaining automobile economy run of national importance has been the "Yosemite Run" from Los Angeles to Camp Curry, Yosemite, conducted by the Automobile Club of Southern California under official A. A. A. supervision. Cars of many different types, makes, weights and prices were entered.

The distance is 374.5 miles over the steep slopes of the Sierra Mountains. A profile of the route presents a saw-tooth effect, ranging from sea-level up to 6800 feet, including long, tiring grades as well as sharp rises. No better route could be selected to test car efficiency and reliability from every angle—economy, power, cooling and comfort.

And no better demonstration of the correctness of the Franklin principles of fair cooling, light weight and flexibility could be desired than the results recorded. Even though a rating of "ton-miles" was devised to remove all handicaps of weight, the Franklin took both prizes for which all cars were eligible, in addition to the prize in its own class.

## THE FRANKLIN WON

### FIRST PRIZE

Sweepstakes cup, for best all-round showing of any car at any price—in gasoline and oil consumption and cooling efficiency. It covered the 374.5 miles on 13 gallons of gasoline, an average of 28.8 miles to the gallon.

### FIRST PRIZE

All classes, most ton-miles per gallon of gasoline. This rating was devised to remove all handicaps of weight. It put all scores on an equal basis of comparison. The Franklin, with 49.9 ton-miles, beat lighter and heavier cars.

### FIRST PRIZE

Own price class, for most ton-miles per gallon.

The Franklin established a new record, being the first car of any make to win three prizes in the history of the event.

This triple victory for the principles of light weight and flexible construction and direct air cooling (no water to boil or freeze) is important.

It indicates to motorists the freedom from trouble, the fuel economy, and the assurance of motoring satisfaction open to them with the Franklin Car.

These advantages have long been

summed up in the conservative statement of Franklin performance:

25 miles to the gallon of gasoline  
12,500 miles to the set of tires  
50% slower yearly depreciation

Practically without exception, the Franklin Car has established the economy records of all the official events held in seventeen years.

## Dirt Road Record For Distance Made by Franklin Car

In 21 hours 37 minutes Continuous  
Driving, J. T. Peacha Covers  
729.5 Miles

On July 22, J. T. Peacha, of Duluth, Minn., undertook to prove to Minnesota motorists not only that the Franklin is the easiest, least fatiguing car to drive, but also that few roads are bad enough to hinder motoring if your car is built on the right principles. He succeeded!

His average of 33.7 miles an hour for over twenty-one and a half hours is better than the average car owner expects even under favorable conditions. It demonstrates clearly that the important thing in covering distance is a car's ability to go steadily over all kinds of roads.

Few but Franklin owners have ever driven up to four hundred miles in a day for pleasure on the best of roads. Mr. Peacha drove through a portion of Minnesota avoided as much as possible by native motorists because of its unimproved roads.

The judges were: A. W. Tracy, Auto Editor, Duluth Herald and Steward; DeMars, Duluth Agent of the Goodyear Tire Company.  
Car and passengers weighed 3,385 pounds.

## The Franklin Sales Company

83 Dundas Street, London, Ont.