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THE BANANA TRADE

Canada consumes a considerable quantity of bananas. Fewer of late than formerly, owing to the wholesale trade having been cornered by New York importers.

The latest Canadian Year Book shows that in 1916 Canada purchased 2,192,998 bunches, at a cost of \$2,230,826. Rather more \$1.00 per bunch f.o.b. New York. To-day the price runs from \$2.50 to \$5.00. And the average \$3.50. This is due to importing companies having secured control of the crop. In doing this shipping has played an important role. The banana importers have built a monopoly and are making both grower and consumer pay the fiddler.

Taking a view of the Jamaica grower's end, he is receiving on an average 43 cents per bunch. A wide difference between this and \$3.50. The importers claim that a commission to the banana buyer, railway charges, wharfage, checking and tallying from cars to wharf and from wharf to ship, stowing, rejections, loss through "cooking" on the voyage, administration charges, etc., account for the difference.

Investigations on the part of the growers have shown that the buyer's commission is 6 cents per bunch; checking 2 cents; harbor dues another 2 cents; administration charges at home 2 cents; abroad 6 cents; insurance 6 cents; railway 10 cents, and ocean freight 75 cents, making a total charge of \$1.50 per bunch.

Taking a cargo of 30,000 bunches, grading 70 per cent. and yielding 21,000 "count" bunches, these reach New York costing \$31,500. From the 21,000 bunches, drop 7 per cent. as waste through ripe or broken bunches, there would remain 19,530 salable bunches.

These at an average cost of \$3.50 would yield \$68,355 or a profit of \$36,855 on an investment of \$29,255. This is to say a profit of more than 100 per cent. on a 30-day transaction.

Statistics declare that there are more people in the world whose staff of life is the banana than of wheat. There is no gaining that the banana is a valuable food and would be a cheap food, were its sale not manipulated.

There are seasons of the year in Canada when it is one of the few fresh fruits obtainable and would be more generally used were it available and not artificially placed in the luxury class.

The key to the situation appears to be shipping. The New Yorkers are charged with controlling the lines plying for instance to Jamaica and are said to impose such high freight rates as practically to shut out any produce but that which they themselves handle.

Of late, Canadian business men have been studying the markets of the West Indies as an export market and find that these offer a good field for their enterprises. The islands do not manufacture the articles of commerce which they require. They would exchange fruits and other commodities for manufactured goods.

On entering this field, Canadian firms soon discover that American concerns have preempted the field and through the control over shipping have the whip hand on trade. It is recommended that Canada negotiate a reciprocity treaty with them, each opening their markets to the other. This would be a good move were Canada then to provide shipping to carry its products to the islands and bring their products direct to a Canadian port. By these means the Dominion would not only be able to increase its exports but open the way to its obtaining cheaper tropical fruits.

GODERICH'S REQUEST

Addressing a letter to the public prints, Secretary Meyer, of Stamford Board of Trade (South Niagara Falls), makes several strong points against granting Goderich's request for uniform Hydro power rates in Western Ontario.

It is a well established economic law that all places should enjoy the benefits of their geographical location. Mr. Meyer takes coal as an example. Those towns in Pennsylvania that are in the anthracite belt pay the current price, say \$3.00 per ton. The residents of Buffalo pay the same price plus the cost of haulage and delivery. It would be unfair to ask Scranton to help bear part of the cost of the delivery of coal to Buffalo. Similarly Niagara Falls ought not to be asked to pay any part of the cost of delivering power to Goderich, through the equalization of rates. Put a shoe on the other foot. Goderich is able to bring in lumber, and iron ore and to purchase fish, butter and eggs at its door. It would be unreasonable to ask it to bear a share of the freight charges for hauling these commodities to Niagara Falls or Welland. Goderich would have object to equalization of rates, on the ground that it would be unreasonable. In principle there is no difference between lumber and power. That private individuals are handling lumber and the municipalities dealing in power does not alter the case.

