

**EVER GERMS, DORMANT**  
**48 YEARS, AGAIN ACTIVE**  
Rochester, N. Y., June 24.—A case of scarlet fever in Fairville, a short time ago, has attracted no end of discussion. Wayne County, as to the possibility of germs transmitting the disease after a period of isolation reaching back nearly half a century.

The case occurred on the Welch farm. It appears that after a partition in the upper part of the dwelling had been removed in the making of alterations, one of the children came down with scarlet fever. The parents and physician were completely mystified as to how the boy had contracted the disease, since he had not been away from the premises in some time.

The other day, an elderly neighbor recalled that about 48 years ago a son of Abram Du Bois, 3 years old, died in the identical room of the farmhouse, and that he suffered from scarlet fever. There had been no changes made in the upper part of the dwelling in all these years.

Whether the actual facts in the matter will bear the confirmation of general medical testimony it is the belief that the scarlet fever germs had lain quiescent all that period.

**Cash and Carry Fish Sale**  
**ALL DAY SATURDAY**

**15c Lb. Whitefish, Herrings, Pickerel, Flounders**

**NO SINGLE FISH ORDER DELIVERED AT THIS PRICE.**

**15c Lb. SOME RARE BARGAINS**

<b>PREMIER JAMS.</b> 4-lb. pails, 5 flavors, each 85c.	<b>LOOK AT THIS!</b> 11 bars Toilet Soap for \$1.00.	<b>PURE MARMALADE.</b> 4-lb. pails, Each 85c.
<b>SNOWFLAKE</b> AMMONIA, 3 packages for 25c.	<b>BROWN SUGAR.</b> 5 lbs. for \$1.10, 10 lbs. for \$2.20.	<b>COOKING APPLES.</b> 1-gallon tin, 65c.
Cut-Leaf Sugar, 5 lbs. .... \$1.20 Crisco, 3-lb. pail ..... \$1.08 Our Special Tea, per lb. .... 50c Corn, Peas, Tomatoes, tin ..... 10c H. & H. Health Salts, tin ..... 10c Carnation Milk, large tin ..... 18c Holloway's Malt Vinegar ..... 25c Marshall's Peas, 2 pkgs. .... 25c Choice Dried Peaches, lb. .... 25c London Corn Flakes, 2 pkgs. .... 25c Toronto Corn Flakes, 2 pkgs. .... 25c Clark's Pork and Beans, 2 tins 25c Jell-O Jelly Powders, 2 pkgs. .... 25c	Picnic Salmon, 2 tins ..... 25c Orangeade, large bottle ..... 50c Seedless Raisins, 1-lb. pkgs. .... 30c Ferring, in Tomato Sauce, 2 tins 25c Armour's XXX Oleomargarine ..... 42c Choice Lombard Plums, tin ..... 30c Choice Green Gage Plums, tin ..... 30c Currants, extra choice, 4 lbs. \$1.00 Apple and Pineapple Jam, 4 lbs. \$1.10 Palmolive Soap, 3 bars for ..... 25c Heinz Sweet Pickles, pint ..... 35c Lipton's Regular 70c Tea, lb. .... 60c Lipton's Regular 80c Tea, lb. .... 70c	

**Onn's Up-to-Date Market**  
PHONE 1296. 143 KING STREET.

**Wegner Is In Baseball**

He Makes a Hit at 371 Talbot Street With the

**CASH REALIZING SALE**

\$20,000 must be realized before August 1st. Everything in the store is reduced below the prices set by the Government. No luxury tax to pay here. If you really seriously want to save money visit The Heart of London Store on Saturday.

