

SERVICE AT SAINT JOHN HARBOR PRAISED BY WHEAT OFFICIAL

Commission Told It Is First Class Partial Port But Lacks Berths For Tramp Vessels

Liners Occupy Most of This City's Accommodation, But Grain Shippers Are Given Best of Treatment With Existing Facilities

HALIFAX REQUIRES MORE EQUIPMENT

Nova Scotia Capital May Become Export Point for Cereals, to Extent of 5,000,000 to 6,000,000 Bushels Yearly, If Three Loading Docks Are Provided at Elevator

MONTREAL, Aug. 31.—Halifax may become a grain port, shipping some five to six million bushels of grain per season, if three loading berths are provided for the present elevator instead of the one berth there now.

This was held out as a definite probability by representatives of the Canadian Wheat Pool this afternoon to the Royal Commission investigating Maritime Province matters. The port as provided for now, however, was painted in very drab colors, so far as grain shipping is concerned. It had not sufficient berth accommodation, steamer space lacking, the experience of the pool in shipping some million bushels through there in the past year had not been favorable and it was not known as a grain port.

The port of Saint John was also dealt with, but more briefly. D. L. Smith, who appeared for the pool, said it had long been known as a grain port and had not the same need of advertising as Halifax. Saint John was known as a first-class partial port, but there was a lack of tramp accommodation. The liners occupied most of the berths. There were no berths definitely set aside for tramp steamers. But with what accommodation there was the pool had always had the best of service.

D. L. Smith, general sales manager, and Albert Clark, traffic representative in Montreal, witnesses appearing at the wheat pool, were subjected to close examination by the commission chairman, Sir Andrew Rice Duncan.

SHIPPED LINER SPACE

Five or six million bushels was given by Mr. Smith as the probable limit for the present to which Halifax could be used owing to the lack of liners making their terminals there. Some 70 per cent of the pool's wheat went line space, this type of accommodation being especially good because of the small lot buying being done in Europe.

Under questioning by the chairman, Mr. Smith said the pool had gone to result of the invitation of the Canadian National Railways. No pool grain would have gone there if it had not been for the efforts of Sir Henry Thornton and Vice-President J. E. Dalrymple of the railways.

Chairman—"Did they over-persuade you?"

Mr. Smith—"Not exactly that, but things weren't exactly as they should be."

RISK OF DEMURRAGE

An Italian ship had been fortunately secured to take the grain, but no attempt was made to ship any more. He explained the risk of demurrage charges where only one berth was available, often holding up ships wishing to load.

"It will be very unfortunate for the port if they try to carry on with one berth."

Chairman—"You are going to avoid that in future if it continues as it is?"

Mr. Smith—"Invariably you will get a tramp at your bid price providing you leave Halifax early."

Chairman—"I assume you are willing to help Halifax, provided conditions are improved, and overlook your past experience?"

Mr. Smith—"Any Canadian port, and Halifax provided they will do a little more than provide three berths. They might do something in advertising their port to ship owners."

THREE BERTHS WANTED

Mr. Smith said the pool would be quite prepared to fill the elevator if three berths were provided. As soon as the first million bushels was relieved, he did not think five or six million bushels could be exceeded owing to the liner traffic. Halifax lacked such traffic making it a terminal. Further, successfully to operate Halifax as a grain port he thought the elevator capacity should be increased.

Chairman—"In any event, it must be a matter of growth."

Mr. Smith—"Yes." He felt sure he could assure the growth under satisfactory conditions. At no time were United States harbors considered. However, for every one boat coming to Canada, 10 went to the United States.

NATIONAL CALAMITY

Sir Andrew Duncan asked what he thought about a proposal for the prohibition of shipments except through Canadian ports. The witness thought it would be national calamity. The grain would back right up to the farm. He had seen more than 8,000 cars come down to Winnipeg in a day. With the problem of clearing this through the lake ports and with a shortage of tonnage in Montreal, the result could easily be foreseen.

