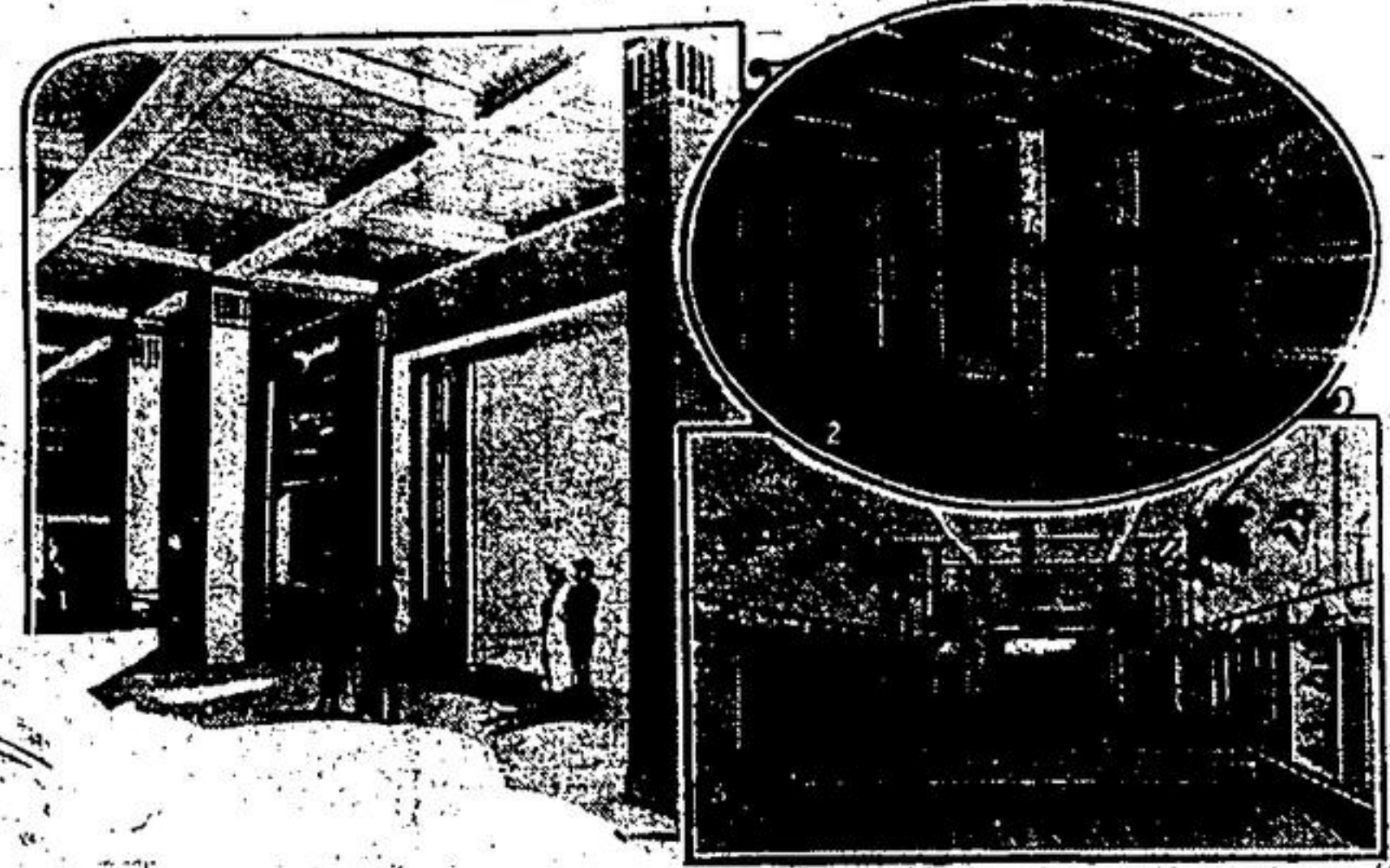


A Great Railway Exhibit at London's Empire Show



(1) The entry to the imposing building of the Canadian Pacific Railway at the Empire Exhibition in London. (2) The exhibit hall is filled with displays of Canadian railway equipment. (3) A complete train is also part of the Company's exhibit.