**SAILOR HAT SPECIAL**  
25 dozen sample Sailor Hats. Worth \$2.00, for **\$1.00**

**BRACES**  
50 BRACES, REGULAR  
\$1.25 value for ..... 95c  
\$1.00 value for ..... 75c  
85c value for ..... 50c

**OVERALLS**  
We're headquarters in Overalls for Western Ontario and save you money on every pair at these prices — **\$1.49, \$1.95, \$2.49**

**BOYS' OVERALLS**  
Boys' Black Overalls, \$2.00 value, for \$1.19

**BATHING SUITS**  
\$5.50 value at ..... \$2.95  
\$2.00 value at ..... \$1.49  
\$1.25 value at ..... 79c

**SUMMER PANTS**  
For bowling, tennis and outdoor sports, in white duck and palm beach:  
\$4.00 value at ..... \$3.39  
\$5.00 value at ..... \$3.69

**MEN'S SUITS**  
Suits up to \$75.00 value ..... \$44.50  
Suits up to \$41.00 value ..... \$25.00  
Suits up to \$37.00 value ..... \$19.50  
Suits up to \$25.00 value ..... \$15.00

**NECKWEAR**  
All Ties up to \$2.50 and \$3.00 for ..... \$1.49  
50 dozen Wash Ties, \$1.25 value, for \$1.00

**KID GLOVES**  
Dent's Kid Gloves, all sizes, values up to \$4.50, for ..... \$2.95

**RAINCOAT SPECIAL**  
15 Raincoats, belted styles, in tweeds, and pure rubber, \$15 value, for **\$9.95**

**PALM BEACH PANTS**  
Five dozen up-to-date Palm Beach Pants, regular \$5.00 value, for **\$3.69**

**Wegner Clothing Co.**

The Heart of London. Famous for Their Little Prices.

371 TALBOT STREET, OPPOSITE MARKET. OPEN EVENINGS.

**NO CONTEST RIVALS**  
**INTERNATIONAL YACHT RACE IN INTEREST**  
World's Series of Baseball and International Polo Fall Far Behind.

**SPEND IMMENSE SUMS**  
Lay Mind Astonished At Tremendous Outlay Needed To Defend Battered Piece of Silver.

NEW YORK, June 25.—It is an undisputed fact that one of the most important events in the world of sports is an international yacht race for the America's cup. There may be world series in baseball, international polo matches, tennis contests for the Davis cup and other forms of sports, but few of these events create more interest than is contained in a race for the "blue ribbon of the seas." What creates the enthusiasm on the part of millions of people who do not know much about a gaff is now one of the wonders of the sporting world. Still it is the case, and must be, that the race is a contest of the most intense kind.

The only solution to the mystery lies in the fact that the lay mind is astonished by the tremendous sums that have been spent in races for the America's cup. It is not surprising to spend a million dollars to defend a battered piece of silver that originally was worth only a few hundred dollars to the popular fancy. To make the situation even more unique, the money is not spent by the challenger, but by the defender. The money is spent by the owner of the cup, who is usually a private individual. The money is spent in the way of "gate receipts." Again, once the series is ended, the yachts that are only worth what they will bring in junk. Nothing is more useless than an America's cup boat when the series is ended.

When Commodore Stevens and his associates originally gave the "100 guineas" cup to the New York Yacht Club to be a perpetual trophy for international racing, they never dreamed that a race for the bit of silver would cost a fortune. The ever increasing cost is just the result of circumstances. That a cup race was too much for one man to finance first became apparent after Canada had tried unsuccessfully to capture the cup with the schooner Albatross.

It was in the fall of 1881, after that unsuccessful attempt, that the officials of the New York Yacht Club first began to take account of the cost of defending the trophy. It was the first time that a yacht had been built for the special purpose of racing. The cup, although the new craft, Pocahontas, proved to be a failure and was not used for the purpose. The cup was built by the flag officers of the club, and the cost of construction, added to the cost of running her during the trial period and with the incidental expense to the club of managing the contest, amounted to \$20,000.

