

PATENT MEDICINES

We save you money on Patent Medicines, Pills, Liniments, etc. We quote a few prices.

Dodd's Kidney Pills	40c box.
Gin Kidney Pills	40c box.
Beef Iron and Wine, Large	85c bottle
Scotts Emulsion, Large	\$1.00 bottle
Scotts Emulsion, Small	50c bottle
Burdock Blood Bitters	\$1.00 bottle
Lydia Pinkham's Compound	\$1.15 bot.
Chase Linseed & Turpentine	30c box
Pink Pills	40c box
Asperin Tablets	22c box.
Chase's Nerve Food	53c box
Chase's Kidney Pills	29c box
Milburn's Heart & Nerve Pills	41c box
Zam Buk	43c box
Minard's Liniment	22c bot.
Johnson's Liniment	25c bottle

FLOUR

Market for wheat and flour is rising but we have not put up our price.

5 Crowns Jute 98 lb. Bag	\$4.50
5 Crowns Cotton 98 lb. bag	\$4.60
5 Crowns small bags	\$1.25
Purity, Cotton, 98 lb. bag	\$4.75
Purity, small bags	\$1.30

ROLLED OATS

90 lb. Bag	\$3.75
20 lb. Bag	\$1.00
5 lbs for 25c.	
Corn Meal	\$2.20 bag.
Cracked Corn	\$2.20 bag.

Also Shorts, Middlings and Bran at Lowest Prices.

PINEAPPLE

NEW SLICED PINEAPPLE
18c can, 6 for \$1.00.

SALT HERRING

LARGE AND FAT
5c each, 55c dozen.

BISCUIT

Try our prices on a Box Biscuit
Village Cake . . . 11c lb.
and many others.

SOAPS

4 Cakes Surprise Soap	25c.
4 Cakes P and G Soap	25c.
4 Cakes Gold Soap	25c.
4 Cakes Sunlight Soap	25c.
5 Cakes Champlain Soap	25c.
6 Cakes Service Soap	25c.
3 Cakes Palm Olive	25c.
3 Cakes Lux Soap	25c.
7 Cakes Castile Soap	25c.

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SEES THE WATER POWERS OF CANADA AS A GREAT ASSET; HERBERT HOOVER GIVES VIEWS

(Financial Post.)

Among Canada's great national assets are her waterpowers. Their value is perhaps not so greatly appreciated as it should be. The country owes a debt to such directors of legislative policy as Premier Taschereau of Quebec and Premier Ferguson of Ontario for the manner in which they have taken a firm stand against the exportation of Canadian power to the United States and have co-operated to develop inter-provincial powers to the best advantage. They believe in capitalizing Canadian power for the development of Canadian industry. Big manufacturing plants are coming to Canada as the result.

Canadians can gain a good idea of the value of the country's water power assets from the following article by Herbert Hoover in the New York Herald-Tribune.

Water is our greatest undeveloped resource. The time has now come when we must put all our water to work.

The first need is a new and broad national program for the full utilization of our streams and our rivers and our lakes. It must be a program of national design. We must get away from interstate litigation, sectional quarrels, politics. With a long view, unified plan of action formulated, we can go ahead with the major engineering tasks to bring about complete use of water for inland transportation, reclamation irrigation flood control and power.

An inventory of our water resources brings forth most astounding figures. Our streams and rivers offer us a possible total of 55,000,000 horsepower. Less than one-fifth of that has been developed. We have approximately 25,000 miles of possible inland waterways. Less than 7,000 miles have been improved, and these 7,000 miles are made up of disconnected segments, so that their utility has been minimized. We still have 30,000,000 acres of possible reclaimable and irrigable lands.

Our great water resources are not confined to any one part of the country. They are distributed from the Atlantic to the Pacific, from Canada to Mexico.

The Department of Commerce has devoted much study to the commercial possibilities in the development of these water resources—inland waterborne transportation and power, irrigation, reclamation and flood control.

