

CO-OPERATION WILL RELIEVE CAR SHORTAGE AND EXPEDITE COAL MOVEMENTS IN CANADA

Vice-Pres. Dalrymple of the Grand Trunk Tells of Serious Situation in Dominion in Connection with Fuel Supply.

Representatives of the various boards of trade and of the railway companies are to meet in Ottawa on July 3rd, to outline a plan for revising the existing car demurrage rules. If an agreement can be reached, the Railway Commission will be asked to ratify the new regulation immediately.

"The public should have a clear realization of what is aimed at in the revising of these demurrage rules," said Mr. J. E. Dalrymple, Vice-President of the Grand Trunk, yesterday. "The situation is appreciated. In every territory on the continent there is a demand for cars that cannot be fully met. It is useless to look to the car builders for relief. They have more work now than they can handle. If the situation is to be improved, or at least prevented from becoming more serious, there must be the greatest possible co-operation between the shippers, the consignees and the railways. Every car available must be kept moving, and every car must be loaded to its capacity. That is without doubt the only way out of the present difficulties. Any measures that may be adopted to prevent the undue holding of cars for loading and unloading will, therefore, be of national advantage. Rules that were probably equitable under normal conditions, are today hampering the efficiency of transportation."

"The coal supply of Canada," continued Mr. Dalrymple, "will be largely controlled by the number of cars available. The railroads will have exceptional opportunities for knowing just how serious the fuel problem is. No Canadian coal can be obtained for our use. Supplies of Nova Scotia coal hitherto entering on the line at Montreal and Portland, can no longer be procured, and as we can only get a limited quantity through Depot Harbor and through Midland, Ont., we are obliged to rail our coal from the Pennsylvania mines. Not only are we obliged to do that, but we have to send our own cars down there for service between the mines and tidewater on the lakes—that is to furnish foreign roads with equipment of Grand Trunk ownership for the movement of coal for railway use."

"The increased mileage we are called upon to perform, by reason of this abnormal condition, at the four points mentioned is equal to 132,406,000 ton miles. In order to bring these figures down to something we can all understand, I may say that the extra service the Grand Trunk will be called upon to perform this year, over and above the increased cost of five million dollars on the purchase of coal, is equal to one freight train a day for 350 days between Montreal and Toronto."

"That is the situation as regards railway fuel. If the railways cannot muster sufficient cars to keep a supply of coal on their lines for locomotive purposes, their operation will be interfered with, and that would be a national calamity at the present time. Precisely similar difficulties face the country in connection with a general fuel supply for commercial and household purposes."

"It will be clearly seen that every available car must be used to the fullest advantage, and that no individual is entitled, at this critical period, to hold a car for a day or for an hour when it might be released. It is the duty of every user of coal to obtain his winter supply, as far as possible, immediately, and not wait until bad weather comes along, bringing with it transportation difficulties and the always pressing demand for fuel."

"Surely this is a time for mutual effort and broad co-operation. New demurrage rules will help to bring pressure to bear upon the delinquent who selfishly hold up cars and thereby hurt every other shipper. With all cars loaded to rated capacity and every car kept on the move, as far as practicable, the facilities at the disposal of the nation's business will give a good account of themselves."

STIRLING

Mrs. Harry Grayne and Miss Mary of Belleville, are visiting at the home of W. U. Grayne.

Mr. and Mrs. Joseph McGinnison, of Trenton, were Sunday guests of Mr. and Mrs. D. Uman.

Mr. Reg. Buttl and bride have returned from Toronto, after spending

ing a few weeks with Mr. E. Naylor. Dr. and Mrs. G. F. Wright and family, of Trenton, were guests of Dr. and Mrs. H. V. Wright yesterday. Miss Edith Grayne spent the week end in Belleville and Deseronto. Pie. John McGowan, of Trenton, spent a few days at his home here. Mr. Earl Eggleton has accepted a position in a bank at Tweed and left Tuesday.

Miss Ethel Cranston is visiting friends in Belleville, and is also attending the closing exercises at Albert College.

Mrs. C. F. Walt and Cecil and Mrs. S. F. Dixon attended the funeral of the late Foster Latta in Frankford on Saturday.