Mr. Meyer points out that to make an \$18.50 power rate for Hydro municipalities would drive from the Niagara towns the electro-chemical plants which located in the district in order to obtain cheap power. Niagara Falls pays the basic cost of \$9 per h.p., and a share of the expense of stepping up the power for long transmission. This seems as far as the Hydro Commission can go.

Two electro-chemical companies, the Canadian Amolite and the American Cyanamide companies have, through an earlier curtailment of power, been driven to locate in Quebec and the United States, in order to expand. Electro-chemical works will, it given an abundance of cheap power, play an important part in Ontario's industrial development. It is possible that any one of these plants already established in the Niagara district is of more importance than the whole of Goderich's factory interests. Goderich is purchasing 300 h.p. Welland buys 6000 h.p.

Pennsylvania, which has both coal and iron in abundance, and such big manufacturing centers as Philadelphia and Pittsburgh, has assets which cannot be duplicated in Ontario. But this province has in Niagara Falls a natural resource which it rightly utilized will go far toward offsetting Pennsylvania's advantages. Electro-chemistry is in its infancy. Given the encouragement of cheap power, its products may subsequently vie with the province's output of furniture or footwear.

Let Goderich make the most of its grain elevators

and its fishing grounds, and leave manufacturing to those towns whose geographical positions enable them to get cheaper power and coal.

SUBURBAN ROAD GRANTS TO BE INCREASED

There has been a bill introduced in the legislature, by Hon. F. McDiarmid, having for its object the increasing of the government grant to suburban roads. Under the Ontario Highways Act of 1915, the city pays 30 per cent., the county 30 and the government 40 per cent. of the cost of constructing and maintaining suburban roads.

Hereafter the government will pay 60, and the city 20 and the county 20 per cent. of these costs. The two parties concerned will thus share to a greater extent in the fees collected from motorcar owners and be able to build better roads.

Two Suburban Good Roads Commissions were on January 22, 1917, organized in Waterloo County. One for this city and the other for Galt.

Twelve miles of roads leading into this community were designated as suburban roads, and to the betterment of which we were connected. These are as follows:

Three miles of the road between the city and Freeport, ending at the Freeport bridge.

Three miles of the road leading to Breslau, terminating at the Woodrich road.

Two miles from the city limits to Bridgport.

Two miles of the Peterburg road.

Two miles of the Mannheim road, terminating at the bend where it meets the Dundee road.

At the same time, Galt undertook 25 miles of suburban road.

It was gratifying to see that the public representatives, who recently met here to consider a provincial county road, brought out two important points. The one, that the provincial grant to suburban roads should be raised to coincide with that given to provincial county roads, namely 60 per cent. This suggestion is, as Mr. McDiarmid's measure makes evident, to be acted on. The other point was that a better class of county roads should be constructed.

When the bill in question becomes law, the proposal to build a permanent provincial county road from the Wentworth line to Elmira, will receive greater encouragement from this city, under the Suburban Road Act, since 60 per cent. of its cost will be borne by the province, as will other sections that are not classified as suburban roads. City and township will be on all fours.

It will then only remain for the city to insist that its share at least shall be of a first-class and permanent character. Our ratepayers have no money to waste on gravel or macadam roads on a stretch of highway which is one of the most travelled in Ontario.

BY THE WAY

"April showers," says the old rhyme, "bring May flowers."

As soon as world peace has been settled, Ontario folk may be expected to open a scrap over beer and near-beer.

The Chairman of the Dominion Railway Board taking plenty of time to make up his mind about Daylight Saving. Being friendly to the idea, he may be giving an opportunity to have the new time generally adopted and then to decline to use them.

Should a majority of the electors in Ontario favor the manufacture and sale of beer containing 24 per cent. alcohol, weight measure, it would not be as strong as that commonly made prior to September 1916. Then the beer averaged from 31 to 44 per cent. alcohol, weight measure. The new beer, it may be of interest to note, jibes with the kind to be sold in Quebec.

