

## LEADERSHIP OF U. F. O. IS STILL OPEN QUESTION

E. C. Drury Is Said To Be Party's Most Probable Choice.

### OTHERS MENTIONED

Several Nominated in Caucus, But No Announcement Yet.

TORONTO, Oct. 23.—There is no announcement forthcoming from the U. F. O. as to who is to be the Ontario leader of the United Farmers, and the next premier of the province. A special committee of the farmers met in caucus all day discussing the question of the most suitable man for the leadership, and tonight there was a general meeting of the U. F. O. delegates to the caucus. The result was that no one was named, but the delegates agreed to meet again on Wednesday, by which time it is thought the committee will have things fixed up so that the U. F. O. will be in a position to assume the reins of government just as soon as the lieutenant-governor asks them to do so.

This is the only statement given out tonight by the U. F. O.

**Drury May Be Chosen.**  
It is said that E. C. Drury is the probable choice of the farmers for leader. He was nominated at the caucus this afternoon, it is understood, but so were three or four other U. F. O. men. Among these is Beniah Howman, the Manitowish farmer, who has the distinction of being the first U. F. O. representative to sit in the legislature. One name that is said to be a member of the U. F. O. but his

**Do not suffer another day with itching, bleeding, protruding piles. No surgical operation required. Dr. C. H. Adams, 305 Talbot Street, Toronto.**

**London's Leading Leather Goods Store**

Club Bags... \$3.00 to \$35.00  
Suit Cases... \$1.75 to \$30.00  
Box Trunks... \$6.50 to \$32.00  
Steamer Trunks... \$7.50 to \$25.00  
Wardrobe Trunks... \$32 to \$55  
School Cases and School Bags... .50c to \$3.00  
Everything in the Leather Line.

**Jas. McCormick**  
305 TALBOT STREET.

identity was kept close by the committee.

Sir Adam Beck's name was mentioned a number of times during the day, but it is believed that he was not formally nominated. James Simpson, the defeated U. F. O. Liberal candidate in West York, was not regarded tonight as a serious contender for the U. F. O. leadership, though a place may be made for him in the legislature.

**Would Accept.**  
That Mr. Drury would accept the responsibility of the U. F. O. leadership, and the provincial premiership if asked by the farmers' party to do so, was the statement made tonight by a close friend of Mr. Drury's. This friend said that Mr. Drury personally did not wish the position, but if it were offered to him he would take it.

Sir William Hearst, who defeated Sir Adam Beck in the election, was not mentioned tonight by the public. It is not known whether the Hearst Government may resign in a few days or a few weeks, as no intimation as to its intention was made today. It is generally believed that Sir William Hearst will cease to lead the Conservative party in Ontario, owing to his defeat in his own riding, and the question as to the Conservative leadership is for the future to be little interest taken in it.

**Cody Wants to Stay.**  
Hon. Dr. H. J. Cody, minister of education, who was re-elected by acclamation, touched on his future plans in an address given by him at a banquet of the Insurance Institute of Toronto, tonight. He referred to the wish that he might be retained in office as head of the Ontario education department, and stated that the gathering must be a member, as some of the people of Ontario are not yet fully informed of the position of the crown could not retain office after his party had been defeated.

"No minister is permitted to carry on his work without regard to existing political conditions," he said. "I am in Ontario a people who are, in the main, able and intelligent, though liable to sudden gusts of passion and prejudice," he said, and the audience laughed.

**POLICE OF TORONTO FEAR TROUBLE OVER VETS' DISAGREEMENT**

Are Prepared For Possible Clashes Between Opposing Factors.

TORONTO, Oct. 23.—If rioting occurs in this city as a result of a disorder on city as a result of the disorder on Yonge street last night between two factions or returned soldiers, Chief of Police Grasset will be prepared for it. The chief stated tonight that extra precautions had been taken to prevent a riot, though he said he had no ground for anticipating one. However, the police would be ready, he said. It is thought there is a possibility of riots starting as a result of antagonistic feelings having developed recently over the gratuity question, and over the defection of former Secretary Rose of the United Veterans' League.