There are imperative reasons why we should now formulate this new national policy and put our water to work. Population is increasing rapidly. Our population will increase by 40,000,000 in the next twenty-five years. Soon we shall need more food supplies than our present lands will afford.

Putting Water to Work

We want to preserve the standards of living and increase the comforts of our steadily increasing national family. To do this we must place in use all of our resources. By putting water to work effectively we shall keep the United States on the high road to prosperity. We shall be able to bring about economic readjustments in agriculture and in industry. We shall be able better to assist in the distribution of population.

Take the Mississippi drainage basin as an example. Here we have a drainage upon which for very moderate cost we can provide a modern transportation system of 9,000 miles of connected waterways, serving 20 states. It would furnish a complete north and south trunk line across the nation, through the lakes from Duluth through Chicago to the Gulf of Mexico, and an east and west system from Pittsburgh to Kansas City.

There has been much improvement in this great system. But heretofore it has been haphazard. There are disconnected stretches now improved. This entire system can be modernized for a cost of less than \$125,000,000.

Necessary increased costs of rail transportation make it imperative that these waterways be utilized to the fullest extent. Such utilization will not hurt the great railways. Improvement on the highways did not retard the development of the railroads. There are some commodities which will always have to move by rail. Moreover, even in the transportation of the bulk commodities the railways always will be the feeders.

It already has been demonstrated that modernized, water-borne service can successfully reduce the cost of transportation on bulk commodities to pre-war rates.

It has been carefully figured out by actual rates current today that we can carry 1,000 bushels of wheat 1,000 miles upon lake and ocean steamers for \$20 to \$30, on modern barges for

\$60 to \$70, as against \$150 to \$200 by rail.

The Mississippi system not only requires attention to improvement of navigation channels but determination of plans to create head-water storage to control floods. The direct returns in reclamation of land and power and in the aid of navigation will be enormous.

Power on St. Lawrence.

We have the Great Lakes system as another striking example. The Great Lakes today are the greatest inland water transportation system in the world. But the neck of the bottle is stopped. Outward traffic to the sea must pass through eleven and twelve foot channels. We know from an engineering point of view that it is entirely feasible to make every lake port an ocean port by deepening these channels to twenty-five or thirty-foot shipways.

Opening of the lakes to the sea will decrease the cost of exporting the farmer's grain from seven to eight cents a bushel. It will make possible the introduction of manufacturers' raw materials to the interior on a cheaper basis. It will tend to upbuild industry in the heart of the agricultural country. Both agriculture and industry will benefit. Our population will be distributed better. There is the possibility of developing some 4,000,000 or horsepower for our Eastern states and Canada.

There are engineering and international questions yet to be solved in relation to this opening of the lakes to the sea. We are engaged in determining the most advantageous route. It is my belief that within the next six months the solution of these questions will be much advanced.

Restoration of lake levels is another important problem in connection with this system. There are now sharp conflicts of opinion. States are fighting one another. Bitter quarrels have broken out. Litigation and politics create feeling, but they don't create water supply. Steam shovels and the pouring of cement can settle most of these quarrels. Money spent that way will bring better results than money spent on lawyers and politics.

Development of the Colorado River is still another example of the need for a comprehensive, long-view program. Here we have a great river whose basin lies in seven states. Adequate storage facilities for its enormous spring freshets would eventually add to our assets between 5,000,000 and 6,000,000 acres of irrigated land and millions of horsepower. This would be equivalent to the addition of a state to our nation almost as great as the State of Maryland.

There are many serious problems involved in the improvement of this river. The already developed communities in Arizona and California must be protected from floods. Water supplies for growing cities are needed. Storage facilities for enlarged irrigation are essential.

A great dam at Boulder Canyon is clearly an immediate necessity. It is one of our major water developments. In this case, as in so many others, it is my opinion that the entire outlay can be recovered from the sale of power and water.

The Columbia River basin is another example. It must be embraced in a national program. In the upper reaches of this river there are 2,500,000 horse power and there is a possibility of adding 1,750,000 acres of land to intensive cultivation.

The people of all of the states in the Union must be interested in a national conception of major water development. Improvement of any great system helps the whole country.