WAIT A MINUTE

FIRST STEAMER TO CROSS OCEAN

Of the thousands of persons arriving at or departing from New York today on ocean steamships of all sizes and descriptions probably none called to mind the fact that the first ship to cross the Atlantic propelled by steam left this port just one hundred years ago today on her maiden voyage to Savannah, Ga., from which port a few weeks later she was to begin her epoch-making voyage across the great pond.

This steamer named the Savannah was built in this city by the shipbuilding firm of Crockett and Fickett, whose shipyards were at Corlear's Hook. The date of her launching was August 22, 1818. The New York Customhouse records give her measurements as follows: Tonnage 319; length, 98 1-2 feet; beam, 26 feet; depth of hold, 14 1-2 feet.

The ship was equipped with an inclined, direct-acting, low-pressure engine of 100 horsepower. It had a single 40-inch cylinder; the machinery was built by Stephen Vail at Morristown, N.J., and the boiler by Daniel Dod at Elizabeth N.J. Originally intended for a New York and Havre packet the "Savannah" was purchased by Isaacs and Scarborough, a firm of Savannah merchants. She could carry only 25 tons of coal and 25 cords of wood.

The trip across the Atlantic was started from Savannah on May 22, 1819, and the Georgia city is preparing for a celebration of the centennial anniversary next month which promises to be a notable affair. Representatives of commercial organizations, transportation and other interests from all sections of the United States and from Canada and England have been invited to participate in the celebration.

On her transatlantic voyage the "Savannah" was commanded by Captain Moses Rogers and navigated by Stevens Rogers both of New London, Conn. Everything went well on the voyage until June 17, when the vessel was stopped by a British cutter, whose commander thought the "Savannah" was on fire and stopped to assist in fighting the flames. But great was the wonder of the British commander at his inability, with all sail in a fast vessel, to come up with a ship under bare poles. After several shots were fired from the cutter, the engine of the "Savannah" was stopped, and great was the surprise of the cutter's crew at the mistake they had made. They asked permission to go on board and were much gratified by the inspection of the "naval novelty".

The "Savannah" reached Liverpool on June 20 having used steam 80 hours out of twenty-six days, and thus demonstrated the feasibility of transatlantic steam navigation.

The steamship remained 25 days at Liverpool, and sailed for St. Petersburg on July 23. The boat touched en route at Copenhagen, where it excited great curiosity, and also at Stockholm where it was visited by the Swedish royal family. On September 9 she reached Cronstadt having used steam the whole passage from Stockholm and a few days later reached St. Petersburg.

The "Savannah" remained at St. Petersburg until Oct. 10 and then set sail on her homeward voyage. She arrived at Savannah Ga., on Nov. 30. Shortly after the vessel was taken to the navy yard at Washington. The object of this visit to the national capital was, in the words of another "So fix her name and exploits in the minds of prominent men from all parts of the United States, in order to lay a foundation for the defense and maintenance of our claim to that distinction which this craft and her daring commander had unitedly wrought out for our Nation upon the mighty deep."

Snider Suffered Most All His Life

Feels Better After Taking Tanlac Than He Has in Thirty-Five Years

"I am feeling better than I have in thirty-five years and it's all due to the Tanlac I have taken" said Jas. A. Snider of 17 Jackson St. Hamilton, Ont. recently.

"I had suffered from a bad stomach nearly all my life," he continued. "I had no appetite, and had to force myself to eat. Gas would form on my stomach, and I would nearly double up in misery, my heart would flutter and I often would have smothering spells. I suffered so with rheumatism in my knees that at times I just couldn't straighten up."

"Tanlac has put my stomach in good condition, gas has stopped forming and I never have those smothering spells any more. My food agrees with me and I have gained several pounds in weight. The rheumatism is about gone and I can walk as good as anybody. All the pain and misery is gone from my system and I just can't praise Tanlac enough for the good it has done me."

Tanlac is sold in Kitchener by E.O. Ritz P. Co., in Galt by R.W. Meikleham, in Hespeler by Jno. R. Phin, in New Hamburg by W.H. Boullie, in Milborne by R.R. Hamilton, in West Montrose by A.E. Richert & Co., in Preston by H.L. Frick, in Waterloo by A.B. Learn, in Doon, by L.C. Bullock.