Trouble started last night over the charges made on a street corner by several hundred returned men, many of whom were shouting and singing. The police were called to the scene by a man named Harry J. Flynn of the league, and this was followed by several hundred returned men shouting and singing. The police were called to the scene by a man named Harry J. Flynn of the league, and this was followed by several hundred returned men shouting and singing.

It is for this the police are said to be prepared.

**Children Cry FOR FLETCHER'S CASTORIA**

## LIBERAL LEADER TAKES PLACE IN THE COMMONS

Hon. W. L. Mackenzie King Given an Enthusiastic Reception.

### CRITICISES THE GOVT.

Persists in Keeping Seats Vacant and Drives Ahead With G. T. R. Bill.

OTTAWA, Oct. 23.—Amid Opposition applause, W. L. Mackenzie King took his seat in the House of Commons this afternoon. He was introduced by D. P. McKenna and Hon. W. S. Fielding, and occupied the chair usually occupied by Mr. Lemieux.

Dr. Reid referred to an item which he said appeared in the Regina Leader, an alleged meeting between himself and other members of the Government, Sir William Mackenzie and Sir Clifford Sifton in Ottawa. The intention of the item was to attempt to create a presumption that the latter two gentlemen were in some way consulted in regard to the Government's policy on the Grand Trunk.

The item, Dr. Reid declared, was a false and a mischievous fabrication, beginning to end. There had never been any such meeting, and he classed the item as "a vulgar and malicious lie." Mr. Fielding asked if any "estranges" were brought down, and Mr. Doherty replied that some items might possibly be submitted to the House, as early as possible.

Mr. Murphy referred to a report that representatives of the Government met representatives of the G. T. R. and that tariff questions were under discussion.

**Not on Tariff.**  
Mr. Doherty replied that the discussions were without bearing on the tariff.

Mr. Murphy then asked what was under discussion. Mr. Doherty replied that certain representations had been made to the Government with reference to the method adopted in connection with the high cost of living and so forth.

Continuing the discussion of the Grand Trunk Railway bill, Mr. S. Cahill argued that the railway "policy of the Liberals from 1896 to 1911" was an extravagant one, that of the Conservative party since 1911. "There was no foundation," he stated, for the claim that the present railway situation in Canada was a legacy from the Liberal party. During the Liberal administration, the railway policy was one of "laissez-faire" and "non-interference" with immigration and colonization. When the Liberal party came out of power in 1911, there were only 250 persons to every mile in the country. In 1917, there were only 185 per mile.

Much had been said about the folly of constructing the National Transcontinental and the Grand Trunk Pacific, but Mr. Cahill contended that both these roads had opened valuable territories, had been to the disadvantage of the Government, and had been to the benefit of the country opened up by the National Transcontinental and the Grand Trunk Pacific had not been forced to live up to its obligations with regard to the National Transcontinental, and the reason given was that the latter had cost \$100,000,000 more than originally estimated. However, some arrangement might have been arrived at between the Government and the company with regard to the transcontinental system.

**Gold-Brick Seller.**  
The Drayton report, said Mr. Cahill, stated that an expenditure of \$30,000,000 was required to put the Grand Trunk road into good working order. The Government, however, when bringing down this legislation, chose to ignore the report of the Drayton committee, and the Government failed to agree. The agreement which Mr. Cahill had accepted had provided that Sir Louis Davies and Sir Walter Cassels should select the third arbitrator in the event of disagreement. He asked that this be confirmed by the Government.

The minister of railways stated that there was no intention to depart from this arrangement and that it would stand.

Mr. King also asked the Government to fix a date prior to the publication of the bill for the introduction of the bill to acquire the road as a basis for obtaining the value of the stocks. Ever since the introduction of the bill, the Government proposed taking over the Grand Trunk its stock had been going up. He thought that the Government should be given the right to take market quotations were to be taken into account by the arbitration board.

Mr. King said that the Government's announcement of policy were the ones to be considered. Dr. Reid replied that nothing would be done in this regard which would prove injurious to the Canadian people.

The bill, in the opinion of Mr. King, was nothing more than an agreement between the Government and the management of the Grand Trunk Railway, and the Government had no right to interfere with the management of the Grand Trunk. He also stated that the Government had no right to interfere with the management of the Grand Trunk.