Chairman—"Would it be possible for the Canadian National to influence grain to Halifax rather than to Portland?"

Mr. Smith—"Not the slightest, unless they could guarantee boats."

"If the shipping conditions are favorable might they have some influence then?"

"They wouldn't have any influence but they might advance good arguments."

DISCUSSES PORTLAND

J. E. Dalrymple, vice-president in charge of traffic of the Canadian National Railways, proceeded from the point where he left off this morning in discussing Portland. The only grant of money the old Grand Trunk had from the Dominion government was one of some \$5,000,000 for the purpose of opening up a port for Canadian commerce. At that time there was no Canadian winter port. Portland started in as a Canadian port and in the old days received direct and indirect aid from the Grand Trunk.

INTERNATIONAL ROAD

The Canadian National now, proceeded Mr. Dalrymple, as the Grand Trunk in the past, occupied the position of an international railway. It

708 bushels via the Canadian National and 18,071,880 via the Canadian Pacific.

The vice-president answered in the affirmative Sir Andrew's question of whether or not the railways felt it to be part of their function to aid Maritime industry in reaching central markets.

FUNCTION PERFORMED

"Yes," said Mr. Dalrymple, "to some extent, and we have already performed that function by elimination of rail age referred to in the brief." He called the chairman's attention, however, to the provisions of the railway act, providing against discrimination between territories and for reasonable compensation.

The chairman asked if it would not be possible in some instances to give a rate somewhat lower, but which might permit of the railway through the expansion of the industry. Mr. Dalrymple thought there might be such instances where the railway might take a gamble, but the charges for the commodity would be taken into consideration. The rate would also have to be lowered elsewhere to be taken into consideration. The promised profit from increased traffic.

STUMBLING BLOCK

The chairman—"What is the stumbling block preventing Halifax becoming the base port for the lines now calling there?"

Mr. Dalrymple—"The fact that the lines are not calling there."

COMPLAINT OF INDUSTRIES

The chairman then pointed out the Maritime claim that there was not sufficient elasticity to allow the local officials on the spot to use their judgment. It was here, Mr. Dalrymple stated, that the Moncton management had the last word in failing rates which did not involve the railway in its other regions.

During this discussion Mr. Dalrymple remarked that formerly every "Tom, Dick and Harry" had been able to fix rates.

The vice-president accepted a question by the chairman, which stated that Maritime rates were higher over those of Canada.

RAIL BOARD BLAMED

Mr. Dalrymple—"Yes, and we have made suggestions to the Board of Railway Commissioners failed to adopt them. Generally speaking, the railway companies are not paying their share. It has been suggested to the railway companies, we should select basic commodities and have the class rates alone. (This was at a time when the commission was asking for rate decreases.) We still think that when the time comes for reduction basic rates should come first."

The chairman—"What is the general increase over the 1914 rate basis?"

Mr. Dalrymple—"Eighty-two per cent."

LAST GENERAL CUT IN 1922

The chairman—"When was the last general reduction?"

Mr. Dalrymple—"In August, 1922."

The chairman—"In regard to grain shipments to Halifax and Saint John, you are charged with failure to attract grain there, in fact you are charged with influencing traffic to other ports."

Mr. Dalrymple—"I can't make it stronger than it is stated in our brief. We deny we have at any time since the present management came into office, solicited business from United States ports. I notice the gentlemen who were to have produced witnesses to show we had done this, failed to appear."

The vice-president explained that the railways had secured a shipment of 800,000 bushels of wheat for Halifax through great effort and said it had been impossible to get the 800,000 bushels through satisfactorily."

The chairman—"No, Sir, they did not."

MERCHANT MARINE

The Canadian Government Merchant Marine was dealt with, the witness explaining that as many sailings were given to Halifax as were sent to Saint John. If it were suggested that ships should be taken from Saint John for Halifax, he would feel inclined to leave the country, he said, smiling.

