

MALE HELP WANTED

MALE HELP WANTED

SALESMEN
WANTED

for special work in Western Ontario.
Drawing account and liberal com-
mission to business getters.

Apply Box 115, Advertiser

REAL ESTATE

GRIFFIN & CO.

418 Talbot St. Realtors. Phone 3182.
\$2,700—South; 6-room cottage, cement
bath, brick foundation, side drive,
lot 42x170; terms.
\$3,500—West; brick cottage, 6 rooms,
cellar, brick foundation, side drive,
lot 42x170; terms.
\$3,500—West; brick and frame, 8 rooms,
cellar, hydro, 3-part basement, furnace,
wind for electric stove, veranda
front and side, sidewalk, chicken
coop, all kinds of fruit; terms.
\$5,750—47 acres; 7 acres plowed, no
wood land, 20 acres wooded, 2 acres
orchard, bank barn, good water fences,
good orchard, beautiful view, good
brick house.
\$5,500—Good garage business with 2
acres land, 11-story house, 2 bed-
rooms, parlor, sitting room, dining
room, kitchen, veranda, good stable,
garden, raspberries and strawberries.

WATCH IT GO!

Five acres, close to the city, ap-
ples, pears, plums, cherries, ber-
ries, etc. 7-room brick cottage, barn,
stable and poultry house, \$4,900.
Terms.
STEEL REALTY.
Royal Bank Bldg., Phone 5267.
H. B. Wheeler, Mgr.

ANDERSON & CO.

Established 1900.
12 Market Lane. Phone 2322W.
\$2,000—Pail Mail, 11-story frame, 3 bed-
rooms, parlor, dining-room, kitchen,
bath, hydro, 2-part basement, furnace,
wind for electric stove, veranda, good
stable, chicken coop, all kinds of fruit;
terms.
\$5,000—North; 14-story white brick,
hall, parlor, dining-room, kitchen, 4
bedrooms, 3-baths, bath, furnace,
Spendly lot.
\$5,500—South; 11-story red pressed
brick, hall, double living rooms,
dining-room, kitchen, built-in
cupboards, 3 bedrooms and bath, part
hardwood floors, laundry tubs, garage.
This house is in A1 condition and a
bargain.
We have two choice 100-acre farms to
exchange on city property. What
have you got?

BARGAIN!

\$2,500, \$200 down, \$30 monthly, to
include principal and interest.
11-story white brick house with
veranda, 3 nice bedrooms, parlor,
dining-room, kitchen, summer
kitchen, cellar, hydro, gas, water.
Owner lives outside of London and
must sell immediately. This is a
bargain price and if this house
was painted and papered a nice
profit could be made.

BERT WEIR

7 Market Lane. Phone 6250-5823
28u

CHOICE HOMES FOR SALE AND
RENT.

A number of special in this line.
Three ideal homes reduced and
rented for rent. Homeowners opportunity.
Don't forget the Thornton Ave.
home, the greatest block of homes in
London. For Stanley cottages at bar-
gain prices. My list of real estate prop-
erties exceptionally large. Give me a
call.

ANDERSON & CO.

12 Market Lane

BERT WEIR

REALTOR.

7 Market Lane. Office Phone 6250-5823.
\$2,200—4700 down, William St. frame
cottage, 2 bedrooms, 2-piece bath-
room, 3 living-rooms and summer
kitchen, built-in cupboards, hydro,
gas, water, newly decorated, base-
ment, veranda, driveway.
\$4,900—\$1,000 down, central, 2-story
stone brick, 4 bedrooms, 2-piece bath-
room, basement, hot water heated,
stationary tubs, parlor, dining-room,
kitchen, well decorated, fireplace,
driveway. Lot 20x140.
\$1,400—North, grocery stock and fix-
tures. Rent of store and dwelling
\$30 monthly.

\$11,000.

Grocery store and fixtures, 2-story
building, with modern apartment above
and extra store at rear, consisting of all
modern equipment for grocery business,
also filling station. Owner will accept
real estate as part payment. Easy
terms on the balance. Must be sold im-
mediately. An exceptionally good busi-
ness now being done. Very special rea-
sons for selling.

BERT WEIR

7 Market Lane. Phone 6250-5823
28u

FOR QUICK SALE.

