

Whichever you choose
it will be the **BEST** you ever tasted.

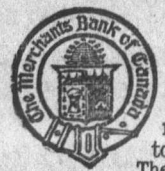
"SALADA"

BLACK TEA
Rich, Satisfying
Flavour. From the
finest gardens.

MIXED TEA
Just enough green
tea to make the
blend delicious.

GREEN TEA
A Revelation in Green
Tea. Pure, translucent
and so Flavoury.

Chance and Saving



The man who complains that he never had a chance, also never had a Bank Account. He spent everything he made. But the man higher up, and the man on top, developed the saving habit early. The man with money in the Bank does not "sold fortune"; he takes advantage of opportunity. A Savings Account started with The Merchants Bank is the first round up the ladder of success.

THE MERCHANTS BANK OF CANADA

Head Office: Montreal. Established 1864.
WATFORD BRANCH, F. A. MacLEAN, Manager.
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Starnia Business College

is an efficient school for those desiring a superior course of training for business or stenography. You may enter next Monday.

Seasonable Goods

Look at the Prices!

HARDWARE	GROCERIES
6 in. STOVE PIPE.....25c	SOCKEYE SALMON.....50c
7 in. STOVE PIPE.....25c	RED COLOR SALMON....40c
6 in. ELBOWS.....30c	PINK SALMON.....18c
7 in. ELBOWS.....35c	PILCHARDS.....15c
COLD BLAST LANTERN \$1.25	LARD.....25c
LARGE GLASS LAMPS...1.00	CHEESE.....28c
NICKLED TEA KETTLES 3.00	SHREDDED WHEAT.....15c
COPPER BOILERS.....4.50	CORN FLAKES.....2 for 25c
HEAVY MILK PAILS...1.00	SPECIAL BLACK TEA.....3 for \$1.00
25w ELECTRIC LAMPS...50c	MONARCH COFFEE.....65c

N. B. Howden Est.

DELCO-LIGHT

EVERY USER A BOOSTER!

Electric power saves time and labor on the farm, to say nothing of the convenience, safety and comfort of electric lights in the home and around the farm buildings. Delco-Light brings just as dependable electric service to any farm as Hydro—and at considerably less expense

WE WOULD LIKE TO PROVE IT TO YOU

F. H. JUST

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BROOKE COUNCIL

Inwood, Oct. 8th, 1921
Council met pursuant to adjournment. Members all present. Minutes of former meeting read and on motion of Campbell—McLean were adopted.

Report of Geo. A. McCubbin, O. L. S., C. E., read on proposed repairs to Tait Award Drain No. 2, under the provisions of "The Municipal Drainage Act." The following interested ratepayers were present at the reading of the report, John Tait, Stewart Gardiner and Robert Gardiner.

Loosemore—Sutton, that reports of Tait Drain and Tait drain extension be referred back to Engineer for re-consideration.—Carried.

Correspondence received from Duncan Campbell, claiming \$250.00 for fruit and shade trees damaged on E 1/2 Lot 5 and Lot 6, Con. 9, caused by repairs being done to 8-9 Con. Drain.

A letter received from Angus McLean, with account of \$13.60 for repairs to auto broken on 9-10 side-road, Con. 7. No action.

Mr. L. Lindsay, commissioned in charge of repairs and improvements to 3-4 sideroad and 8-9 con. drains reported the work completed. Payments \$35135.68; Receipts \$12320.80; overpaid \$22814.88.

Lindsay—Campbell, that report be adopted and the additional amount required to be raised by the issue of debentures on the same terms, at the same rate of interest, and spread over a period of ten years, and chargeable over the same area as provided in by-law No. 5 of 1918.—Carried.

Sutton—McLean, that application be made to the Lieutenant Governor of Ontario asking that aid be granted to the Corporation of the Township of Brooke to the three and four sideroad and eight and nine concession road drains, under provisions of "The Provincial Aid to Drainage Act," and that Reeve and Clerk be authorized to sign a petition requesting aid to said drains and that the petition together with copy of this resolution be forwarded to Lieutenant-Governor of Ontario.—Carried.

Guy V. Risk made application for a loan of \$900 under the "Tide Drainage Act", on N E 1/4 Lot 15, Con. 6.

John Hoyle made application for a loan of \$500 on E 1/2 Lot 9, Con. 7. Loans to be repaid in twenty years.

Sutton—Campbell, that applications be entertained and Reeve authorized to issue debentures to that amount.—Carried.

By-law submitted and read to impose a special drainage rate on N E 1/4 Lot 15, Con. 6.