Mr. King said that the Government had no right to interfere with the management of the Grand Trunk. He also stated that the Government had no right to interfere with the management of the Grand Trunk.

Mr. King said that the Government had no right to interfere with the management of the Grand Trunk. He also stated that the Government had no right to interfere with the management of the Grand Trunk.

Mr. King said that the Government had no right to interfere with the management of the Grand Trunk. He also stated that the Government had no right to interfere with the management of the Grand Trunk.

take the opinion of some railway man or good businessman than that of three judges.

Mr. Rowell interposed that the bill did not provide for the appointment of three judges. It simply provided that in case two of the arbitrators could not agree on the third, the third was to be appointed by three judges.

Mr. Cockshutt continued that he would like to see some limit placed on the award, as the donee in the case of the Canadian Northern Railway. Otherwise he was afraid that public ownership was going to be a success with value that did not exist. A worse blow could not be given to public ownership than to give the property to a private ownership was not getting a fair show if properties were acquired at more than their market value.

Hon. Mackenzie King, who on rising was loudly cheered by the Opposition, continued to continue as House leader of the Opposition during the remainder of the day. King spoke of seats being kept vacant.

**The People's Right.**  
If parliamentary government stands for anything, he asked, "does it not stand for the right of the people of this country to have their voice heard through their representatives?" The Government had kept constituencies vacant without any real reason and persisted in driving ahead with one of the most important measures which ever came before the Parliament of Canada.

Dr. Sheard asked if Gaspe and Montserrat were represented in the House.

Mr. King replied that ten days ago the leader of the Government assured the House that it was a mistake to accept that statement at any time. Accepting that statement in good faith, the representative of those constituencies had gone on. There was no intimation in the speech from the throne that the Grand Trunk bill would be brought in. There were no purpose in the speech from the throne, it was that members of Parliament should know what legislation would be brought up.

Mr. King emphasized the need for caution in proceeding with the Grand Trunk bill. His chief reason was that a misapprehension had been created in the country, but in the House, in regard to it. There was an impression abroad that the Government was taking the bill to purchase the Grand Trunk Railway system, that it was an act of purchase of the Grand Trunk Railway property or of the stock.

"There is nothing in this bill," Mr. King went on, "justifying such an impression. There is nothing here which will give anyone cause to be able to say that the measure carries through Parliament will be acquired by the people of Canada. The larger misapprehension which I believe exists is that this particular measure is in the nature of a measure of Government ownership of the Grand Trunk System. It is, to my mind, no measure of the nature of the measure whatever. That is the note I would like to have sounded throughout the country."

**Two Stock Groups.**  
The stock of the Grand Trunk Railway, as far as this transaction was concerned, said Mr. King, said, he divided into two groups. The first was the stock which was retained by the shareholders of the Grand Trunk, and the second was exchanged. The four per cent guaranteed stock and the outstanding debenture stock remained, he said, in the hands of those who now possessed it.

Mr. H. H. Stevens interjected the statement that the ownership of the road was vested in the voting stock, and that in that which the Grand Trunk stockholders would keep. Mr. King, however, reiterated that the stock remained in the hands of the present stockholders, and the Government would not own the road. The Government would reap the benefit of the Government's guarantee, which would send the value of the stock up, and would receive interest at four per cent per annum upon it. Mr. Cockshutt asked the speaker whether he would think it preferable for the Government to borrow money in order to purchase the stock.

Mr. King said that the Government would not advise the Government to borrow money. What is needed today is economy. It is the waste of extravagance of this Government that has so exasperated the people of Canada.

He then drew attention to the fact that the bill made no definite provision for the selection of the third arbitrator in case of disagreement between the company and the Government failed to agree. The agreement which Mr. Cahill had accepted had provided that Sir Louis Davies and Sir Walter Cassels should select the third arbitrator in the event of disagreement. He asked that this be confirmed by the Government.

The minister of railways stated that there was no intention to depart from this arrangement and that it would stand.

Mr. King also asked the Government to fix a date prior to the publication of the bill for the introduction of the bill to acquire the road as a basis for obtaining the value of the stocks. Ever since the introduction of the bill, the Government proposed taking over the Grand Trunk its stock had been going up. He thought that the Government should be given the right to take market quotations were to be taken into account by the arbitration board.