\$4,500—2-story white brick, 3 rooms,
fully modern, central, north of Dun-
das. A good rooming house.
\$3,800—11-story frame, 6 rooms, 3 bed-
rooms, furnace, full basement, garage,
large lot, 40x100, north and east.
Will exchange for house, central.

BUILDING LOTS

Trafalgar Road, \$5 per
acre. Price \$250 to \$400. Apply
MAHAFFY BROS. LIMITED,
Room 3, 169 1/2 Dundas St.
(over Postals). yvw

WANTED

Flour and Feed Business or a Flour
Mill or anything in this line, from
\$5,000 up to \$25,000, by client who
will pay cash for same. Apply
BERT WEIR,
Phone 6250-5823. 28u

FUEL SHORTAGE
SPURS POWER
DEVELOPMENT

Large Industrial Interests
Seek Control of St. Law-
rence Energy.

SAVE 100,000 TONS COAL

Will Take All Power Provided
For in Canadian
Treaty.

Special to London Advertiser.

WASHINGTON, Aug. 29.—A com-
bination of three of the largest in-
dustrial interests in America to de-
velop the power resources of the St.
Lawrence River, has been given such
impetus by the fuel and transportation
crisis that immediate steps to
harness approximately 1,000,000
horsepower of new hydro-electric
energy for New York and the New
England states are believed certain.
The interests behind the proposed
development, as known in Wash-
ington, where negotiations for the
necessary power permits have been
under way, are: The General Electric
Company, the Aluminum Com-
pany of America and the Du Ponts.
Applications for permits, however,
are made in the names of the Louisi-
ville Power Corporation and the St.
Lawrence Transmission Corporation.
Following the completion of the pro-
ject it is intended to merge the two
concerns under the name of the
Frontier Power Corporation.

On the basis of estimates submitted
here, not less than \$200,000,000
will be spent in installing hydro-
electric plants and transmission lines.
About eight years would be required
for the work.

Control Niagara Power.

These interests already control a
considerable part of the power de-
veloped at Niagara Falls. The new
plan provides for increased installa-
tion of power to bring the total avail-
able for use in the United States up
to the limit possible under present
treaties with Canada—518,000 horse-
power. This would make about 400-
odd horsepower from Niagara avail-
able for diversion to New York.

It is estimated that the St. Law-
rence project, as proposed, will de-
velop about 600,000 kilowatts.

The cost of the Niagara power,
delivered at Paterson, N. J., is esti-
mated at 5.7 mills per kilowatt hour.

Power from the St. Lawrence
plants, delivered at Utica and Schen-
ectady, would cost in the west points
about 4.5 per kilowatt hour. From
those distributing centres trans-
mission lines would carry it at a slight-
ly higher price to New England load
centres.

What this power would mean now
in relieving the situation resulting
from non-production of coal and de-
lays in transportation is indicated by
the estimate that this St. Lawrence
power, delivered in New England,
would displace 2,234,000 tons of coal,
yearly.

The 300,000 kilowatts of Niagara
power in New York would mean a
saving of 1,204,000 tons of coal in
New York power plants.

In addition, there would be a sav-
ing of several hundred thousand
tons of coal consumed by the rail-
roads in carrying this fuel to New
England and New York, and nearly
3,000,000 tons of shipping would be
freed for other commercial uses.

Consider Electrification.

Pinch of fuel and freight condi-
tions and the coal shortage have
caused also a number of railways to
consider seriously future electrifica-
tion of their lines.

No general electrification of eastern
railways is likely, federal power com-
mission experts believe, although
short lines may be profitably electri-
fied here and there.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

The electric locomotive needs a
minimum of minor repairs, whereas
the steam engine requires laying up,
having fires pulled, grades cleaned
and tubes inspected at the end of
each division—usually about each 100
miles. With electric engines, the
numbers of dividing points can be re-
duced and roundhouse cleaners and
hostlers cut in half.

Carman's Tribute to
David Thompson

MONTREAL, Aug. 30.—The fol-
lowing is a poem specially written
by Bliss Carman and read by him
yesterday afternoon at the David
Thompson memorial celebration at
Lake Windermere, B. C. It was
also read at the gathering of Mont-
real historians at Thompson's Un-
marked Grave in Mount Royal
Cemetery, Montreal, which took
place simultaneously with the cele-
bration at the reconstructed Hud-
son's Bay in the Kootenays.

David Thompson.

A gray coat boy from London.

At fourteen came over the sea.

To a lonely post on Hudson's Bay.

To serve