Mrs. Robt. Reid, Stirling, and Mrs. Caskey and Mrs. Ketcheson, of Belleville, are visiting Mrs. Jas. Caskey, Madoc.

Mr. and Mrs. J. Dixon and Rev. F. H. and Mrs. Howard, of Warkworth, were guests at Rawdon parsonage on Thursday of last week.

Mr. and Mrs. Jas. Cranston and Miss Ethel, Mr. and Mrs. Tom. Cranston and Mr. and Mrs. Doxtator, motored to Deseronto on Sunday.

Mrs. Jas. Currie, Misses M. E. and Mae Currie and Mr. and Mrs. Jos. Frappy were in Belleville last Saturday attending the funeral of the late Marion K. Lambly.

Word has been received by Mr. Albert Dunkley, that his son, Roy, who was wounded in the jaw some time ago, has undergone an operation for appendicitis. He has been removed to a hospital in Newcastle-on-Tyne, England, where he will be until able to return to his home here. He is now in a serious condition, but we hope for his speedy recovery.

The open meeting of the Carmel Ladies' Aid, which was held at the home of Mrs. Winsor on Thursday evening, June 14, was a decided success. In spite of the cool evening a large crowd gathered and filled the house. After the regular business, Rev. Mr. Terrill was called on for an address. A good program was then furnished, and a dainty lunch and ice cream was served by the ladies. Proceeds for the evening, \$38.

There passed away at the residence of Michael Shea, on Sunday, June 17, at 3.30 p.m., Thomas Fitzpatrick, one of the oldest residents of Sidney Township. He was the last surviving member of the family, and for the past five years had resided with his niece, Mrs. Shea. Deceased was born in Kilkenny, Ireland, 85 years ago, and came to this country with his parents some sixty odd years ago. He and his brother, John, had lived on their farm in the Turner Settlement, which is now owned by the latter's son, James. Deceased was a good neighbor and a staunch friend. He was a Roman Catholic in religion, and in politics a staunch liberal. The funeral, which was on Tuesday morning, left his late residence at 9.30 a.m. and proceeded to the Church of St. James the Minor, where solemn requiem Mass was celebrated at 10 a.m. by the Rev. Father O'Reilly. The remains were interred in the R.C. Cemetery, beside his brother John, who predeceased him about three years ago. The pall bearers were Peter Johnston, Walter Cahill, Henry McFaul, James McMullen, Dennis Gallery and Edward Welch.—News Argus.

BELLEVILLE BOY IN R. C. BATTALION
The Vancouver World contains in a recent issue a photo of a company of the 156th University B. C. Battalion. Among the men is E. T. Givins, a brother of Mr. William J. Givins of this city. He was with a surveying party in British Columbia and has travelled a good part of the province on horseback. The battalion is composed of men, who says the World, would put Roosevelt's Rough-Riders in the shade. They expect to go overseas shortly.

POLICE BLOTTER

A married woman who has a large family was detained by the police this morning on a charge of stealing one wrist watch with leather casing, one wrist watch, one pair eye glasses with gold chain, one gold wedding ring, a couple of pairs of baby's cashmere stockings and one \$5 bill, the property of Mrs. Lena Lettis, the complainant, who lives on Church street.

BYERS-OSBORNE

Miss Jennie Osborne, of Wellington, and Mr. W. A. Byers, of Orank, Washington, were happily married at Trenton on the evening of June 11. They will take up their residence at the home of the groom.

AGED 90, DEAD

James Blogg, aged 90 years, died yesterday in Thurlo

CHAIRMAN SMITHERS ATTENDS BANQUET OF GRAND TRUNK APPRENTICES AT STRATFORD

Tells of Uphill Game Played by Canada's Pioneer Railway

Stratford, June 25—Mr. A. W. Smithers, Chairman of the Board, Grand Trunk System, attended the Annual Banquet of the Apprentices in the Grand Trunk motive power shops here. He was accompanied by Messrs. H. R. Safford, Chief Engineer, W. D. Robb, Superintendent Motive Power, and other officials.