Mr. King said that the Government's announcement of policy were the ones to be considered. Dr. Reid replied that nothing would be done in this regard which would prove injurious to the Canadian people.

The bill, in the opinion of Mr. King, was nothing more than an agreement between the Government and the management of the Grand Trunk Railway, and the Government had no right to interfere with the management of the Grand Trunk. He also stated that the Government had no right to interfere with the management of the Grand Trunk.

Mr. King said that the Government had no right to interfere with the management of the Grand Trunk. He also stated that the Government had no right to interfere with the management of the Grand Trunk.

Mr. King said that the Government had no right to interfere with the management of the Grand Trunk. He also stated that the Government had no right to interfere with the management of the Grand Trunk.

Mr. King said that the Government had no right to interfere with the management of the Grand Trunk. He also stated that the Government had no right to interfere with the management of the Grand Trunk.

Mr. King said that the Government had no right to interfere with the management of the Grand Trunk. He also stated that the Government had no right to interfere with the management of the Grand Trunk.

ter, he said that the Government would take the opinion of some railway man or good businessman than that of three judges.

Mr. Rowell interposed that the bill did not provide for the appointment of three judges. It simply provided that in case two of the arbitrators could not agree on the third, the third was to be appointed by three judges.

Mr. Cockshutt continued that he would like to see some limit placed on the award, as the donee in the case of the Canadian Northern Railway. Otherwise he was afraid that public ownership was going to be a success with value that did not exist. A worse blow could not be given to public ownership than to give the property to a private ownership was not getting a fair show if properties were acquired at more than their market value.

Hon. Mackenzie King, who on rising was loudly cheered by the Opposition, continued to continue as House leader of the Opposition during the remainder of the day. King spoke of seats being kept vacant.

**The People's Right.**  
If parliamentary government stands for anything, he asked, "does it not stand for the right of the people of this country to have their voice heard through their representatives?" The Government had kept constituencies vacant without any real reason and persisted in driving ahead with one of the most important measures which ever came before the Parliament of Canada.

Dr. Sheard asked if Gaspe and Montserrat were represented in the House.

Mr. King replied that ten days ago the leader of the Government assured the House that it was a mistake to accept that statement at any time. Accepting that statement in good faith, the representative of those constituencies had gone on. There was no intimation in the speech from the throne that the Grand Trunk bill would be brought in. There were no purpose in the speech from the throne, it was that members of Parliament should know what legislation would be brought up.

Mr. King emphasized the need for caution in proceeding with the Grand Trunk bill. His chief reason was that a misapprehension had been created in the country, but in the House, in regard to it. There was an impression abroad that the Government was taking the bill to purchase the Grand Trunk Railway system, that it was an act of purchase of the Grand Trunk Railway property or of the stock.

"There is nothing in this bill," Mr. King went on, "justifying such an impression. There is nothing here which will give anyone cause to be able to say that the measure carries through Parliament will be acquired by the people of Canada. The larger misapprehension which I believe exists is that this particular measure is in the nature of a measure of Government ownership of the Grand Trunk System. It is, to my mind, no measure of the nature of the measure whatever. That is the note I would like to have sounded throughout the country."

**Two Stock Groups.**  
The stock of the Grand Trunk Railway, as far as this transaction was concerned, said Mr. King, said, he divided into two groups. The first was the stock which was retained by the shareholders of the Grand Trunk, and the second was exchanged. The four per cent guaranteed stock and the outstanding debenture stock remained, he said, in the hands of those who now possessed it.

Mr. H. H. Stevens interjected the statement that the ownership of the road was vested in the voting stock, and that in that which the Grand Trunk stockholders would keep. Mr. King, however, reiterated that the stock remained in the hands of the present stockholders, and the Government would not own the road. The Government would reap the benefit of the Government's guarantee, which would send the value of the stock up, and would receive interest at four per cent per annum upon it. Mr. Cockshutt asked the speaker whether he would think it preferable for the Government to borrow money in order to purchase the stock.