It is fortunate for us that we have outgrown the period of the pork barrel in river and harbor improvements. Much money has been wasted by the improvements of only small segments of a river. Congress has now wisely decided to leave to the engineers of the United States Army the distribution of appropriations.

Under the rivers and harbors act the Federal government is now expending approximately \$65,000,000 a year. We can well afford to enlarge that expenditure. An increase by the Federal government beginning at \$25,000,000 and gradually rising to \$100,000,000 a year, together with the collateral expenditures of states, local communities and hydro-electric companies, would complete many of our most pressing projects in the next ten years. Much of the outlay would be directly recoverable from land and from leases of by-product power.

Factor in Tax Reduction.

Discussing the need for a new, broad national program at Seattle recently, I said: "Realization of these plans will bring economic well-being

measurable not in millions, but in billions. We could for the immediate projects that lie before us even find a return in money by the increment in Federal income tax alone, for the growth of national income and wealth would finance and more than warrant any such national outlay. We are all engaged in the great effort at tax reduction, but a soundly run business house not only looks to its expenditures but looks for increased revenues. A nation can reduce its tax rate by increasing its wealth and thus spreading the burden. These are reproductive works we are talking about. They are not charity to any locality."

The first great need in the development of this national program for the full utilization of our water resources is complete engineering studies of every drainage.

Second, we must have organization to determine a procedure and to coordinate all interests.

I would not seek any extension of Federal bureaucracy. We have the machinery now.

A commission, such as the lower Mississippi River Commission, set up in each of the great drainages, on which not only the Federal government but the states involved could be represented should be provided. These commissions would not have the proper power and task of spending money, of construction or of administration. Our Federal and local governments now have efficient engineering corps for that purpose. These commissions should consider the engineering data, think, plan, devise, co-ordinate, negotiate and persuade. Unified programs for each system could be outlined. We need the best judgment of many minds to map out the programs and to obtain coordination and co-operation. In execution, we must have single-headed responsibility.

There is a need within the machinery of the Federal government itself for concentration of the activities of several bureaus now operating into a public works division in the Department of the Interior, with our army engineers assigned to that section in peace times.

In order to strengthen the foundation of agriculture and industry we must adopt this national program of water development. The peace and happiness of our people demand it.

Providence has been kind to us. We must put our gifts of water to work.

LADY SMITH PASSES AWAY AT DORCHESTER

Moncton, N. B., Oct. 24—Lady Smith widow of Sir Albert J. Smith, K. C., M. C., Minister of Marine and Fisheries in the MacKenzie administration died at her home in Dorchester about two o'clock this afternoon. She has been ill about a month. Deceased was a native of Halifax, being a daughter of the late Mr. and Mrs. John Wilson Young of that city. She was 79 years of age and had resided in Dorchester since 1869. The late Sir Albert J. Smith died in 1883.

One son, J. W. Young Smith, president of Reed Company, Limited, whole sale groceries of this city, and one grand daughter, Mrs. Donald Cowl of New York survive. The funeral will be held at Dorchester, Tuesday afternoon at 2 o'clock.

A NEW TYPE OF DIPLOMAT

London, Oct. 26—Miles Lampson, new British minister to Peking is six feet four inches tall and speaks Chinese. He is known in diplomatic circles in London as one of "Austin's young men." Under 40 years with a very varied career in most parts of Europe and the far east behind him he was chosen by Foreign Minister Austen Chamberlain as one of the four secretaries who did the bulk of the technical work which led to the Locarno pact and finally Germany's entrance into the league. Mr. Lampson is also well known in government circles on account of his great height. Also, his appointment is an illustration of the British foreign office doctrine—that a man should be found for a job, not a job for a man. Lampson speaks fluent Chinese.

THE DAILY MAIL

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RAY BARKER, Cor. Carleton and King Streets.
WESLEY ERB, 266 York Street.


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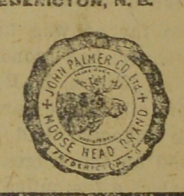
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