Representatives of the City of Stratford and the Board of Trade alluded to the work done by the Grand Trunk in promoting the prosperity of Stratford, and to the splendid showing made by the apprentices at that centre and in other shops along the line.

Mr. Smithers replied that he was glad to hear how friendly the people of Stratford were to the road. The Grand Trunk was the pioneer railway of Canada. The money for building the road had been supplied by English investors, and not one dollar was guaranteed when the great work of construction began. A prominent Canadian had said to him only a few days ago that confederation would not have taken place when it did had it not been for the Grand Trunk.

In the period of sixty-one years in which the Grand Trunk had been in operation, it had received from the Government in various forms the sum of \$28,000,000, \$15,000,000 of which was provided when the Government desired the line built to Portland, Maine, to supply Canada with a winter port.

The Canadian Pacific had received \$347,000,000 from the Government; the Canadian Northern had received \$298,000,000; and the Grand Trunk Pacific \$140,000,000, according to the figures in the recently issued report of the Royal Commission.

When these facts were considered the conclusion must be reached that the Grand Trunk Railway had played an uphill game.

The need for technical education, such as the apprentices were receiving in the Grand Trunk shops, was felt throughout the world. After the war there would be keener competition than ever among nations and the one which had the most skilled workers would come out on top.

Mr. W. D. Robb stated that the apprenticeship system of the Grand Trunk was inaugurated in the Stratford shops. There were now nearly 700 apprentices on the system. The Stratford shops, in common with all other points, had contributed a large number of men to Canada's Overseas Force. Out of a total of 900 men in the local shops, 370 had enlisted, and of the 109 apprentices, 47 had gone overseas.

AVIATOR'S DARING

An aviator from Deseronto Camp yesterday afternoon executed some freak flying about the city, volplaning, dodging steeples and flag staffs with the carelessness of an absolutely fearless aviator. He carried a Shamrock painted on his "car."

FAREWELL SERMON

The Rev. M. E. Wilson, of Cananville last evening preached his farewell sermon.

At the recent examinations held in Brockville for McGill University Conservatorium of music, one of the successful candidates of the Elementary grade who passed with distinction was Miss Ruth Huffman formerly of Belleville.

The following pupils of Miss Besse Handley successfully passed the Toronto Conservatory of Music examinations in piano: Introductory—Jennie Ayling Elementary—Margie Reid (1st class honors) Lily Mason (honors) Lily Balgreen, Helen Ives, and Laura Naylor Primary—Eileen Wims

MARRIED

Henri di Frusco and Dorothy Helga Horot were united in marriage by Ven. Archdeacon Beamish on Saturday, June 23rd.

A Cure for Rheumatism.—A painful and persistent form of rheumatism is caused by impurities in the blood, the result of defective action of the liver and kidneys. The blood becomes tainted by the introduction of uric acid, which causes much pain in the tissues and in the joints. Parmentier's Vegetable Pills are known to have effected many remarkable cures, and their use is strongly recommended. A trial of them will convince anyone of their value.

ONTARIO AFFAIRS

A WOMAN PROPOSED FOR CANDIDATE

East-Middlesex Woman Declines—Present Law Prohibits It—Notes of Women's Work

Mrs. Walter Scott of Mossley has the honor of being the first woman in Ontario proposed as a candidate for the legislature. At the East Middlesex Convention her name was proposed but Mrs. Scott in a pleasant speech declined the honor.

As a matter of fact, under the Ontario law to-day, women are not allowed to sit as members of the legislature. Mr. Rowell at the last session of the legislature had a bill which if passed would have given women the right to sit in the legislature as well as to vote for candidates for that body. The Government, however, rejected the bill. Mr. Rowell in proposing it showed that in all the Western Provinces of Canada, in Australia and in the States of the Union, where there is woman suffrage, the right of women to sit in the legislature goes with it. The women do not care to use that right if they do not care to do the people have to elect women if they do run, but at any rate Mr. Rowell contended it was mere justice that women had the vote, that they should have the right to sit in the legislature as well. Why, on this point could there be discrimination in law between men and women?

