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\$1.30.

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SNOW WHITE, .. \$4.70
PURITY \$4.75

CORN MEAL \$2.20
CRACKED CORN \$2.20
BRAN \$1.85
OATS \$2.30

TOILET PAPER

Best Quality 4c Roll.
7 Rolls for 25c.

MATCHES

Red Head Matches
10c Box

CLARK'S BEANS

Large Size 23c can
Smaller Sizes, 10c, 13c.
With or Without Tomato Sauce.

BORDEN'S MILK

St. Charles, tall 14c.
St. Charles, medium 12c.
Eagle 23c.

LAMP CHIMNEYS

Large Size 13c.
2 for 25c.
Medium Size 12c.
Small Size 10c.

LANTERN CHIMNEYS

Short or Tall. 12c each.

SOME GOOD 25c. BARGAINS

5 lbs. BAKING SODA 25c.
1 PK. COARSE SALT 25c.
6 lbs. WASHING SODA 25c.
7 Rolls TOILET PAPER 25c.
5 lbs. ROLLED OATS 25c.

YERXA GROCERY CO.

2 STORES

York St. Queen St.

THE SAXBY GALE TOOK PLACE FIFTY-FIVE YEARS AGO THIS MONTH; DID GREAT DAMAGE TO PROPERTY

(Will R. Bird in Halifax Chronicle.)

The record waves that have swept the Atlantic coast since the Florida disaster and the menace of high tides in Cumberland county has revived memories of the famous Saxby tide and gale of October 5, 1869. The older residents of the marsh districts located past events for many years by their chronological relation to the "Saxby Tide." Every marshy section at the head of Fundy suffered serious losses from the destruction of dykes and bridges, stacks and barns, while the loss of cattle, caught on the low land and drowned, was very heavy.

People in the tide-ruled regions had been worried by a lengthy dry spell and on the morning of October 4th the air was hot and oppressive, hardly a breath was stirring. Towards night a breeze sprang up, a peculiar warm wind that caused much uneasiness among settlers. Then wind increased as the night wore on and in many places the residents of tall or exposed buildings could not sleep for fear their homes being overturned by the tempest. When daylight came all were astir, to behold an immense sea where the marshes had been, to see barns, fences, outhouses, stacks, etc., drifting by.

Memories of the Storm.

The veterans of Westmorland and Cumberland can recall many interesting details of the storm, details that are preserved as family history: At Shepody two men were spending the night in a barn on the marsh. They were aroused by the terrific roaring of the storm mingled with the thunder of the incoming tide. Soon water was pouring in every crevice and the barn was only held secure by its well packed mows. So swiftly did the water come that they barely had time to climb aloft before the floor was filled to several feet in depth. Up in a recess of the highest mow they crouched till dawn, listening with awe to the wild elements outside and striving in vain to mark the rise of water in the pitchy darkness. They managed to knock shingles from the roof and clamber outside where they were rescued by boat.

A little trading schooner, the Bessie, lay at the Shepody wharf, with two men, the captain and his brother, on board. As the storm increased the vessel was swept from its moorings

and in the mighty gale they were absolutely helpless, but the wind being inland the rushing waters bore them inland over the dykes to high ground a half mile further on. The "Bessie" was not damaged but the wharf was torn from its foundations and completely destroyed.

Created Fearful Havoc.

At minidie, Nappan, Maccan, and Amherst Point, the onslaught of wind and tide created fearful havoc to property. Every barn was wrenched loose and whirled up to hilly ground. In the morning, in a sheltered cove back of the Coates' Hill at Nappan, fourteen barns were congregated. One hundred and twenty-one stacks were counted on the shores of Blair's Lake, and these presented many difficulties to their claimants. The stacks had to be pushed to shore by men in boats or on rafts, and then the tops were scattered out to dry. Five or six feet of the stack was unfit for feed. Arguments over the drifted stacks were the order for weeks after the tide and in many cases the wrangling became heated to the point of blows. Very few could really prove the property and many stacks were hauled in the dark. One farmer had the good fortune to have his stacks well-marked. Ropes, with weights on the ends, were usually crossed on the tops of stacks to prevent high winds tearing off the "roofs". This particular farmer had used newly cut birch sticks as weights for his ropes of twisted hay, and they were easily distinguished.