Mr. King said that the Government would not advise the Government to borrow money. What is needed today is economy. It is the waste of extravagance of this Government that has so exasperated the people of Canada.

He then drew attention to the fact that the bill made no definite provision for the selection of the third arbitrator in case of disagreement between the company and the Government failed to agree. The agreement which Mr. Cahill had accepted had provided that Sir Louis Davies and Sir Walter Cassels should select the third arbitrator in the event of disagreement. He asked that this be confirmed by the Government.

The minister of railways stated that there was no intention to depart from this arrangement and that it would stand.

Mr. King also asked the Government to fix a date prior to the publication of the bill for the introduction of the bill to acquire the road as a basis for obtaining the value of the stocks. Ever since the introduction of the bill, the Government proposed taking over the Grand Trunk its stock had been going up. He thought that the Government should be given the right to take market quotations were to be taken into account by the arbitration board.

Mr. King said that the Government's announcement of policy were the ones to be considered. Dr. Reid replied that nothing would be done in this regard which would prove injurious to the Canadian people.

The bill, in the opinion of Mr. King, was nothing more than an agreement between the Government and the management of the Grand Trunk Railway, and the Government had no right to interfere with the management of the Grand Trunk. He also stated that the Government had no right to interfere with the management of the Grand Trunk.

Mr. King said that the Government had no right to interfere with the management of the Grand Trunk. He also stated that the Government had no right to interfere with the management of the Grand Trunk.

Mr. King said that the Government had no right to interfere with the management of the Grand Trunk. He also stated that the Government had no right to interfere with the management of the Grand Trunk.

Mr. King said that the Government had no right to interfere with the management of the Grand Trunk. He also stated that the Government had no right to interfere with the management of the Grand Trunk.

Mr. King said that the Government had no right to interfere with the management of the Grand Trunk. He also stated that the Government had no right to interfere with the management of the Grand Trunk.

ter, he said that the Government would take the opinion of some railway man or good businessman than that of three judges.

Mr. Rowell interposed that the bill did not provide for the appointment of three judges. It simply provided that in case two of the arbitrators could not agree on the third, the third was to be appointed by three judges.

Mr. Cockshutt continued that he would like to see some limit placed on the award, as the donee in the case of the Canadian Northern Railway. Otherwise he was afraid that public ownership was going to be a success with value that did not exist. A worse blow could not be given to public ownership than to give the property to a private ownership was not getting a fair show if properties were acquired at more than their market value.

Hon. Mackenzie King, who on rising was loudly cheered by the Opposition, continued to continue as House leader of the Opposition during the remainder of the day. King spoke of seats being kept vacant.

**The People's Right.**  
If parliamentary government stands for anything, he asked, "does it not stand for the right of the people of this country to have their voice heard through their representatives?" The Government had kept constituencies vacant without any real reason and persisted in driving ahead with one of the most important measures which ever came before the Parliament of Canada.

Dr. Sheard asked if Gaspe and Montserrat were represented in the House.

Mr. King replied that ten days ago the leader of the Government assured the House that it was a mistake to accept that statement at any time. Accepting that statement in good faith, the representative of those constituencies had gone on. There was no intimation in the speech from the throne that the Grand Trunk bill would be brought in. There were no purpose in the speech from the throne, it was that members of Parliament should know what legislation would be brought up.

Mr. King emphasized the need for caution in proceeding with the Grand Trunk bill. His chief reason was that a misapprehension had been created in the country, but in the House, in regard to it. There was an impression abroad that the Government was taking the bill to purchase the Grand Trunk Railway system, that it was an act of purchase of the Grand Trunk Railway property or of the stock.

"There is nothing in this bill," Mr. King went on, "justifying such an impression. There is nothing here which will give anyone cause to be able to say that the measure carries through Parliament will be acquired by the people of Canada. The larger misapprehension which I believe exists is that this particular measure is in the nature of a measure of Government ownership of the Grand Trunk System. It is, to my mind, no measure of the nature of the measure whatever. That is the note I would like to have sounded throughout the country."

**Two Stock Groups.**  
The stock of the Grand Trunk Railway, as far as this transaction was concerned, said Mr. King, said, he divided into two groups. The first was the stock which was retained by the shareholders of the Grand Trunk, and the second was exchanged. The four per cent guaranteed stock and the outstanding debenture stock remained, he said, in the hands of those who now possessed it.

