

Indigestion! Upset Stomach! Back causing... indigestion's instant...

pepsin WILL PUT YOU ON YOUR FEET... MAKE CANADIAN SECURE

SALE! MAKE CANADIAN SECURE

There are as many different varieties of tea as roses—but only ONE Red Rose Tea.

Red Rose is a blend of about a dozen varieties of teas, chiefly hill-grown ASSAMS—the richest and strongest tea grown.

The skillful blending of these teas produces the delightful and distinctive Red Rose flavor.

The rich, strong ASSAM leaves in the Red Rose package are so full of tea essence that three teacupsful go as far as five of ordinary tea.

The Red Rose combination of Quality and Economy is obtainable only in the Red Rose package.

Specialty Iron Moulders

Wanted to operate moulding machines. Light work, big pay. Average weekly hours about fifty. Steady work and employees-insurance.

TAYLOR-FORBES COMPANY GUELPH, ONT.

Good Quality Tea, properly brewed, takes away fatigue, and is absolutely harmless, as a daily beverage - TRY

"SALADA"

once, and you'll never forsake its use.

There are as many different varieties of tea as roses—but only ONE Red Rose Tea.

Red Rose is a blend of about a dozen varieties of teas, chiefly hill-grown ASSAMS—the richest and strongest tea grown.

The skillful blending of these teas produces the delightful and distinctive Red Rose flavor.

The rich, strong ASSAM leaves in the Red Rose package are so full of tea essence that three teacupsful go as far as five of ordinary tea.

The Red Rose combination of Quality and Economy is obtainable only in the Red Rose package.



Mark Twain of Canada

In the days when interesting people came to Canada to find it freshly interesting, there was nobody could repeat the spirit of the land to them like George Ham of the C.P.R.

MR. GEORGE HAM. There did once seem to be a time when the truly great would not venture to come to Canada without first ascertaining whether George Ham could receive them.

ZARA RULED BY VENICE

Winged Lion of Saint Mark Caps Gate in the Town Wall. Zara, where Gabriel D'Annunzio is reported to have landed, and its location relative to Fiume, already occupied by the soldier-poet, is described in a U. S. Geographic Society bulletin, bearing the title 'Zara' from Kenneth McKenzie, follows.

Starting from Fiume, one sails down the channel called Quarnero, leaving Istria and the Gulf of Quarnero to the right. The island of Arbe, about half way to Zara, has an old cathedral with a twelfth-century tower. Coming from Trieste one skirts the western shore of Istria, stopping perhaps at Rovigno and at Pola. The stay of an hour enables one to get a hurried glimpse of the great amphitheatre and other Roman remains of Pola, under Austrian rule an important naval station and now a busy port. The language here is chiefly Italian. Istria would well repay the time devoted to a trip of several days, but we pass on, stopping at one or two of the islands. The most northerly town of importance is Dalmatia.

Zara is noted all over the world for its manufacturing. Aside from this, however, the town has many attractions to offer. On landing from the steamer in the land-locked harbor, we find ourselves in front of a gate in the town wall. Over the gate is the winged-lion of Saint Mark. A narrow street leads to a typical Italian city, such as we may imagine it to have been two or three centuries ago, except that the hotels are more comfortable. There are many medieval churches in the town, interesting architecturally, and containing works of art. The cathedral, in particular, a majestic Romanesque church, is richly adorned with many arched little columns and inside with marbles and paintings. It is in the best Italian style of the middle ages. Its campanile is a landmark.

Wandering among the narrow streets, we come upon several open squares and market-places, where in the morning scores of peasants may be seen in the brilliant colored costumes. There are Roman remains, too—columns and statues.

Leaving Zara, the steamer comes out of the harbor, encircles the point of land on which the city stands, and skirts a low-lying shore, passing among innumerable islands. All at once a narrow opening appears; we go through it, and find ourselves in the spacious harbor of Sebenico, with the town rising from the water to a fort crowning the hill.

Loyal to British Crown. There are a number of diminutive water-surrounded monarchies off the coast of Scotland. They are their kings, but are subject to the British crown. One of them is the Isle of Bute, in the Firth of Clyde, which is owned by the Marquis of Bute.

Higher Railway Rates Necessary, Says E. W. Beatty

Wage Increases on Canadian Roads More Than Interest on War Debt

ADDRESS AT WINNIPEG. Railway Situation in Canada Without Parallel Any Where in the World, He Says.