Mrs. P. G. Kiely and Mrs. Margaret Hyslop have been two of the women speakers at Liberal meetings recently. At the West Wellington meeting in Drayton, Mrs. Kiely, who is Honorary Secretary of the Ontario Women's Liberal Association, said that even before receiving the vote, women, perhaps more than they themselves realized, had been educators of public opinion. Through their influence upon their children and in their homes they had provided that strong driving force behind the law which alone could make legislation effective. "This measure of Woman Suffrage," continued Mrs. Kiely, "which one hears so frequently referred to as 'our right' is really a duty which we owe to our newly acquired citizenship and in the discharge of which we must not allow ourselves to be intimidated by those torrents of criticism which will emanate from the class of individuals to whom all innovations are opposed."

At Halton, Mrs. Hyslop said that if it was Premier Hearst's government which technically did give Prohibition to women, yet it was with a thorough cooperation of the Opposition, and further that it was Mr. Rowell and the Liberals who had done the pioneer work for both these reasons. She said she supported and urged it for years in spite of the opposition of the Government. It was the insistence of the Liberals that caused the Government finally to act.

NOMINEES' VIEWS

Opinions of Robson, Cleaver and Thompson
Lt.-Col. Bart Robson of Ilderton, organizer and Commanding Officer of the 135th Battalion, one of the units broken up in England, has been nominated by East-Middlesex Provincial Liberals for the legislature. Col. Robson before the war was connected for thirty years with the 26th Regiment. He is a farmer.
E. H. Cleaver, recently nominated by the Provincial Liberals for the legislature, in his speech of acceptance declared himself for economy, for more adequate taxation of corporations and for a farmer as head of the Department of Agriculture.
Dr. B. E. Thompson of Stony Creek, has received the Liberal nomination for the provincial constituency of South Westwont. In his speech he also said for was a former regent of the Order of Agriculture, should be represented, not by a farmer, but by a lawyer.

FARMERS' PRIVILEGE

Nelson Parliament, M.P.P., a Farmer, Tells of Present Situation
Nelson Parliament, who, ever since his entry into the legislature in 1914, has proved himself a public spirited member and one of the most capable spokesmen for the farming community in the legislature, has been speaking at Wingham in connection with the Annual Meeting of the Provincial Liberal Association of that riding. Mr. Parliament, a working farmer himself, emphasized the serious duty placed upon farmers in this time of the war and the responsibility of producing food for the salvation, not of this country alone, but of countries overseas. What at one time might have been considered more or less of a commercial proposition had become a question of vital public interest, and the farmers of the country, sometimes called "patriots," theoretically had actually found themselves now in that proud but difficult role.

A GERMAN OPINION OF "HERR" BORDEN

It is not necessary to go into the speech of General Smuts; we can calmly leave it to the events of the war to teach him better. We must, however, protest emphatically when Herr Borden feels himself at liberty to interfere in the domestic affairs and to give us advice as to how we shall build up the interior of our house. We cannot recognize that anybody except ourselves is authorized to deal with our domestic institutions. We shall all be less disposed to follow Borden's advice, because we know well that his purpose does not differ from Lloyd George's famous peace formula—to stamp Germany for all time as England's vassal. We, however, consider the lot of merely working for England and keeping our mouths shut to be by no means desirable, and so we shall continue the battle against the English policy of oppression until we have reached our goal.—Munchnur News

DISCOVERY OF FIFE WHEAT

It was this wheat that made Manitoba famous; literally it made the Canadian North-West. Davis Fife, an Ontario farmer, sowed some imported but all rusted except five heads that grew from a single seed. These were clean and healthy, while all around was a mass of rust. A cow broke in and ate two of them, but the remaining three were carefully preserved. He sowed these grains the next year, with the same result. Then he saw he had a treasure. As being the wheat multiplied he shared it with his neighbors; from there it was taken to the West, and the

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Opinions From Our Contemporaries

SIZES 'EM UP

A policy of drift seems to be this government's long suit. But Canadians are getting tired of it, extremely tired. To be quite frank, we are cursed with a most incompetent government, probably the worst since Confederation, and that is saying a good deal. To pick out the most incompetent member of the Cabinet would be a hard task. It would be unfair, there being so little to choose between them.—Toronto Saturday Night (Ind.).