Canada's exhibit at the British Empire Exhibition, which opens at Wembley next month, will be one of the most interesting and attractive features of the whole. No phase of Canadian life or activities has been overlooked and every resource of the country will be displayed to good advantage. The Canadian Pacific Pavilion, which has been designed to harmonize with the Government building, directly faces the main bridge leading into this portion of the grounds and at once catches the eye of all visitors. This pavilion is a massive building, approached by a broad flight of steps rising on either side by bronze models of buffalo and moose. A strong color scheme will be strikingly emphasized at night by a neon lighting effect similar to that at the Coliseum in London, wonderfully penetrating and effective under all atmospheric conditions, and another attractive feature of the exterior will be the ascending series of illuminated panels in relief depicting the manifold activities of the Canadian Pacific. Equally alluring will be the decorations and exhibits in the interior of the pavilion. The floor space on the ground floor comprises 7,700 square feet. Along the main floor there runs a 400-foot frieze illustrating the Canadian Pacific routes from the United Kingdom to Japan. In this diorama there will be moving models of locomotive and eight coaches. These also will be electrically illuminated and mechanically driven with head and rear lights etc., and the realistic effect will be supplemented by an illuminated signal system, automatic gates, and all the other appurtenances of a complete railway track.

In an adjoining section of the interior exhibits there will be shown six mechanically and electrically illuminated vitascope models of Liverpool, Quebec, the prairie region, Banff Springs Hotel in the Canadian Rockies, Vancouver and Yokohama. A built-up scene in British Columbia and a scene depicting Japan and Japanese life are past presents for the entertainment and edification of the visitor. The model of Japan gives a general view of the country around Fuji Yama, with the world-famed mount floating high in the heavens. There will also be model specimens of the Japanese houses, bridges, streets and other typical sights of the Flowery Kingdom.

Prospective settlers in the Dominion will be attracted by the model of a 160-acre irrigation farm in the west with all the buildings and equipment, running water and moving trains running across the holding. The adventure-tourer will be charmed by the spacious scene depicting the big game life of Canada. Grizzly bears, black bears, wolves, muskox and other representative specimens of the faunas of the wilds will confront the spectators in defiant attitude. All over the building, too, the heads of big game will snarl or grin, according to the respective temperaments of their straggle owners.

The lecture hall, which will accommodate 300 people, is very artistically arranged and decorated. Numerous tables, containing grain, fish, birds, maple sugar and honey exhibits will be on view. There will be a continuous cinema performance in this hall between the hours of one and five-thirty, and between seven and ten, with a lecturer-in attendance to explain and entertain.