Mr. H. H. Stevens interjected the statement that the ownership of the road was vested in the voting stock, and that in that which the Grand Trunk stockholders would keep. Mr. King, however, reiterated that the stock remained in the hands of the present stockholders, and the Government would not own the road. The Government would reap the benefit of the Government's guarantee, which would send the value of the stock up, and would receive interest at four per cent per annum upon it. Mr. Cockshutt asked the speaker whether he would think it preferable for the Government to borrow money in order to purchase the stock.

Mr. King said that the Government would not advise the Government to borrow money. What is needed today is economy. It is the waste of extravagance of this Government that has so exasperated the people of Canada.

He then drew attention to the fact that the bill made no definite provision for the selection of the third arbitrator in case of disagreement between the company and the Government failed to agree. The agreement which Mr. Cahill had accepted had provided that Sir Louis Davies and Sir Walter Cassels should select the third arbitrator in the event of disagreement. He asked that this be confirmed by the Government.

The minister of railways stated that there was no intention to depart from this arrangement and that it would stand.

Mr. King also asked the Government to fix a date prior to the publication of the bill for the introduction of the bill to acquire the road as a basis for obtaining the value of the stocks. Ever since the introduction of the bill, the Government proposed taking over the Grand Trunk its stock had been going up. He thought that the Government should be given the right to take market quotations were to be taken into account by the arbitration board.

Mr. King said that the Government's announcement of policy were the ones to be considered. Dr. Reid replied that nothing would be done in this regard which would prove injurious to the Canadian people.

The bill, in the opinion of Mr. King, was nothing more than an agreement between the Government and the management of the Grand Trunk Railway, and the Government had no right to interfere with the management of the Grand Trunk. He also stated that the Government had no right to interfere with the management of the Grand Trunk.

Mr. King said that the Government had no right to interfere with the management of the Grand Trunk. He also stated that the Government had no right to interfere with the management of the Grand Trunk.

Mr. King said that the Government had no right to interfere with the management of the Grand Trunk. He also stated that the Government had no right to interfere with the management of the Grand Trunk.

Mr. King said that the Government had no right to interfere with the management of the Grand Trunk. He also stated that the Government had no right to interfere with the management of the Grand Trunk.

Mr. King said that the Government had no right to interfere with the management of the Grand Trunk. He also stated that the Government had no right to interfere with the management of the Grand Trunk.

**Men! Wonderfully Tailored Suits and Overcoats**

Are coming from this Men's Store these days. No man of sense is looking for cheap tailored garments.

We guarantee strictly hand-tailored garments, made and designed by House of Hobberlin, tailors who know, and undisputedly possess the highest standard of workmanship and style in these clothes for men. They are not a regular special order house, but the largest exclusive tailoring house in Canada today.

**Men---What We Fully Believe In We Take Pleasure In Telling You About**

For your own benefit as well as ours.

Come along Saturday and try on some of the New Models; look over the range of cloth. We carry the full lengths of cloth, our own cloth, guaranteed "Sail" and "Vickerman," Blue Serge, Browns, Greys and new pattern effects. ALL OUR CLOTHS ARE PURE WOOL! We safeguard you well. The Overcoats are Irish Serges, Friezes, Meltons, Tweeds and some Harris Tweeds, Belters and Volant-Fitting Models predominate. The prices for Suits \$35 to \$75, and the Overcoats range from \$35 to \$60. Returned men receive a full 10 per cent discount. Show your buttons Boys! Headquarters for "Campbell's" tailored Ready-to-Wear Suits and Overcoats. New ranges come in every week, and we'll tell you all, they don't stick around many days. Good clothing is hard to procure, and when you see these garments you'll say they are the best known in Ready-to-Wear clothes today. The prices are last year's purchase of cloth, so they are right with today's increasing market. The prices

**Suits and Overcoats \$25 and \$50**

**Sale Specials for Saturday**

\$3.50 Silk Front and Cuff Ties and Star Stripes, real new rich colorings, today's, to match, all sizes 14 to 16½. YOURS at \$1.95, three for ..... \$5.50

\$2 Silk Ties, 2,000 in the lot at 85c, two for ..... \$1.50

Also Arrow, Forsyth, W. G. R. Double-Wear Cuffs styles in fine English Cambric cloths.