Sutton—Campbell, that by-law be read a third time and finally passed.—Carried.

Mr. Jas. F. McNally, submitted the names of Fergus McNally, William and Earl McNally as his bondsmen as tax collector.

Sutton—Loosemore, that names submitted be accepted and Clerk see to the execution of the bond.—Carried.
Loosemore—Sutton, that Council open as a Court of Revision on the frontage measurement and assessment for the cement walks on James and Park streets in the Police Village of Inwood.—Carried.

Sutton—Campbell, that as there are no appeals to Court, that frontage measurement and assessment as given in report of Engineer, be adopted and Court closed.—Carried.

Brooke Municipal Telephone System asked that \$400 be advanced for Telephone purposes.—Granted.

Mr. A. E. Sutton, commissioner in charge of the construction of the Edgar-Kelly drain reported the work completed. Payments \$3220.00; Receipts \$2926.00; overpaid \$294.

Sutton—Lindsay, that report be adopted and amount entered on 1921 Collector's Roll for collection.—Carried.

By-law submitted and read to authorize the levy and collection pro rata, the sum of \$294.00 from off lands and roads, assessed under by-law No. 4 of 1921.

Loosemore—McLean, that by-law be read a third time and finally passed.—Carried.

Sutton—McLean, that Council do now adjourn to meet in Alvinston on Saturday, November 12th, 1921.—Carried.

W. J. WEED, Township Clerk.

REGULATING LAKE FREIGHT RATES

(St. Thomas Times-Journal)

A random jotting in the Farmers' Sun runs to the effect that it is time "lake carriers were placed under the Railway Commission for the regulation of freight rates. The lake transportation interests have too much of a monopoly and throttle trade by ex-

The National Crisis

"My appeal is to the whole people; to every man and woman who wants to do right by this country; to everyone who breathes the spirit of our fathers who founded this British Dominion."

—ARTHUR MEIGHEN

THE Election to be held December 6th will be the most momentous in Canadian history; for as men and women vote will depend the economic stability, the political stability and, indeed, the national stability of this country.

Today we find group striving against group, class against class, the industrial and financial structure of the country assailed by false and unsound doctrines and theories, while our great neighbour to the south has adopted a trade exclusion policy directed against Canada's vast agricultural interests.

The currencies of nearly every country in the world are depreciated. The Canadian dollar in the United States is subject to a heavy discount causing a loss of over one hundred million dollars in exchange annually.

Europe is overwhelmed with war debts—unemployment is acute—and the restoration to pre-war conditions is slow.

While Canada is in a much more favorable condition than many countries, yet there is evidence of stagnation, instability, unemployment and lack of confidence.

Taxes are heavy because of the country's efforts in the Great War, but have become burdensome on account of the misconceived policies and blunders of Governments that directed Canada's affairs prior to 1911.

These conditions are largely the direct aftermath of the war, but they must be dealt with fearlessly and constructively. This is no time to consider experimental changes, or the theories of visionaries.

This is no time for Crerar and his Free Trade policy.

This is no time for King and his wobbling "chartered" policies, varying with each provincial boundary.

It is the time to cling to orderly, stable Government in the interest of all the people; to be guided by the experience of the past, proceeding upon lines that have been proven sound.

It is the time to place the destinies of Canada again in the hands of a Government led by a sane, courageous Canadian who has safely brought the country through the trying years of reconstruction, and upon whom we can rely to retain and initiate policies in the interest, not of a group or class but of all the people.

It is the time to support Arthur Meighen and his Candidates.

Meighen will lead us through

The National Liberal and Conservative Party
Publicity Committee

cessive rates." While we are not in a position to support or question the reduction of the cost of transportation agreement that the rates, whether they can be shown to be excessive or otherwise, should be under some kind of public control. Theoretically the lakes, like the ocean, are free to all kinds of competing vessels, practically the traffic is largely in the hands of aggregations whose hold is almost that of a monopoly. Whenever that condition exists, there is bound to be public challenge. Just now the cry everywhere is for refusing it. We can see no ground by land, and, the railway executives themselves freely admit that this is necessary before a revival of business can get fairly under way. The railways have been investigated time and again, they cannot raise rates without showing cause, and they can be called to answer a demand for rate reduction and to give good reason for refusing it. We can see no ground for drawing a distinction between land and water transportation in that respect when the water traffic is as much of a monopoly as is the land. The matter will certainly be brought up again in the new Parliament, if Mr. J. E. Armstrong of East Lambton, is then to the fore-