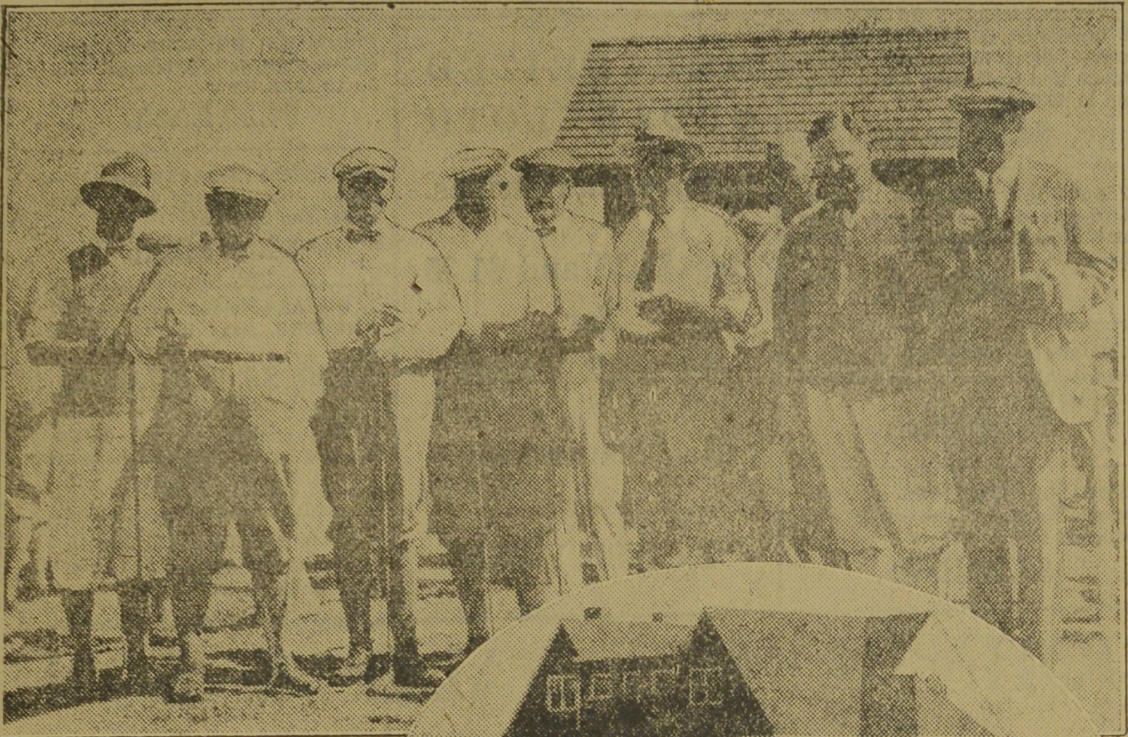


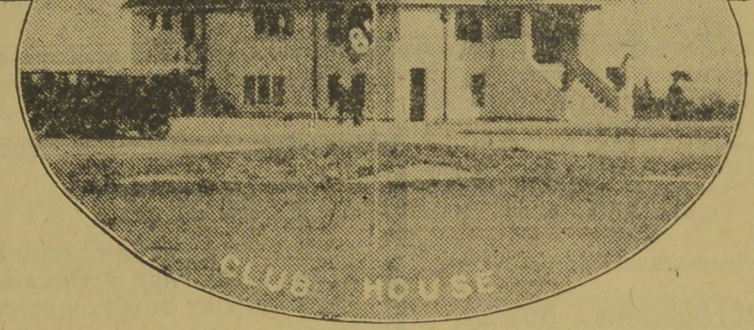
C.P.R. Opens Public Golf Course



C. P. R. officials and others at opening. From left to right: J. J. Forster, General Agent of the Canadian Pacific Steamships; W. B. Lanigan, General Freight Traffic Manager; C. Murphy, General Manager, Western Lines; Col. Montclair, of the Canadian Mounted Police; Captain E. Beetham, General Superintendent, C. P. Steamships; F. W. Peters, former General Superintendent Western Lines; J. F. M. Pinkham, of the Canadian Bank of Commerce; F. R. Berg, of Beggs Motors, and J. E. McMullen, President of the Club.