"We have been instrumental in making New York boats call at Halifax and persuaded lines from other ports stopping at Halifax east and west."

We have submitted to the government a suggestion for a West Indian service with Halifax as the home port.

"In 1922 forty six vessels called at Halifax, which began their European voyages at other Atlantic ports. In 1923 there were 56, 1924, 30, 1925, 131."

"The Canadian National takes some credit for this."

Asked to explain witness said the Canadian National had solicited this traffic.

In regard to the West Indies a suggestion had been submitted to the Government Merchant Marine, whereby the Canadian undertake the proposed service. No authorization had yet been given, the vice-president stated.

He then quoted figures of west-bound ocean calls at Halifax. In 1922 there were seventy two, in 1923 one hundred and two, and in 1925 one hundred and twelve.

FINED \$50

In the police court yesterday afternoon Kenneth Seale was fined \$50 for having overstepped his limit in his possession of more than his private dwelling. J. Starr Tait was counsel for the prosecution.

ACCIDENT TO TRUCK

The front axle and a front wheel of an Imperial Oil truck, license number X-1605, were smashed when the heavy truck skidded on the gravel near Morn, on its way into town from Westford at 6 o'clock yesterday afternoon. The driver had applied the accelerator to get over the gravel stretch rapidly but the ponderous machine veered. The front section of the truck climbed the bank at the side of the road and fortunately was not overturned by the step grade.

THE DISTRESSING TALE OF A MAN WHO BOUGHT A CAR, LEARNED TO DRIVE, AND TOOK IT HOME ALONE

Hark, all ye prospective automobile owners, that ye may not be likewise embarrassed and hark, also, all ye vendors of motor cars, that your sciences may not prick ye under similar circumstances, list ye to the tale of a certain summer resident of Fair Vale.

He bought a car; and, being of an unusually bright intellect, he learned the process of manipulation—how to start, how to steer, how to act on the road, how to handle it, and how to find himself on the Marsh road, proceeded again to Fair Vale.

Repeating the circuit of his home driveway, he again covered the 10 miles to the city and once more duplicated the street-wandering act. Four times he shuttled Rotheay avenue, his nerves beginning to get rather frayed at the edges. He was about ready to ditch the exasperating motor, when suddenly, from somewhere in his "innards" there came a hollow cough; the whole machine trembled and slowed down, accelerated its speed for a few yards and then came to a dead stop. The gas tank was empty; the story, but it has a moral, and it is this:

"Never start a thing unless you are absolutely certain you know how to stop it, should the occasion and the necessity arise."

SEPTEMBER IS HERE WITH AUTUMN CRISPNESS IN THE AIR AND ONCE MORE WE TURN OUR ATTENTION TO THE PROBLEM, "WHAT SHALL I WEAR?"

In this store the Fall modes arriving are the signs of that season, and what a brilliant one is foretold! You must see for yourself as the Fall Openings are presented in the various departments.

THE ALLURE OF A NEW HAT

Our Millinery Department is every day adding New Seasonable Hats.

At the moment we are showing—

Wide Brim Velvets
Especially Black.
Black with colored facings.
Lovely new Fall colors.
Chic Felts and Velours.
(Millinery Salon—Second Floor.)

Autumn Modes for The Young Folks

Flannel Pantie Dresses—Colors, sand, blue, green and other shades. Ages 2 to 7 years. Price . . . \$3.75

School Dresses, in pretty flannels, plain and striped. All colors. Ages 8 to 14 years. Price . . . \$3.75

Two-Piece Jersey Dresses—Colors, navy, brown, sand, red. Ages 10 to 14 years. Price . . . \$3.95

NEW FALL AND WINTER COATS JUST RECEIVED

Velours, Polo Cloth, Plaid Backs, Tweeds and other cloths. Some with fur collars, others plain or with capes. Ages 6 to 14 years. All prices.