At Port Lawrence two men were quarrelling over a stack that had been driven on a high land and was not much damaged. Each was willing to take oath that the hay was his and friends had to intervene. A council of neighbors decided that the stack should be divided evenly between the two claimants and accordingly they drove up, on each side of the hay. At this moment a third marsh owner of the district arrived and at once stated that the stack was his. He said that his little girl had assisted in the building of the stack and during the work had lost a pink gingham apron. If this apron was found in the hay the stack was his. The two first-comers readily agreed to such a verdict and deep was their chagrin when the garment was uncovered and they had to depart with empty carts.

CLAIMS THAT INSTALLMENT BUYING OF AUTOMOBILES IS VERY SOUND ECONOMY

Ford, Ont., Oct. 6—"If there were a million people in France buying automobiles on the installment plan that country would be far more happy and prosperous than it is," said Alfred Reeves, General Manager of the National Automobile Chamber of Commerce, in an interview here today. Mr. Reeves emphasized the fact that installment buying is sound economy although he admitted that the system is occasionally abused. "There are some people who are not content with a car they can really afford," he said. "In an effort to keep up with the Jones' they buy an expensive make which they cannot conveniently finance. Cases of this kind, however, are comparatively rare. The majority of people are sensible enough to buy only what they can afford after budgeting their incomes. It is a significant fact that commodities which can be purchased by deferred payments are usually of benefit to the family as a whole. This speaks well for our home life in Canada and the United States.

"In the deferred payment system I think we have a great power for good, but I am free to admit that it might easily be a power for evil. It is a power for good when properly handled; it is a power for evil when handled recklessly. I think it should be possible to buy by deferred payments all articles valued at over a hundred dollars, but in every case the purchaser should be required to pay at least a third down. The plan of selling articles valued at a hundred dollars or more for a dollar down and so much a week is fundamentally wrong. It is simply putting temptation in the way of the man who is financially careless. To my mind the automotive industry is handling the system of deferred payments excellently. They are not encouraging men to spend more than they can honestly afford. It is not generally realized that if it were not for deferred payments automobiles would cost at least twenty per cent more than they do. The tremendous

production of automobiles today was only achieved because people could pay for them out of their incomes."

Canada is Prosperous

Mr. Reeves is no believer in a saturation point. "Certainly you have nothing to worry about in Canada," he said, "for the number of automobiles in proportion to the population is only half what it is in the United States. Canada is prosperous; it is a country of tremendous distances and it would seem to be the most logical market in the world today for automobiles. As a matter of fact the saturation point will not come until we have supplied everybody in the world with a car which will not wear out."

One of the most remarkable developments in the automotive industry has been the development of truck and bus transport according to Mr. Reeves. "It is a mistake, however, to think that trucks and busses should compete with the railways," he said. "The fact is that they cannot compete profitably and in consequence they should act as feeders rather than competitors."

Mr. Reeves visited the plant of the Ford Motor Company of Canada, Limited and he was much impressed by the methods in vogue there. "It would be impossible to adopt more efficient methods of production than those I have seen today," he said, "Canadians have good reason to be proud of the Ford industry."

In the United States Mr. Reeves thinks that people are learning to be less wasteful with their cars. "I believe the motor car has done much to unite families, but there is no doubt that it has taken families away from home a good deal. There was a time when no evening was complete unless somebody asked: 'Where'll we go.'"

"But in the States I think a reaction has set in. The automobile is as popular as ever, but people are getting away from the idea that it must be used every night. It is a good sign.



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A NEW SENATOR



DR. WILFRID L. MACDOUGALD

Ottawa, Oct. 6—Dr. Wilfrid Laurier Macdougald, former chairman of the Montreal Harbor Board, has been appointed a Senator for that district. This is the second time that Dr. Macdougald has received the appointment. It will be recalled that in the closing days of the King administration last June, Dr. Macdougald was slated for the Senate, but in the hurry of those last hectic days, one necessary formality was overlooked, and the appointment was not completed.

Young Wife Afraid to Eat Anything

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for it means that the motor car has passed the novelty stage."

Mr. Reeves believes that the automobile will increase in popularity if it is used intelligently. "We should take concerted action in regard to traffic problems," he said. "Reckless drivers should be made to see that they are fools and not heroes; they succeed in making driving a burden instead of a pleasure. Automobiles make for a contented and efficient nation; let us see that they do not become unpopular through abuse."

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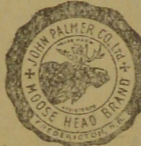
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