In the eyes of the racing officials, was rather a large sum to pay for the purpose, and they concluded that something must be done to reduce the cost of the cup races. Something was done in the way of defending the cup. The cost of such a manner, as to prevent small Canadian boats from challenging thereafter. At present the cost of a cup race is more than 20 times the \$20,000 of a generation ago, and more than 100 times the cost of earlier races. When James Ashbury came over in 1870 with his schooner Cambria, he merely carried his summer program of cruising and incurred a cost of about \$1,000 for some extra fittings and a slightly enlarged crew. If he had not come to America to race for the cup, Mr. Ashbury probably would have taken a cruise in European waters of about the same duration.

Mr. Ashbury built the schooner Livonia, with which he challenged in 1872. Possibly he might not have built a new boat that year, if he had not contemplated challenging, but undoubtedly he would have built one within a year or two in any event, as it was generally known that he wanted something a little better than Cambria.

Major Gifford, in whose behalf the Royal Canadian Yacht Club issued a challenge in 1876, was the first to build a boat especially for the race. She was the schooner Countess of Dufferin. She cost probably not less than \$25,000 and more than \$30,000 to build and race. It was the beginning of the building of specially designed craft for America's cup races. Both the Genesta and the Galatea were built especially to race for the cup. The former cost in 1885, and in that year the heavy expense of defence began, although the beginning was a matter of small importance compared with the expense of today. The cost of the building of Puritan in 1895, added to the cost of her management for the season figured up to about \$35,000. It cost almost as much for the building and operating of Puritan. Puritan's unsuccessful rival, Mayflower, cost about \$42,000 to race in 1886. The club's expense and the management of the race was about \$2,000 more. There was a second boat built in 1886 by a syndicate of members of the Atlantic Yacht Club at the probable cost of not more than \$30,000. This boat was called the Atlantic and subsequently was sold to a yachtman for a considerable sum of her cost. Still it was "found money" for her original owners.

Tristram, the Scotch challenger, and the American defender, Volunteer, "set back" their respective owners about \$50,000 each, when they raced in 1887. The New York Yacht Club had an expense of nearly \$3,000 in the management of that series of races. The real heavy expense of defending the cup began in 1893, the year Lord Dunraven issued his first challenge. In that year four candidates for the honor of defending the trophy were built. Vigilant finally was chosen. It was stated that after the series that Vigilant cost something like \$150,000 to build and race. This sum was reduced to possibly \$100,000 through the sale of the yacht after the races to George and Howard Gould. Columbia, Jubilee and Pilgrim, the other three American boats, cost about \$250,000, making an overhead cost of at least \$350,000 for the defence of the cup that year. In 1895 the New York Yacht Club spent \$200,000 to build and race Defender. At that time there was only one boat built in 1895 this series was not as costly as the previous contest, still Defender was the first cup boat for which there was practically no use after the series. These astounding sums, however, are insignificant when compared with the amounts that have been spent since Sir Thomas Lipton entered the international racing series in 1899. According to reliable information, Sir Thomas spent \$300,000 in his first attempt to capture America's cup. That was in 1899. That sum included \$400,000 that Sir Thomas spent in the purchasing of a steam yacht that he re-named the Erin, and another \$100,000 to re-fit the boat. This Baron de Baring's yacht was used until the world war started, when he gave it to the British Government and she was torpedoed in the Mediterranean. Deducting the sum that Sir Thomas spent for the Erin, the cost of the 1899 race left the Irishman out of pocket \$400,000 after his first attempt to lift the cup. In that year, Columbia cost the New York Yacht Club \$250,000 to build and race. Defender was used as a trial horse that year at a cost of about \$60,000. The series cost the club at least \$15,000, of which at least \$2,000 a day was spent for tug boats and other vessels. In the rough it cost the organization \$335,000 to defend the cup. Both sides probably expended \$500,000 for the cup series in 1899. Shamrock II, cost Sir Thomas \$150,000. Constitution was built, that year, at the cost of \$250,000 to defend the trophy. Commodore Morgan, who then was the club owner of the Columbia,