For the small girl very smart styles on yokes. All colors. Fur trimmed or plain. Ages 2 to 14 years.

Flannel Mitts—Regulation style. Colors, navy, red, sky. Ages 6 to 14 years. Price . . . \$3.50 (Children's Dept.—Second Floor.)

AN INTERNAL BATH DAILY RECOMMENDED

A prominent physician made the remark recently that if people were half as particular in regard to internal cleanliness as they are about their external appearance three quarters of our ordinary ailments would be eliminated. This medical man said did not stop to think of the importance of keeping the system just as clean as one is careful to keep hands, face and body. The result is that the intestinal tract becomes clogged and waste material which should leave the body daily stays there for an indefinite period, doing a harm few people realize. So many of our ailments are traceable to these cloggings of the system. An internal bath sounds novel, but it is much easier to take than any other kind. A spoonful of Sal Lithofos before breakfast (for any other meal), dissolved in a glass of tepid water acts as a gentle cleanser of the bowels—provides a soothing internal bath that rids the body of dangerous toxins and gives vigor and well-being. A further advantage of the internal bath lies in the fact that a healthy body ensures an alert and active mind which makes for greater efficiency and happiness in one's daily work.

Bridge Players

Will find here all requirements for the game. Bridge Score Cards. . . 35c. and 40c. dozen. Place Cards . . . 25c. a dozen. Score Pads . . . 8c., 10c. and 35c. each. Table Numbers, 4 in set . . . 75c. Score Pad Combinations . . . \$1.50 set. Trump Markers . . . 50c. and 75c. each. Playing Cards . . . 30c., 45c. and 75c. pack. Gilt Edge Playing Cards, \$1 and \$1.25 pack. Score Pad Table Numbers, 6 in set . . . \$1.25 (Stationery Dept.—Ground Floor.)

The Distressing Tale of A Man Who Bought A Car, Learned To Drive, and Took It Home Alone

Hark, all ye prospective automobile owners, that ye may not be likewise embarrassed and hark, also, all ye vendors of motor cars, that your sciences may not prick ye under similar circumstances, list ye to the tale of a certain summer resident of Fair Vale.

He bought a car; and, being of an unusually bright intellect, he learned the process of manipulation—how to start, how to steer, how to act on the road, how to handle it, and how to find himself on the Marsh road, proceeded again to Fair Vale.

Repeating the circuit of his home driveway, he again covered the 10 miles to the city and once more duplicated the street-wandering act. Four times he shuttled Rotheay avenue, his nerves beginning to get rather frayed at the edges. He was about ready to ditch the exasperating motor, when suddenly, from somewhere in his "innards" there came a hollow cough; the whole machine trembled and slowed down, accelerated its speed for a few yards and then came to a dead stop. The gas tank was empty; the story, but it has a moral, and it is this:

"Never start a thing unless you are absolutely certain you know how to stop it, should the occasion and the necessity arise."

ACCIDENT TO TRUCK

The front axle and a front wheel of an Imperial Oil truck, license number X-1605, were smashed when the heavy truck skidded on the gravel near Morn, on its way into town from Westford at 6 o'clock yesterday afternoon. The driver had applied the accelerator to get over the gravel stretch rapidly but the ponderous machine veered. The front section of the truck climbed the bank at the side of the road and fortunately was not overturned by the step grade.

SEPTEMBER IS HERE WITH AUTUMN CRISPNESS IN THE AIR AND ONCE MORE WE TURN OUR ATTENTION TO THE PROBLEM, "WHAT SHALL I WEAR?"

In this store the Fall modes arriving are the signs of that season, and what a brilliant one is foretold! You must see for yourself as the Fall Openings are presented in the various departments.

THE ALLURE OF A NEW HAT

Our Millinery Department is every day adding New Seasonable Hats.

At the moment we are showing—

Wide Brim Velvets
Especially Black.
Black with colored facings.
Lovely new Fall colors.
Chic Felts and Velours.
(Millinery Salon—Second Floor.)

