

FULL OF ACHES AND PAINS

Toronto Mother Found Relief by Taking Lydia E. Pinkham's Vegetable Compound

Toronto, Ontario.—"I have found Lydia E. Pinkham's Vegetable Compound a splendid medicine to take before and after confinement. A small book was put in my door one day advertising Lydia E. Pinkham's medicines, and as I did not feel at all well at the time I went and got a bottle of Vegetable Compound right away. I soon began to notice a difference in my general health. I was full of aches and pains at the time and thought I had every complaint going, but I can truthfully say your medicine certainly did me good. I can and will speak highly of it, and I know it will do other women good who are sick and ailing if they will only give it a fair trial. Lydia E. Pinkham's Liver Pills are splendid for constipation. You are welcome to use my letter if you think it will help any one."—Mrs. HARRY WESTWOOD, 648 Quebec Street, Toronto, Ontario.

The expectant mother is wise if she considers carefully this statement of Mrs. Westwood. It is but one of a great many, all telling the same story—beneficial results.

Lydia E. Pinkham's Vegetable Compound is especially adapted for use during this period. The experience of other women who have found this medicine a blessing is proof of its great merit. Why not try it now yourself?

Make your own Mustard Pickles

Home-made mustard pickles. How delicious—and how easy to put up. Here's the recipe:

MUSTARD PICKLES
1 qt. small onions 1 large cauliflower
1 qt. cucumbers 2 heads celery
2 red peppers

Peel onions, cut vegetables in small pieces, cover with weak brine and let stand overnight. In the morning bring to a boil and drain off.

Take 2 cups brown sugar, 1 cup flour, 6 tablespoons Colman's "D.S.F." Mustard, 1 tablespoonful turmeric and 2 quarts vinegar. Boil this mixture for twenty minutes, stirring continually. Pour over vegetables hot. Let stand ten days, stirring every day, then bottle.

Colman's Mustard

aids digestion

KEEPS YOU ROBUST
THE VITAMIN-TONIC
Scott's Emulsion
OF PURE COD-LIVER OIL

AIRMAN FLIES 4700 MILES IN 39 HOURS

Capt. Arrachart's flight of 7,800 kilometers in thirty-nine hours and a quarter has given tremendous stimulus to French efforts to obtain a position of dominance in the fight for control of commercial flying in Europe.

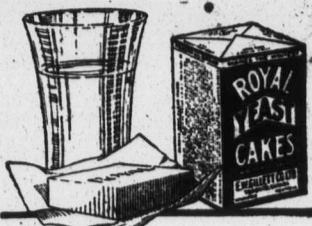
Arrachart's performance in an all French machine was faultless. As he stepped from the plane at Le Bourget he apologized for being five minutes behind his time table and then discovered that his watch was five minutes slow.

The regularity of the flight which all agree is more essential than mere speed, is shown in the record of each stage. Belgrade, the first stage, of 1,600 kilometers, was reached in eight hours: Constantinople, 850 kilometers, four and a half hours; Bucharast 450 kilometers, two and a half hours. Moscow 1,600 eight and a quarter hours; Leningrad, 1,300, six hours and five minutes; Copenhagen, 800, four hours; Paris, 1-200, five hours and fifty-five minutes.

The story of the flight is impressive in its very monotony. The pilot never had a moment's doubt of success save at the start at 4.15 o'clock Thursday morning, just as an unusually heavy rain and thunderstorm started. The thunder pursued the plane to the Austrian frontier whence everything was plain sailing.

The course planned in advance was followed rigorously, and the plane was never at any stage more than five minutes behind the prepared time table.

Pelletier D. Oisy's flight to Tokio resulted in a big Japanese order for French planes and Potez, the young designer of Arrachart's machine, and Lorraine-Dietrich-Morot, the engineers expect to reap a similar harvest.



Do you take Yeast for your health?

If so, use ROYAL YEAST CAKES—the standard of quality for over 50 years. Soak a cake of Royal Yeast, with a little sugar, in tepid water over night. Stir well, strain and drink the liquid. Flavor is improved by adding the juice of an orange.

ROYAL YEAST CAKES

Bourassa Lauds The Loyalty Of French Canada

Windsor, Ont. Aug. 19—"When the French Canadians of the province chose between the two flags of Britain and the United States, they preferred the friendship of Britain to the courting of Franklin and Washington. This is the oldest British colony outside of Quebec."

This was the message delivered by Henri Bourassa, Nationalist leader of Quebec, when he arrived here today at the head of his party of 322 Quebec citizens, on their tour of Ontario. Mr. Bourassa was speaking in reply to an address of welcome from acting Mayor C. S. Tuson in Windsor City Hall Park, where the urban gathering was held shortly after the arrival of the party early this morning.

"At that time," said Mr. Bourassa, "the British were in the minority in Canada, the French chose the minority, and they have been fighting for the minority ever since."

HARNESSING TIDES OF BAY OF FUNDY

Hydraulic engineers in New York said that a project sponsored by Dexter P. Cooper, to generate 500,000 to 700,000 electric horsepower by harnessing the tides of the Bay of Fundy, in two inlets near Eastport, Maine is feasible from an engineering standpoint, and "the most promising development in the electrical world in a decade."

A state-wide referendum is to be taken in Maine, on Sept. 14 to decide whether, if the scheme is carried out, the sale of power outside the state shall be permitted.

Mr. Cooper estimates the cost of the project at about \$75,000,000, and he believes construction could be completed in five years. The flow of the tides would be regulated by a system of enormous gates.