THE FAVORITE SHOP OF MEN OF TODAY

**Selak-Orth, Limited**

Corner Dundas and Clarence Streets, London, Ontario.

## Entirely Sold Out Last Saturday

The big provision sale held at this store last Saturday was a success beyond all expectations. As soon as the doors opened a continuous stream of people lined our stalls. We were entirely sold out of many lines long before closing time.

## BUT TOMORROW WE ARE PREPARED TO GIVE YOU EVEN BETTER BARGAINS

Don't miss this big sale tomorrow, if you want choice meat and quality provisions at cut-rate prices. Phone your order early.

RIB ROAST BEEF	Picnic Hams, still 24c lb.	CHUCK ROAST BEEF
22c PER LB.		22c PER LB.
Breakfast Bacon, 47c (by the piece)	Loin Spring 32c Lamb, lb. .... 25c Stewing Veal, 18c Finnan Haddock, lb. .... 18c	Sirloin Steak, lb. .... 30c
FLAT RIB BOILING BEEF	Rolled Bacon 33c lb.	SHOULDER ROAST BEEF
18c PER LB.	By the Piece	22c PER LB.
Porterhouse Steak, lb. .... 30c	Leg Spring 35c Lamb, lb. .... 22c Breast Spring 22c Lamb, lb. .... 28c Shoulder Spring 28c Lamb, lb. .... 37c	Fresh Herring, lb. .... 10c 5-lb. Pail of Pure Lard ..... \$1.60 5-lb. Pail of Shortening ..... \$1.50
Cottage Roll Bacon, lb. .... 37c (By the piece)	Pot Roast Beef - 18c lb.	Round Steak, lb. .... 28c Back Bacon, lb. (by the piece) ..... 48c

ALL BEEF 2 CENTS POUND EXTRA DELIVERED

Phones: 1643-1644.

**ANDERSONS**

LONDON'S BIG PURE FOOD STORE.

Stalls 1, 2, 3, 4, 5. Market House.

**WILL HOLD TOBACCO UNTIL THEY OBTAIN PRICE THAT SUITS**

About Two Hundred Growers at Duart to Get More For Crop.

DUART, Oct. 23.—Tobacco growers in this district will hold their crop until a suitable price is obtained. This was the unanimous decision in the town hall here tonight, when methods of marketing the leaf were discussed.

Last year about 25 cents a pound was the average price. "There is no doubt," said one grower, "that the price of tobacco is going to be a fair price this year."

A. James R. McDonald and J. R. Peets were named a committee to work with the general committee representing the growers in this district.

**NEW YORK LIFE WILL SUBSCRIBE \$5,000,000 TO THE VICTORY**

MONTREAL, Oct. 23.—One of the first large subscriptions to the Victory Loan to be made public is that of the New York Life Insurance Company, the manager of which is here. G. Pelton, stated that he had been advised by the New York office that it has been decided to subscribe \$5,000,000 to the loan.

The New York Life Insurance Company last year took \$1,000,000 of Victory bonds.

**MURINE** Rests, Refreshes, Soothes, Keeps Your Eyes Strong and Healthy. It is the only eye medicine that is safe for the eyes. It is the only eye medicine that is safe for the eyes. It is the only eye medicine that is safe for the eyes.

## To the Electors of the West Riding of Middlesex

Permit me to thank my numerous friends throughout the riding who have given me and the cause I represent such enthusiastic support. We have demonstrated the fact that old party ties can be severed when a great principle is at stake. Our victory is largely due to the splendid band of workers who so ably assisted me in presenting to the electors our platform and the broad principles for which we stand. This is especially true of the lady workers, who were so untiring in their efforts to raise politics to a higher level and present the facts in their true light, and particularly the fact regarding the temperance issue, on which the United Farmers give no uncertain sound.

I feel you have laid on me a great responsibility, especially at this critical reconstruction period. I shall endeavor to prove faithful to the trust you