Autumn Modes for The Young Folks

Flannel Pantie Dresses—Colors, sand, blue, green and other shades. Ages 2 to 7 years. Price . . . \$3.75

School Dresses, in pretty flannels, plain and striped. All colors. Ages 8 to 14 years. Price . . . \$3.75

Two-Piece Jersey Dresses—Colors, navy, brown, sand, red. Ages 10 to 14 years. Price . . . \$3.95

NEW FALL AND WINTER COATS JUST RECEIVED

Velours, Polo Cloth, Plaid Backs, Tweeds and other cloths. Some with fur collars, others plain or with capes. Ages 6 to 14 years. All prices.

For the small girl very smart styles on yokes. All colors. Fur trimmed or plain. Ages 2 to 14 years.

Flannel Mitts—Regulation style. Colors, navy, red, sky. Ages 6 to 14 years. Price . . . \$3.50 (Children's Dept.—Second Floor.)

AN INTERNAL BATH DAILY RECOMMENDED

A prominent physician made the remark recently that if people were half as particular in regard to internal cleanliness as they are about their external appearance three quarters of our ordinary ailments would be eliminated. This medical man said did not stop to think of the importance of keeping the system just as clean as one is careful to keep hands, face and body. The result is that the intestinal tract becomes clogged and waste material which should leave the body daily stays there for an indefinite period, doing a harm few people realize. So many of our ailments are traceable to these cloggings of the system. An internal bath sounds novel, but it is much easier to take than any other kind. A spoonful of Sal Lithofos before breakfast (for any other meal), dissolved in a glass of tepid water acts as a gentle cleanser of the bowels—provides a soothing internal bath that rids the body of dangerous toxins and gives vigor and well-being. A further advantage of the internal bath lies in the fact that a healthy body ensures an alert and active mind which makes for greater efficiency and happiness in one's daily work.

Bridge Players

Will find here all requirements for the game. Bridge Score Cards. . . 35c. and 40c. dozen. Place Cards . . . 25c. a dozen. Score Pads . . . 8c., 10c. and 35c. each. Table Numbers, 4 in set . . . 75c. Score Pad Combinations . . . \$1.50 set. Trump Markers . . . 50c. and 75c. each. Playing Cards . . . 30c., 45c. and 75c. pack. Gilt Edge Playing Cards, \$1 and \$1.25 pack. Score Pad Table Numbers, 6 in set . . . \$1.25 (Stationery Dept.—Ground Floor.)

The Distressing Tale of A Man Who Bought A Car, Learned To Drive, and Took It Home Alone

Hark, all ye prospective automobile owners, that ye may not be likewise embarrassed and hark, also, all ye vendors of motor cars, that your sciences may not prick ye under similar circumstances, list ye to the tale of a certain summer resident of Fair Vale.

He bought a car; and, being of an unusually bright intellect, he learned the process of manipulation—how to start, how to steer, how to act on the road, how to handle it, and how to find himself on the Marsh road, proceeded again to Fair Vale.

Repeating the circuit of his home driveway, he again covered the 10 miles to the city and once more duplicated the street-wandering act. Four times he shuttled Rotheay avenue, his nerves beginning to get rather frayed at the edges. He was about ready to ditch the exasperating motor, when suddenly, from somewhere in his "innards" there came a hollow cough; the whole machine trembled and slowed down, accelerated its speed for a few yards and then came to a dead stop. The gas tank was empty; the story, but it has a moral, and it is this:

"Never start a thing unless you are absolutely certain you know how to stop it, should the occasion and the necessity arise."

ACCIDENT TO TRUCK

The front axle and a front wheel of an Imperial Oil truck, license number X-1605, were smashed when the heavy truck skidded on the gravel near Morn, on its way into town from Westford at 6 o'clock yesterday afternoon. The driver had applied the accelerator to get over the gravel stretch rapidly but the ponderous machine veered. The front section of the truck climbed the bank at the side of the road and fortunately was not overturned by the step grade.