put her into commission as a trial boat. She finally was selected to defend the trophy. For what honor, Commodore Morgan paid close to \$100,000. The club spent a good \$80,000 on the series, making a grand total of more than \$400,000 for the race. By that time, the contest had become a million-dollar affair. In 1903, Sir Thomas built the third Shamrock. He also brought the first Shamrock over as a trial boat. That year the Irish baronet was his first big armada anchored in American waters. Besides the racing yachts, he had a steamship, tugboats, steam launches and a steam yacht. When he went back home his bank account was shy \$500,000. The cost of the defence that year was equally as much. The Reliance was a defender, and was built and raced at a cost of \$450,000. Both the Columbia and the Constitution were put into commission as trial yachts. To maintain these another \$100,000 was spent. The race itself cost the club \$25,000. The total outlay for the defence, therefore, figured up to \$550,000. That race saw the million-dollar mark passed by a good margin.

At the end of the 1903 series, all hands agreed that an America's cup race was a contest of the most intense kind. There was no challenge for several years. Finally, again, after a long interval, got the "bee" again, after a long interval, several impossible challenges, a race was arranged for the year 1913. Remembering the cost of the 1903 race, both Sir Thomas and the New York Yacht Club were willing to bring down the cost of the race. Unfortunately, the best-laid plans of mice that promised to be less expensive than those of former years, has already cost more than any other contest, and it has not yet been sailed. The delay, caused by the war, of course, is the principal reason why the fourth attempt of Sir Thomas has proved to be so expensive. Regardless of the size of the yachts, the race would have been a fairly expensive proposition had it been sailed when originally scheduled in 1914. First, three yachts were built in the United States for the honor of defending the trophy. Resolute originally cost \$120,000. Another \$100,000 has been spent on the craft since she was first launched. Defence and Vanitie, the other yachts built in 1914, did not cost so much. Possibly each was built for \$100,000. Defence was withdrawn after a few races, a failure. Vanitie still is in the game and since she first was built, it is safe to say, that almost another \$100,000 has been spent on the craft.

The figures do not include the sums that have been spent to race these yachts in 1914-15, and so far this season. Also when one adds on the storage bills that have been paid to keep the craft since 1914, to say nothing of the expense that the New York Yacht Club will have to meet to hold the race in July with ocean-going tugs worth \$500 and \$100 a day, a grand total of \$75 and \$100 a few years ago, it is evident that more than \$1,000,000 will be spent by American yachtsmen in the present defence of the trophy.

Sir Thomas Lipton also will spend close to \$1,000,000 in his present effort to lift the cup. First, there was the original cost of the Shamrock IV, added to the cost of running her during the trial period and with the incidental expense to the club of managing the contest, amounted to \$20,000. Then came the trip across the Atlantic under convoy by the Erin. When she reached this country, the yacht was stored away in Brooklyn. This also cost a tidy sum. Then came the rebuilding of the craft, a matter that probably cost the Irishman back another \$50,000.

Now comes the 23-meter Shamrock to race against the other yachts in round figures, it costs at least \$3,000 a day to keep the two yachts in commission. Also when one adds on the houseboat, a steam yacht, a tug, and a motorboat all under charter. If it will not cost more than \$1,000,000, Sir Thomas to have another try for the cup, then some of the best judges of yachting are wrong.

It is safe to say that before the races are decided, \$2,000,000 will be spent by the challenger and the defender of the America's Cup.

**JELLY FISH MODEL FOR T. B. PATIENTS**  
"Rest and Relax." Gen. Edwards Tells War Victims.

Rutland, Mass., June 24.—"You can go to bed and eat your heart out, curl up and quit, and the disease is the master. The effort should be to jelly-fish with one idea in mind: 'I am going to get well.'"