A magnificent new public golf course, costing of \$150,000 has been constructed by the Canadian Pacific Railway at South Vancouver, and was opened with an extensive programme on June 26th.

Besides being an outstanding golf course from the sporting stand point, it rivals all others in the extreme beauty of its outlook, which is over the Delta of the Fraser River and the Gulf of Georgia. It is called by a lovely musical word, "Langara," for that is the name which early Spanish explorers gave the beautiful peninsula of Point Grey, on which the new course is



situated. "Langara" Golf Course extends over 160 acres of gently undulating land, and the aggregate length of 18 holes is 6,630 yards with a par of 74.

There is a fine club house on the grounds, which cost \$12,500 and is splendidly equipped throughout with spacious dining room, dressing rooms, shower baths and lockers.

But the most interesting feature

of the new South Vancouver course is that it is public, and thus within the reach of the man of moderate means. A full round of 18 holes costs only 50 cents, with monthly or yearly rate of \$2.50 and \$20 respectively.

"Langara" is said to be very similar to the famous "Westward Ho" course near Bideford, Devon, England, and is only four miles from the heart of Vancouver City.

WRITER IN NEW YORK TIMES REVIEWS POLITICAL SITUATION; THINKS LORD BYNG WAS RIGHT

(Financial Post.)

The recent summary of the Canadian political situation, that appeared in New York Times is hardly to be regarded as an entirely independent, detached view, since it was written by J. A. Stevenson, an Ottawa political writer. Perhaps it has some elements of non-partisanship in it; Stevenson is a Liberal, but happens at that moment to have a grudge against both King and Forke.

His description of the two leaders is interesting, his feelings being kept in view:

"Mackenzie King is a Liberal of the Gladstonian school, a believer in the law of supply and demand, a professed free-trader, an anti-imperialist, and an opponent of all forms of state interference with individual enterprise. He is a dreamer who has specialized in the study of industrial problems, a lover of compromise and his great gifts of platform oratory do not exactly compensate for the poverty of his administrative talents and his lack of personal popularity.

"Arthur Meighen, on the other hand, is a Tory who believes in strong government and high protectionism and is not averse to collectivist experiments like the national railway system which he fathered. It was not for nothing that he called his eldest son Theodore Roosevelt after a statesman of whom he was a fervent admirer."

"The general verdict is that Mr. King was morally wrong in asking for a dissolution and that Lord Byng was right in not granting it," says Stevenson in his imes article, but he is less definite in forecasting the result, for he says: "Never were the prospects of an election so obscure."

His well-known free trade views may have inspired his statement that the low tariff Conservatives will make it impossible for Meighen to put into force his policy of high protection. Stevenson's final conclusion is that a Conservative win means a binding together of the British Empire and a Liberal win the strengthening of nationalist spirit, closer economic relations with the United States and further disintegration of the Empire.

A Quebec View.

Hon. Mackenzie King seems to have few friends in either party in Quebec. The Chronicle-Telegraph, independent though edited by Hon. Frank Carrel, M. L. C., a Liberal, says:

"Mr. King's egotism is proof against all the 'whips and scorns of time' and the Liberal Party, having placed him in the saddle, cannot easily unseat him now."

L'Evenement, owned by a former Liberal, now a Conservative, J. H. Fortier, is still more outspoken:

"In our opinion, the accident that has happened to the Canadian Liberal party is the finishing stroke to the political career of the Honorable William Lyon Mackenzie King. The party of Blake and Laurier should survive—it will survive; but the political trickster who profited by the embarrassment of the Liberal party to obtain the leadership has never measured up to the position he usurped. Fielding or Gouin, there lay the choice the Liberal party ought to have made in 1920 to find a successor to the illustrious leader they had recently lost. That choice would have been ratified by the Canadian nation. Unfortunately, the national point of view was sacrificed to inept grudges, and, instead of a statesman, it was a second-rate politician whom a majority, without vision and without discipline, clumsily elevated to a position he was not worthy to fill. By electing Mr. King as leader of the Liberal party, the feeble membership of the province compromised its mission and its future. With a leader like Fielding or Gouin the Liberals could have won a real and practical victory at the 1921 elections. If Mr. King has any personal pride, he ought to realize at the present moment that there is only one thing he ought to do, and that is to retire. He once went to take lessons in practical sociology in the United States. He might go there again and study applied political economy."