SEPTEMBER IS HERE WITH AUTUMN CRISPNESS IN THE AIR AND ONCE MORE WE TURN OUR ATTENTION TO THE PROBLEM, "WHAT SHALL I WEAR?"

In this store the Fall modes arriving are the signs of that season, and what a brilliant one is foretold! You must see for yourself as the Fall Openings are presented in the various departments.

THE ALLURE OF A NEW HAT

Our Millinery Department is every day adding New Seasonable Hats.

At the moment we are showing—

Wide Brim Velvets
Especially Black.
Black with colored facings.
Lovely new Fall colors.
Chic Felts and Velours.
(Millinery Salon—Second Floor.)

Autumn Modes for The Young Folks

Flannel Pantie Dresses—Colors, sand, blue, green and other shades. Ages 2 to 7 years. Price . . . \$3.75

School Dresses, in pretty flannels, plain and striped. All colors. Ages 8 to 14 years. Price . . . \$3.75

Two-Piece Jersey Dresses—Colors, navy, brown, sand, red. Ages 10 to 14 years. Price . . . \$3.95

NEW FALL AND WINTER COATS JUST RECEIVED

Velours, Polo Cloth, Plaid Backs, Tweeds and other cloths. Some with fur collars, others plain or with capes. Ages 6 to 14 years. All prices.

For the small girl very smart styles on yokes. All colors. Fur trimmed or plain. Ages 2 to 14 years.

Flannel Mitts—Regulation style. Colors, navy, red, sky. Ages 6 to 14 years. Price . . . \$3.50 (Children's Dept.—Second Floor.)

AN INTERNAL BATH DAILY RECOMMENDED

A prominent physician made the remark recently that if people were half as particular in regard to internal cleanliness as they are about their external appearance three quarters of our ordinary ailments would be eliminated. This medical man said did not stop to think of the importance of keeping the system just as clean as one is careful to keep hands, face and body. The result is that the intestinal tract becomes clogged and waste material which should leave the body daily stays there for an indefinite period, doing a harm few people realize. So many of our ailments are traceable to these cloggings of the system. An internal bath sounds novel, but it is much easier to take than any other kind. A spoonful of Sal Lithofos before breakfast (for any other meal), dissolved in a glass of tepid water acts as a gentle cleanser of the bowels—provides a soothing internal bath that rids the body of dangerous toxins and gives vigor and well-being. A further advantage of the internal bath lies in the fact that a healthy body ensures an alert and active mind which makes for greater efficiency and happiness in one's daily work.

Bridge Players

Will find here all requirements for the game. Bridge Score Cards. . . 35c. and 40c. dozen. Place Cards . . . 25c. a dozen. Score Pads . . . 8c., 10c. and 35c. each. Table Numbers, 4 in set . . . 75c. Score Pad Combinations . . . \$1.50 set. Trump Markers . . . 50c. and 75c. each. Playing Cards . . . 30c., 45c. and 75c. pack. Gilt Edge Playing Cards, \$1 and \$1.25 pack. Score Pad Table Numbers, 6 in set . . . \$1.25 (Stationery Dept.—Ground Floor.)

The Distressing Tale of A Man Who Bought A Car, Learned To Drive, and Took It Home Alone

Hark, all ye prospective automobile owners, that ye may not be likewise embarrassed and hark, also, all ye vendors of motor cars, that your sciences may not prick ye under similar circumstances, list ye to the tale of a certain summer resident of Fair Vale.

He bought a car; and, being of an unusually bright intellect, he learned the process of manipulation—how to start, how to steer, how to act on the road, how to handle it, and how to find himself on the Marsh road, proceeded again to Fair Vale.