"Remember that the slacker and the droop don't usually get tuberculosis." These are sentences from a letter by Major General Clarence R. Edwards, U. S. A., in The Outlook, the weekly sheet gotten out by the students at the New England Vocational School at Rutland. These students are all veterans of the world war afflicted by tuberculosis. The general gives the story of "the fight of my life."

"I was for nine months in the Army Tuberculosis Hospital at Fort Bayard, New Mexico. I had laryngeal tuberculosis of the worst kind. I did those things that that great expert, Colonel Bushnell, told me to do for nine months, and it was the fight of my life, and it took me sixteen days to learn to be a jelly-fish."

"He would make me lie down, or when I was continually in bed, he would tell me an hour before luncheon and an hour before dinner to shut my eyes and make my mind a blank. If I couldn't sleep to just rest and relax, and then when the food came it all went to energy. This was in 1916 when I was discharged as well."

The New England Vocational School is a training centre established and operated by the Rutland Sanatorium Association, under contract with the Federal Board for Vocational Education. The association furnishes the space and the teachers; the federal board supplies the equipment and pays the price of tuition.

There are courses in English, arithmetic, spelling, mechanical drafting, architectural drafting, shop mechanics, blue print reading, typewriting, computer operating, minograph operating, dictaphone operating, bookkeeping, poultry raising, bee culture, carpentry, fruit raising, farm management, farm accounting, auto mechanics, chauffeur, gas engine construction, house carpentry, mill work, typewriter repairing, and watch repairing.

**MAGIC BAKING POWDER**

Contains no alum.

**U. S. MARINES CUT OUT HIGH COST OF EDUCATION**

Washington, June 24.—A vocational training system instituted this month will develop the United States Marine Corps from its present strength of about 17,000 men up to the 27,400 just authorized by congress, and cause a waiting list to be maintained, recruiting officials here have announced.

This system, something new in America's military establishment, enables a youth to equip himself in trades or business for civilian life serving Uncle Sam, broadening his mind by travel, building a sturdy physique and getting the wisdom of discipline. He gets paid for going to school.

**Children Cry FOR FLETCHER'S CASTORIA**

**OAK HALL'S SPECIAL REDUCTION**

THE REAL BIG MONEY-SAVING SALE OF THE SEASON



This is a big clearance event which stands out in bold relief as one of the greatest opportunities of the season to practice thrift—to buy clothes of the most dependable, most serviceable and most stylish sorts at prices lower in many cases than wholesale prices today.

SATURDAY WILL BE ONE OF THE BIGGEST DAYS OF THE SALE—The LAST DAY OF THE SALE.

**Young Men's and Men's Suits**

REDUCED

**\$19.75**

is the sale price on First Long Trousers Suits; sizes 34 to 36. Worth 25.00.

**\$23.75**

is the sale price on Men's Suits, sizes 36 to 42. Regular \$28.00 to \$30.00.

**\$29.75**

is the sale price on Men's Suits, regular values \$35.00 to \$40.00.

**Men's Blue Serge Suits at \$38.50**

This is certainly great value in a good Blue Unfinished Serge Suit. The model is our new semi-fitting, three-button style; sizes 35 to 42. Special Saturday ..... \$38.50

**Panama Hats, \$2.59**  
This is a snap—A nice, cool Hat, made in two styles. See these hats before you buy. Saturday special ..... **\$2.59**

**Shirts, Too, at \$1.79**  
Made from a good washing material, in the reliable staple patterns; roomy shirts, all sizes. Special ..... **\$1.79**

**Wash Suits, Cotton Knickers, Kiddies' Hats on Sale.**

**BOY'S SUITS IN BROKEN LINES**  
Clearing Saturday at **\$4.95, \$6.95, \$8.75**

These suits, according to ages, are made in Norfolk, waist-seam and junior Norfolk models. The ranges are not complete, but we have nearly every size from 22 to 36. Clearing Saturday at **\$4.95, \$6.95 and \$8.75**

**OAK HALL**