HOW TO KILL DANDRUFF SO IT WON'T RETURN

By a Specialist

That the dandruff germ is responsible for nearly all the diseases to which the scalp is heir, as well as for baldness and premature gray hair, is a well-known fact. We appreciate therefore, the importance of any agent that will destroy its power. For this reason it is a pleasure to give herewith the prescription which a famous scalp specialist states he has found after repeated tests, will completely destroy the dandruff germ in from one to three applications. It will also almost immediately stop falling hair and it has in numerous cases produced a new hair-growth after years of partial baldness. This prescription can be made up at home, or any druggist will put it up for you—6 ounces Ba. Rum, 2 ounces Lavona de Composee, one-half drachm Menthol Crystals.

Mix thoroughly and after standing an hour it is ready to use. Apply night and morning, rubbing into the scalp with the finger tips. If you wish it perfumed add 1 drachm of your favorite perfume. While this preparation is not a dye it is unequalled for restoring gray hair to its original color.

BE CAREFUL WHAT YOU WASH YOUR HAIR WITH

Don't use prepared shampoos or anything else, that contains too much alkali, for this is very injurious as it dries the scalp and makes the hair brittle.

The best thing to use is just plain mulified coconut oil, for it is pure and entirely greaseless. It's very cheap, and beats anything else all to pieces. You can get this at any drug store and a few ounces will last the whole family for months.

Simply moisten the hair with water and rub it in about a teaspoonful is all that is required. It makes an abundance of rich, creamy lather, cleanses thoroughly, and rinses out easily. The hair dries quickly and evenly, and is soft, fresh looking, bright, fluffy, wavy and easy to handle. Besides it loosens and takes out every particle of dust, dirt and dandruff.

Cascarets Best Family Laxative

Harmless to keep liver, bowels and stomach clean, and cost only 10 cents

To-night sure—Take Cascarets and enjoy the nicest gentlest liver and bowel cleansing you ever experienced. Cascarets will loosen your liver and clean your forty feet of bowels without gripping. You will wake up feeling grand. Your head will be clear, breath right, tongue clean, stomach sweet—Get a 10-cent box now at any drug store. Best cathartic for children as well as grown-ups. Taste like candy and never fail. They work while you sleep.

Canadian Trade Commission thinks that inter-trade with the Dominion and the West Indies will improve considerably this summer.

Millions Of Hairs ARE LOST THAT COULD BE SAVED WITH

Newbro's Herpicide

Shampoo and AT ALL Toilet Goods Counters

At all Barber Shops

New Easter Suits Coats and Dresses Blouses & Marabou Scarfs

Women's newest clothes are the big attraction in our ready-to-Wear department. Our preparation for this demand has been most abundant and our ready sales are the first evidence that we are offering the right goods at the right prices. Shop early tomorrow, Saturday. You'll get best service.

SMART STYLES IN SUITS



Suits for all tastes and wishes, youthful styles, middle aged, plain tailored, novelty designs and in sizes to suit all figures. Ladies' and Misses' Suits, made in good quality serges, wool poplins, gaberdines, etc., colors of navy, sand, brown, green and black at prices ranging from ... \$25.00, \$27.50, \$30.00, \$35.00, \$35.00 and ... \$50.00.

SEPARATE SPRING COATS
Ladies' Coats, Capes and Dolmans, are in demand. We show many copies of the latest New York styles, made up in fine botany serges and chevots and wool poplins, all nicely tailored in pretty graceful and practical models and moderately priced. ... \$19.00, \$22.00, \$25.00, \$30.00, \$35.00, to ... \$40.00.

SILK AND SERGE DRESSES
Smart styles in newest dresses for spring and in designs of charming simplicity, shown in Georgette crepe, crepe de chene, foulards, taffetas and satins, ranging in prices from ... \$12.50, \$15.00, \$18.00, \$20.00, \$25.00, to ... \$43.00.