WEALTH GOING TO WASTE

While Canada is using 35,000,000 gallons of gasoline in a year at 36 cents a gallon, it is pointed out that denatured alcohol has a greater efficiency in the generation of power than gasoline, and that materials now wasted in the factories and on the farm would supply all the wood alcohol that is required. The wood waste in Canada alone would produce enough alcohol to operate all the motor cars on this half of the continent.—Toronto News.

LOOKING FOR LEADERSHIP

At the meeting of the Canadian Press Association in Toronto the other day, John Dufoe, of the Winnipeg Free Press, made an urgent appeal to his brethren of the press to endeavor to furnish the leadership which the political leaders were either unwilling or unable to supply. Mr. Dufoe had spent several days at Ottawa and had come away discouraged. He declared that there was more party politics there than in all the rest of Canada put together. Speaking from an experience of over thirty years, he said he had rarely known an occasion when party feeling ran so high at Ottawa as at the present time. He added that it was apparently useless to look to Ottawa for the leadership needed by the country at the present time. Hence his appeal to the press of the country to supply the deficiency.

It is to be hoped that experience will show that such an appeal was not in vain. It was not a needless appeal. The situation in Canada is very serious. It would be a great mistake to provoke unnecessary alarm; but it would be criminal folly to close one's eyes to the facts as they present themselves. Parliament, it appears, can be no longer depended upon for a true expression of national sentiment, or as a source of national inspiration and leadership. The members of parliament appear to be more interested at the present time in the safety of their respective parties than in the safety of the country. There are honorable exceptions, of course, but they merely serve to emphasize the helplessness of the country's chief representatives of the body.

But the very fact that Parliament has failed the country in the hour of its greatest need but adds to the responsibility of those who are in some position to furnish the leadership which parliament refuses. Somebody must take up the work, and the eyes of the country naturally turn to the press. Never in the history of Canada was there such a burden of responsibility on the newspapers of the country. If they could unite on a real national policy and devote their brains and their energies to its advocacy, ignoring for the moment all minor matters, the whole face of the situation would soon be changed. Even parliament itself might be saved to a future of some usefulness.—Woodstock Sentinel-Review (Lib.).

MONEY AND THE MAN

The estate of James J. Hill is valued at \$51,179,889. As fortunes go today, this amount would not give the man high rank. There is doubtless a kind of greatness in simple accumulation—in a persistent purpose to make a pile of money. But Hill did not make enough for that kind of eminence. Money was the by-product of his constructive work. He valued it as a means to an end. But he found no particular satisfaction in its possession. He would probably have agreed with Charles Schwab, who remarked not long ago that an expenditure of \$10,000 a year was about as much as a man could get a direct personal return for. Indeed, Hill might have named a lower figure as the limit of his own simple needs.—New York Evening Sun.

THE CANADIANS AT VINNY

Where every unit has done so well it would be impertinence to single out any in particular. But no one will be inclined to quarrel with special praise to the Canadians, who were given the task of taking the famous Vinny Ridge, and performed it, if not with more dash and gallantry than any of their confederates, and that, indeed, would have been impossible—yet with the most conspicuous success. The nation will not grudge the special mention of the Canadians made by the King in his message to Sir Douglas Haig, the utmost desperation of attack to hold what they have won, and realizes that the enemy will not spare the utmost desperation of attack to drive them out again.—The Times.

COLOSSAL OPERATIONS

Demand Mobilization of Country's Financial Resources.

More than one million pounds of high explosive was blown up under the German forward trenches on the first day of the British advance in the Ypres salient. It is a war of unprecedented magnitude. The tremendous amount of high explosive used on one day only supplies an indication of the colossal nature of the whole struggle. Expenditures of money are on the same giant scale. The Dominion is carrying a financial burden unprecedented in its history. If it is to be carried successfully, the financial resources of the nation must be mobilized and utilized. It is for the purpose of such mobilization and utilization that the National Service Board has launched its present national campaign for thrift. The object of that campaign is to save every possible cent that it may be invested in Government War Savings Certificates and so help directly in winning of the war. True economy dictates investment in the War Savings Certificates. Your money is guaranteed and the return is excellent. In addition you are doing real war service. Save and give.