Repeating the circuit of his home driveway, he again covered the 10 miles to the city and once more duplicated the street-wandering act. Four times he shuttled Rotheay avenue, his nerves beginning to get rather frayed at the edges. He was about ready to ditch the exasperating motor, when suddenly, from somewhere in his "innards" there came a hollow cough; the whole machine trembled and slowed down, accelerated its speed for a few yards and then came to a dead stop. The gas tank was empty; the story, but it has a moral, and it is this:

"Never start a thing unless you are absolutely certain you know how to stop it, should the occasion and the necessity arise."

ACCIDENT TO TRUCK

The front axle and a front wheel of an Imperial Oil truck, license number X-1605, were smashed when the heavy truck skidded on the gravel near Morn, on its way into town from Westford at 6 o'clock yesterday afternoon. The driver had applied the accelerator to get over the gravel stretch rapidly but the ponderous machine veered. The front section of the truck climbed the bank at the side of the road and fortunately was not overturned by the step grade.

SEPTEMBER IS HERE WITH AUTUMN CRISPNESS IN THE AIR AND ONCE MORE WE TURN OUR ATTENTION TO THE PROBLEM, "WHAT SHALL I WEAR?"

In this store the Fall modes arriving are the signs of that season, and what a brilliant one is foretold! You must see for yourself as the Fall Openings are presented in the various departments.

THE ALLURE OF A NEW HAT

Our Millinery Department is every day adding New Seasonable Hats.

At the moment we are showing—

Wide Brim Velvets
Especially Black.
Black with colored facings.
Lovely new Fall colors.
Chic Felts and Velours.
(Millinery Salon—Second Floor.)

Autumn Modes for The Young Folks

Flannel Pantie Dresses—Colors, sand, blue, green and other shades. Ages 2 to 7 years. Price . . . \$3.75

School Dresses, in pretty flannels, plain and striped. All colors. Ages 8 to 14 years. Price . . . \$3.75

Two-Piece Jersey Dresses—Colors, navy, brown, sand, red. Ages 10 to 14 years. Price . . . \$3.95

NEW FALL AND WINTER COATS JUST RECEIVED

Velours, Polo Cloth, Plaid Backs, Tweeds and other cloths. Some with fur collars, others plain or with capes. Ages 6 to 14 years. All prices.

For the small girl very smart styles on yokes. All colors. Fur trimmed or plain. Ages 2 to 14 years.

Flannel Mitts—Regulation style. Colors, navy, red, sky. Ages 6 to 14 years. Price . . . \$3.50 (Children's Dept.—Second Floor.)

AN INTERNAL BATH DAILY RECOMMENDED

A prominent physician made the remark recently that if people were half as particular in regard to internal cleanliness as they are about their external appearance three quarters of our ordinary ailments would be eliminated. This medical man said did not stop to think of the importance of keeping the system just as clean as one is careful to keep hands, face and body. The result is that the intestinal tract becomes clogged and waste material which should leave the body daily stays there for an indefinite period, doing a harm few people realize. So many of our ailments are traceable to these cloggings of the system. An internal bath sounds novel, but it is much easier to take than any other kind. A spoonful of Sal Lithofos before breakfast (for any other meal), dissolved in a glass of tepid water acts as a gentle cleanser of the bowels—provides a soothing internal bath that rids the body of dangerous toxins and gives vigor and well-being. A further advantage of the internal bath lies in the fact that a healthy body ensures an alert and active mind which makes for greater efficiency and happiness in one's daily work.

Bridge Players

Will find here all requirements for the game. Bridge Score Cards. . . 35c. and 40c. dozen. Place Cards . . . 25c. a dozen. Score Pads . . . 8c., 10c. and 35c. each. Table Numbers, 4 in set . . . 75c. Score Pad Combinations . . . \$1.50 set. Trump Markers . . . 50c. and 75c. each. Playing Cards . . . 30c., 45c. and 75c. pack. Gilt Edge Playing Cards, \$1 and \$1.25 pack. Score Pad Table Numbers,