Winnipeg—Addressing the Canadian Club at a luncheon at the Royal Alexandra on Tuesday, E. W. Beatty, R.C. president of the Canadian Pacific Railway Company, gave a plain intimation of a serious increase in rates.

Mr. Beatty said: "Since I had the pleasure of visiting Western Canada in May last, a very important change in the transportation situation has taken place through the sudden consummation of a plan for the acquisition of the Canadian Pacific Railway by the National Railways of Canada."

"I have known Mr. Hanna for a great many years, and my appreciation of his personal and professional ability as disclosed in the numerous exacting and difficult positions he has been called upon to fill is very great. The fact that he was trained in his earlier years in the service of the Canadian Pacific and has always, both personally and officially, retained a very sincere affection for the former company has not detracted from my appreciation of him."

"Mr. Hanna and I have a great many points in common and others which are individual because peculiar to the different systems of railway operation, in which we are respectively involved. Occasionally, however, we are brought into contact for us to refer to each other or the interests which we represent, but I recognize that these references will be few and far between."

"I do not pretend to speak for the National Railways, but no doubt as in the case of the C.P.R., large sums of money are required to complete work that has been heretofore impossible to undertake and to extend facilities to meet the rapidly increasing needs of the country."

Both appreciate that the people is a jealous and exacting mistress, but we also know that the public is a generous and persistent friend, and its confidence is secured. We know, too, that no sentiment will control the business of our country.

"Heretofore in Canada, there has been, I think, a prevailing decency in competition, which has been encouraged by private enterprise. It has not been a matter of expediency, but of principle. It has not been a matter of expediency, but of principle. It has not been a matter of expediency, but of principle."

"The foundation of competition should be the same. The legislative control of Parliament, the statutory control of the Dominion Railway Commission should be the same in respect of all railways operating under the federal jurisdiction, whether the case as yet, the Government having reserved by statute special powers to the National Railways not enjoyed by private companies and which it is in certain instances withheld in it in certain instances."

"I do not pretend to speak for the National Railways, but no doubt as in the case of the C.P.R., large sums of money are required to complete work that has been heretofore impossible to undertake and to extend facilities to meet the rapidly increasing needs of the country."

"A CHEERFUL PROPHECY. Mr. Hanna has recently adopted the role of prophet for the National Railways. He is a cheerful prophet, and he paints a glowing picture of the future of the properties under his charge. This is as it should be, and he is wise in making it as attractive as possible."

"During the course of the year, the railway companies of Canada had to meet a great many problems, due to the emergency which prevailed which were unusual and of great importance and which required new methods to secure their being dealt with completely. For that purpose the Canadian Railway War Board was constituted and through it the efforts of all railways were coordinated to meet the extraordinary demands through the movement of war traffic and soldiers."

"There is little if any difference of opinion among the railway companies as to the fact that the Canadian Pacific is a citizen of Canada, not the first citizen."

Indigestion!

Upset Stomach! Back causing... indigestion's instant...

pepsin WILL PUT YOU ON YOUR FEET... MAKE CANADIAN SECURE

SALE! MAKE CANADIAN SECURE

There are as many different varieties of tea as roses—but only ONE Red Rose Tea.

Wanted to operate moulding machines. Light work, big pay. Average weekly hours about fifty. Steady work and employees-insurance.

Wanted to operate moulding machines. Light work, big pay. Average weekly hours about fifty. Steady work and employees-insurance.

Wanted to operate moulding machines. Light work, big pay. Average weekly hours about fifty. Steady work and employees-insurance.

Wanted to operate moulding machines. Light work, big pay. Average weekly hours about fifty. Steady work and employees-insurance.

Wanted to operate moulding machines. Light work, big pay. Average weekly hours about fifty. Steady work and employees-insurance.

Wanted to operate moulding machines. Light work, big pay. Average weekly hours about fifty. Steady work and employees-insurance.

Wanted to operate moulding machines. Light work, big pay. Average weekly hours about fifty. Steady work and employees-insurance.

Wanted to operate moulding machines. Light work, big pay. Average weekly hours about fifty. Steady work and employees-insurance.

Wanted to operate moulding machines. Light work, big pay. Average weekly hours about fifty. Steady work and employees-insurance.

Wanted to operate moulding machines. Light work, big pay. Average weekly hours about fifty. Steady work and employees-insurance.

Wanted to operate moulding machines. Light work, big pay. Average weekly hours about fifty. Steady work and employees-insurance.