CITY AND RAILWAYS

The Two New Overhead Bridges—Resolution Re Government Aid

According to an order of the Board of Railway Commissioners, the G.T.R. is authorized to construct the highway bridge on North Front street upon the condition that the company construct a uniform grade from the south end of the bridge to a point 205 feet south on North Front street and that in the fabrication of the superstructure, provision be made for the future construction of a sidewalk on the west side of the bridge. The G.T.R. is authorized to build a new bridge between Sidney and Belleville. The city clerk was instructed to write the Railway Commission to urge the construction of a sidewalk on each side of the bridge. The council endorsed a resolution of the Hydro Electric Railway Association of Ontario, opposing further federal help to railways.

THE U-BOAT MENACE

William L. Saunders, Chairman of the Naval Consulting Board, whose statement on Saturday that a plan of aggressive operation against submarines that could end the U-boat menace had been developed, caused different opinions to be expressed by other members of the Board, explained his position more exactly and cleared up a misunderstanding that had resulted from his interview. He said that he simply had stated his personal belief in the ability of recent inventions used in conjunction with known agencies to terminate the activity of German submarines, and he reaffirmed this belief. Other members of the Board continued to disagree with Mr. Saunders, but some of them admitted that new inventions that promised to be effective against submarines had been tested, and while they were not as optimistic as Mr. Saunders, several of them agreed that he might be justified in his opinion.—New York Globe.

A SPECIMEN PROTECTIONIST

Most of the Conservative journals swallow the Government's new "free wheat" policy without a great deal of trouble, but not so the Toronto Telegram. It backs up and declares: "Free wheat is a snare, a deceit, a sham, a fraud, and a weak-kneed surrender to the sort of long-whiskered Kansas Populism that tried to run the United States and failed, and now imagines that it can succeed in running Canada."

The Telegram's screech was set up on a typesetting machine made in the States, and was printed on a printing press made in the States; both of which were imported duty free, and even exempt from war tax. The term, "long-whiskered Populism" refers, of course, to the Kansas farmers, who asserted their independence. What this country most needs is more government control by the same kind of Populism, and there are indications that it will secure that blessing.—Forest Free Press.

WHEN YOU ARE SICK

It does not take a good doctor to tell you that—most any body could do that much, but to tell exactly the nature of the disease sometimes calls for the utmost skill of the physician. Most any body by a few simple tests could tell that your eyesight was defective and that you needed glasses of some kind, but to diagnose the exact trouble and fit the right glasses calls for more than ordinary skill. We have made that one thing a special study for many years, and we are in business to bring wrong eyes and right glasses together. Alexander Day, Exclusive Eye-Sight Specialist, Front St., Belleville.

DOROTHY KELLY BECOMES A BRIDE

Dorothy Kelly, the charming adventuress of Vitagraph's romantic serial by Louis Joseph Vance, "The Secret Kingdom," is a blushing bride in the fifteenth and last episode, "The Tocsin," which is at Griffin's this Wednesday and Thursday.

She makes a most attractive picture kneeling at the altar in the dim chapel of the palace, with the burning tapers and colored glass windows, as the king stands to one side in his gold-braided uniform and the sober priest asks of her the marriage vows.

At the end of the ceremony a great surprise is in store for all except the bride, however, for they be- lieve it to be the Princess, played by Arline Pretty, who is marrying Count Ramon.

The two are of the same size and build, and the veil covers the face so the substitution has been successfully carried out, much to the sorrow of the count and the king and the joy of the two girls.

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RELY WORTH THAN THE PAIR OF ES eyes, have them once; delay and me so bad that them. Then you the rest of your to the travelling Peddlers to es; they charge very inferior sses that injure now because we consulted by lensed glass glasses me to us to have it pays to come to whom you ing goes wrong. Opt. D. nt Spectacles.

Wholesome bran Summer 38c & Clarke's

Diet Flour Eighten Flour Pancake Flour Potato Flour

FRIMPS tins 20 KLES shakers 15 tins 15

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