The Bay of Fundy is famous for its high tides. These are caused by the peculiar submarine topography and the wedge shape of the adjacent shores, which throw up tides from 21 to 27 feet twice a day. The two inlets which Mr. Cooper has selected for his project, are known as Passamaquoddy Bay and Cobscook Bay. The first he has designated at the lower pool. The two inlets are V shaped, with the narrow necks, almost completely blocked up by small islands, meeting at Eastport.

At the mouth of the upper pool, which contains one hundred square miles of water, Mr. Cooper plans to construct a wall 4,000 feet long, and 70 feet high. The wall is to be provided with thirty three gates. The mouth of the lower pool, which contains fifty square miles of water, is to be closed by a wall 2,400 feet long and provided with gates. Between the two pools, there will be erected a separating wall 3,600 feet long, on which the power houses are to be located.

The theory of the whole scheme is this: The gates of the upper pool are to be opened only during rising tides, while the gates of the lower pool are to be opened only during falling tides, according to Mr. Cooper, will keep a supply of water in the upper pool, while the lower pool will be constantly emptied. The fall of the water from the upper pool, through the turbines into the lower pool, he asserts, will afford a continuous downfall whether the tides are rising or falling. A minimum of 500,000 horsepower and a maximum of 700,000 can be produced annually, he says, enough and to spare for all the New England States.

Dexter P. Cooper, visited Fred erickson, last spring, in connection with his project for harnessing the tides of the Bay of Fundy, in Passamaquoddy and titles to certain lands on the N. B. side of the mouth of the St. Croix River, were then searched at the Crown Lands office. It was then said that when permission was obtained from the State of Maine, application for authority to proceed with the work, would be made to the Dominion government and to the N. B. government, and that application for permission would also be made to the International Joint Waterways Commission.

Mr. Cooper, explaining his project to the members of the New Brunswick government, said that the financing of the project was already assured. He said that electric power at hitherto unheard of low prices, would be available for distribution all over this province, and could be transmitted as far west as Boston. At the conclusion of the interview here, it was stated that it would be at least six years before electric power from the development could be available even if there were no delays in proceeding with the project.

First Impressions Are Important

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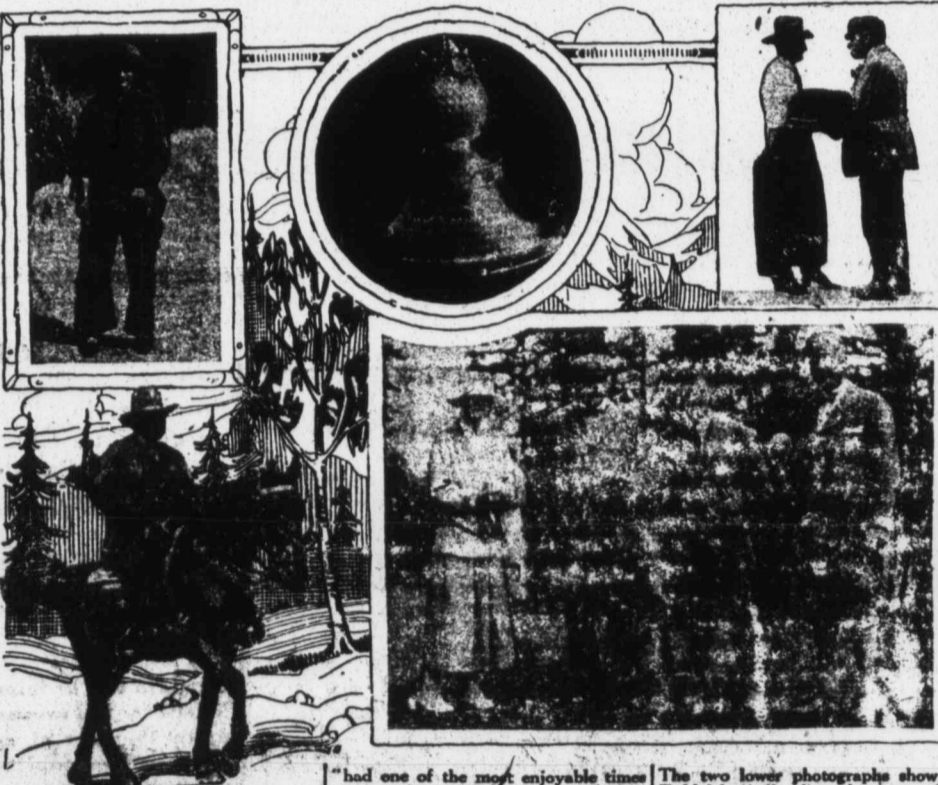
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Field Marshall Earl Haig in Jasper Park



DURING his recent visit to Canada, Field Marshall Earl Haig and the Countess Haig spent several days at Jasper Park Lodge in the heart of the Canadian Rocky Mountains. During their stay there they rode the trails, played golf on the new course beside the lodge, and in the words of the Field Marshall,

"had one of the most enjoyable times of our entire visit to Canada." The photographs which were taken at Jasper Park Lodge show from left to right (top) the Countess Haig, dressed in an Indian costume; the golf ball used by the Field Marshall when he opened the Jasper Park Lodge golf course. This group from left to right shows: the Countess Haig; Earl Haig; Mr. Stanley Thompson of Toronto, famous Canadian golfer and architect of the Jasper course, and Mr. Walter Pratt, general manager of the hotel system of the Canadian National Railway.

The two lower photographs show the Field Marshall riding along one of the Jasper Park trails and the group photographed on the first tee, immediately after the official opening of the Jasper Park Lodge golf course. This group from left to right shows: the Countess Haig; Earl Haig; Mr. Stanley Thompson of Toronto, famous Canadian golfer and architect of the Jasper course, and Mr. Walter Pratt, general manager of the hotel system of the Canadian National Railway.