Serge and serge and silk combinations in pretty and useful dresses, colors of navy, brown, grey, sand, pekin blue, green and black, very special at ... \$14.00, \$21.00, \$25.00, \$27.00, \$30.00, to ... \$37.00.

Ladies' Ostrich and Marabou Neck Scarfs and Capes—Among the new Easter Novelties just received direct from New York are pretty Ostrich and Marabou Neck and Shoulder Scarfs and Capes, shown in Black, Grey, and Natural shades, very handsome garments and the correct thing. Priced at from ... \$8.50, \$9.00, \$10.00, \$12.00, \$15.00, \$16.00, to ... \$17.00.

NEW SPRING BLOUSES

Clever designs in Georgette crepe and crepe de chene blouses in cream, white, pink, maize, fleshand peach, very special at ... \$5.00, \$6.00, \$7.50 to 10.00. Handsome Voile Blouses, made with the new round neck also neat embroidered fronts, and tucked styles, special at \$1.35, \$1.50, \$1.75, \$2.00, \$2.50, \$3 to \$5.00.



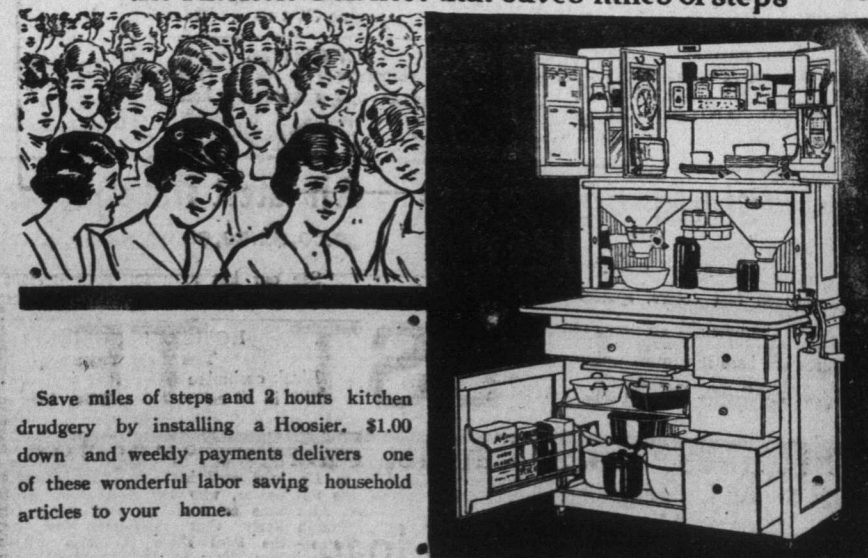
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OUR APRIL HOOSIER CLUB OPENS SATURDAY SALE WILL LAST 7 DAYS

We have been fortunate in securing another carload of the famous Hoosier Kitchen Cabinets to be sold on the Club plan. Those who were disappointed in not being able to secure one in the last consignment should register on Saturday. The famous Hoosier saves miles of steps; has a storage capacity of over 200 articles, within instant reach. Is thoroughly sanitary, made of seasoned oak, white enameled.

HOOSIER

—the Kitchen Cabinet that saves miles of steps



Save miles of steps and 2 hours kitchen drudgery by installing a Hoosier. \$1.00 down and weekly payments delivers one of these wonderful labor saving household articles to your home.

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You are very fortunate for floor covering. Our stock is complete. Come and see our value. SCIM CURTAINING. 36 in. Bordered Serim, C. 36 in. Coin Spot M. 36 in. Bordered. 36 in. Color. 36 in. C. 45 in. wide, 2 1/2 yds. 48 in. wide, 2 1/2 yds.

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36 in. wide, 2 1/2 yds. 36 in. wide, 2 1/2 yds. 45 in. wide, 2 1/2 yds. 48 in. wide, 2 1/2 yds.

Rugs, Wall Paper; our goods; they are on display.

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Unex Finds

THE You busy morning slip off your go to the

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What a c the pantry s you have sev

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when friends You are never to unprepared. A heat a can of Beans, (plain or slice some brea the kettle for t delicious appet at a moment's

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