Have Passed Out.

The Progressives seem to have passed as a cohesive political force," is the view of the Maritime Merchant,

Halifax, published by I. C. Stewart, a leading Nova Scotia publicist. "They have successively thrown over their different leaders, whose position was always precarious from the complete absence of party discipline in the ranks; and at each session new chunks of political meteorite have been thrown off from the parent body until now but little of it remains. Three of the number, at least, seem to have gone over holus bolus to the Conservative party; several others, if they come back to parliament, will come as Liberals; and all of the once large Progressive party that will be left will be a small Ishmaelish band which will be powerless and ineffective unless the Liberal and Conservative parties come back with equal numbers, which is unlikely."

"I regret that the Prime Minister did not demand a free hand in the selection of his government and let them who would oppose him. The country, if I understand it, would have applauded. Most people are tired of the patent attempts to placate this interest and that."

The above is from a Western Liberal, apropos of our comments on the Canadian cabinet system. Born and educated in Ontario, he went west as a young man and rose to success and prominence in public life; he was a protegee, to some extent, of Sir Wilfrid Laurier, but it now strongly opposed to Mr. King.

From a former Conservative leader and M. P. comes this view: "Your references last week to the weakness of the British cabinet system under which we are working as compared with that of the U. S. was timely. We can never get strong constructive national management until we adopt the American system of giving the Prime Minister a free hand to select his ministers outside the House of Commons, from among the men who are best fitted to fill the places. I understand that Mr. Coolidge picked his present Minister of Agriculture from among one hundred selected executives with high records of achievements."

Late Thomas O. Bailey.

The funeral of Thomas O. Bailey who died suddenly Monday morning at the Waverly Hotel in this city, where he was a guest, took place this afternoon at Newcastle Creek. The service was conducted by Rev. Alexander Gibson.

"I know where the electricity that lights the house comes from" said little Gertrude.

"Well, where does it come from?" queried her little brother.

"From the wall" replied Gertrude. "When mamma wants a light she unbuttons it."

THE GREATNESS OF HENRY FORD

(Continued From Page 2)

change his foot gear shift to the popular hand gear shift. He will not listen to popular clamor or the pleadings of his associates.

"Won't you give the people what they want?" he was asked, and the emphatic reply was "No, I will give them what I know they ought to have." It is the same policy with his agents. The Home Office declares to them: "We know better what you need in your territory." And without orders, parts, tractors and Lincolns are shipped to agents.

"I never ordered a tractor in my life," said a Ford agent. "What do you do with those shipped to you?" he was asked. "I go out and sell them, of course, but I never get my orders filled in the way I send them in."

The Ford Future.

Mr. Ford has succeeded as an autocrat in invention, mass production, merchandising, and many forms of transportation. He fixes the price at which his agents shall accept second-hand Fords in exchange for new ones, according to the year they are manufactured. Agents of rival makers may easily outbid the Ford agents in the exchange, but Mr. Ford does not care. His vast organization around the world must run true to form and price schedule.

Young Wife Afraid to Eat Anything

"I was afraid to eat because I always had stomach trouble afterwards. Since taking Adlerika I can eat and feel fine." (signed) Mrs. A. Howard. ONE spoonful Adlerika removes GAS and often brings surprising relief to the stomach. Stops that full, bloated feeling. Removes old waste matter from intestines which you never thought was in your system. Excellent for obstinate constipation. Dibble's Drug Store, Ltd.

He—I always kiss the stamps on your letters because I know that your lips have touched them.

She—Oh, dear! and to think that I dampen them on Fido's nose.

Minister (to Jones who has lost his mother-in-law)—Sorry to hear of your great loss.

Jones—Why how did you know the undertaker overcharged me \$15.

"It was luck that brought you here today."

"Yes, according to the steak it was tough."

Cook's Regulating Compound

A safe, reliable, regulating medicine for women. Sold in three degrees of strength: No. 1, \$1; No. 2, \$3; No. 3, \$5. Sold by all druggists, or sent prepaid on receipt of price. Free pamphlet. **THE COOK MEDICINE CO., Toronto (formerly Winslow).** The Proprietary and Patent Medicine Art Registered 1904.

"41⁹⁸ as Advertised"

HOW do you spell 'financially?' asked a college student of his room-mate.

"F-i-n-a-n-c-i-a-l-l-y," said the room-mate, spelling out the word slowly. As an afterthought, he added: "And 'embarrassed' has two r's and two s's."

How often have you said to a salesman, "That's more than I care to pay"? If you had known the price in advance you would have been spared this little embarrassment. That's one of the great services rendered by newspaper advertising.

By reading the newspaper advertisements before going to the stores, you know what you will have to pay for an article. You need not reveal your financial status to a salesman. You perhaps do not like to ask the price of goods anyhow. If the merchant has told you the price in his newspaper advertisement, you do not have to ask.

Any way you figure it out, IT PAYS YOU TO READ THE NEWSPAPER ADVERTISEMENTS. REGULARLY! The one advertisement you skip may contain just the news you would have welcomed. READ ALL THE NEWSPAPER ADVERTISEMENTS. KEEP INFORMED.

The intelligent way to shop is to read the newspaper advertisements and then go to the stores that offer the best values. Make notes beforehand of the articles that interest you. That's the way to get the most for your money. That's the way to save time.

When You Know the Price in Advance, You Can
Ask to be Shown the Goods—
"as Advertised"

The Continental Limited

Train de luxe of the Canadian National Railways, the Continental Limited leaves Montreal daily at 10.15 p.m. for Winnipeg, Edmonton, Jasper and Vancouver. This famous train follows the scenic route across Canada, crosses the Rockies in view of the mightiest peaks, at the easiest gradient and lowest altitude of all transcontinental trains. Equipped with Radio and every other modern invention that tends for greater travelling safety and comfort—it is the Luxury Train to the Coast.

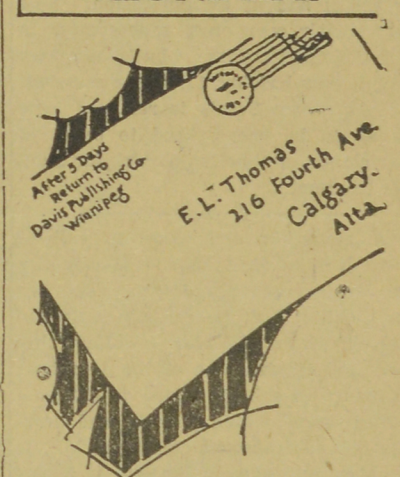
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BLUNDERS



WHY IS THIS WRONG?

Thousands of letters are delayed in delivery from two to ten hours in big cities because business men do not place their return street address on letterheads and envelopes. Even though a company may be an important one, all postal employees do not have its address committed to memory. Consequently its mail will surely be delayed if persons who must reply to its letters are given no street address.

FIRE ALARM LOCATION IN THE CITY

- 6 Argyle and York Sts.
- 7 Victoria Hospital.
- 8 Children's Alg. Home.
- 12 Westmorland and Aberdeen Sts.
- 13 Northumberland and Saunders Sts.
- 14 Brunswick and Smythe Sts.
- 15 Charlotte and Smythe Sts.
- 16 George and Northumberland Sts.
- 17 King and Northumberland Sts.
- 21 Queen and York Sts.
- 23 York and George Sts.
- 24 Queen and Westmorland Sts.
- 25 Brunswick and Westmorland Sts.
- 26 Charlotte and Westmorland Sts.
- 27 King and York Sts.
- 28 Saunders and York Sts.
- 31 Queen and Regent Sts.
- 32 Needham and Regent Sts.
- 34 Queen and Carleton Sts.
- 35 Brunswick and Carleton Sts.
- 36 Charlotte and Carleton Sts.
- 37 George and Regent Sts.
- 38 King and Regent Sts.
- 43 St. John and Aberdeen Sts.
- 44 Queen and St. John Sts.
- 45 Brunswick and St. John Sts.
- 46 Charlotte and St. John Sts.
- 51 King and Church Sts.
- 52 George and Church Sts.
- 53 Union and Church Sts.
- 54 Shore St. and University Ave.
- 55 Brunswick St. and University Ave.
- 56 Lansdowne St. and Waterloo Row.
- 57 Grey St. and University Ave.
- 112 Smythe and Aberdeen Sts.
- 113 Argyle and Northumberland Sts.

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"is good COFFEE"