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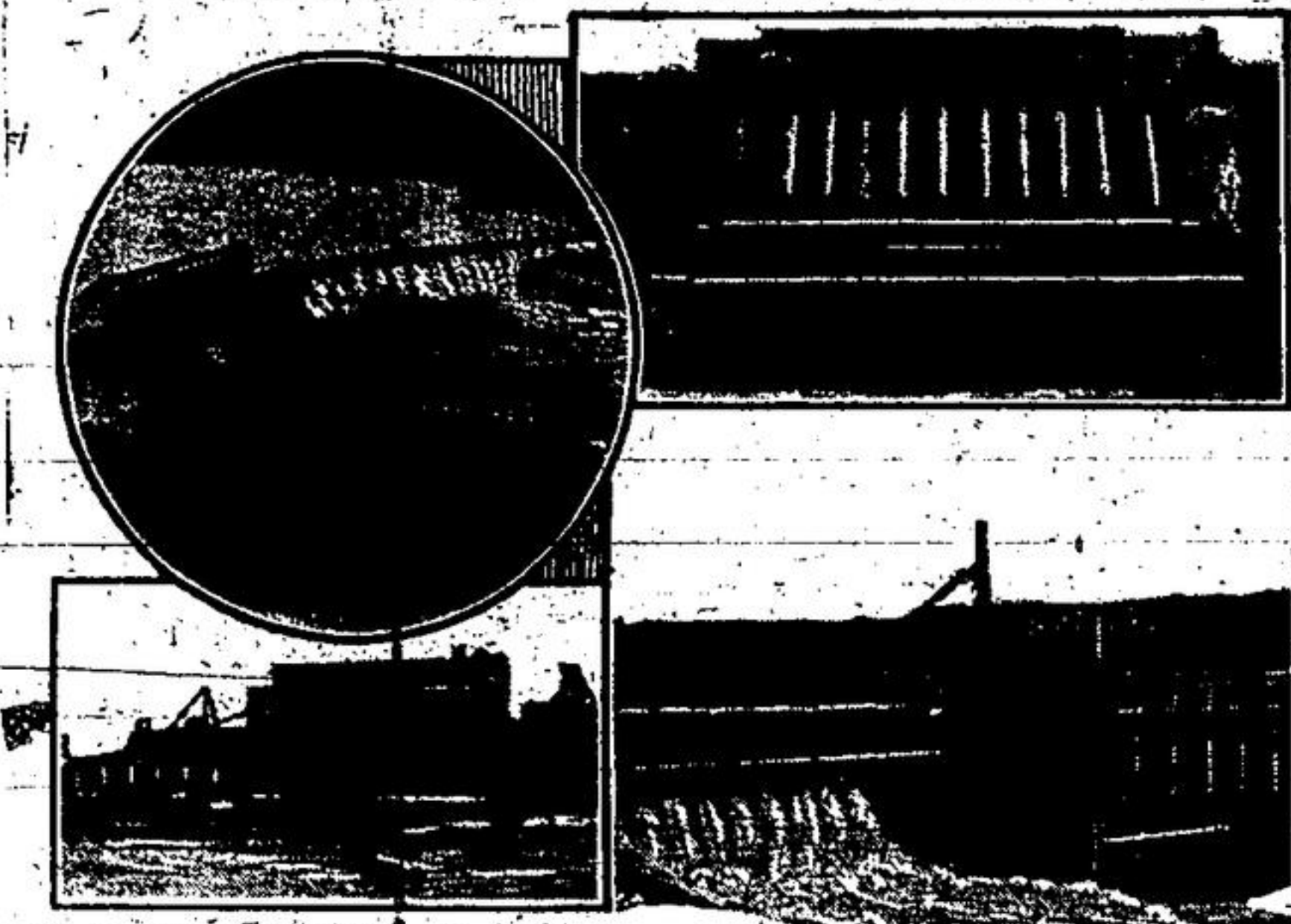
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Canada's Part in Power Conference



1. Ontario-Chicago with Hydro-Electric power station of the Hydro-Electric Power Commission of Ontario, Canada, as it will appear when completed with full installation of 200,000 h.p. in 1924. There were six units of 33,333 h.p. each in operation in 1923. Additional units will be added during 1924.

2. Great structure on the lower river of the St. Lawrence River, Quebec, Canada, built by the Ontario Power Commission for the purpose of generating power for the Dominion.

3. The operation of the turbines which has an arm of the river, the St. Lawrence, in the Province of Ontario, Canada, with a corresponding benefit to the power.

4. Hydro-Electric development at Ontario Falls on the Niagara River, Ontario, of the Hydro-Electric Power Commission of Ontario, Canada. The plant has a capacity of 200,000 h.p. and is being transmitted to Fort Arthur and Fort Williams. The Commission are installing an additional 40,000 h.p. during 1924.

5. Hydro-Electric development of the Manitoba River Company, limited at Great Falls on the Winnipeg River, Canada. The total installation of 16,000 h.p. was completed in operation each year 1923. The plant has a capacity of 16,000 h.p. and is being transmitted to Fort Arthur and Fort Williams. The Commission are installing an additional 40,000 h.p. during 1924.

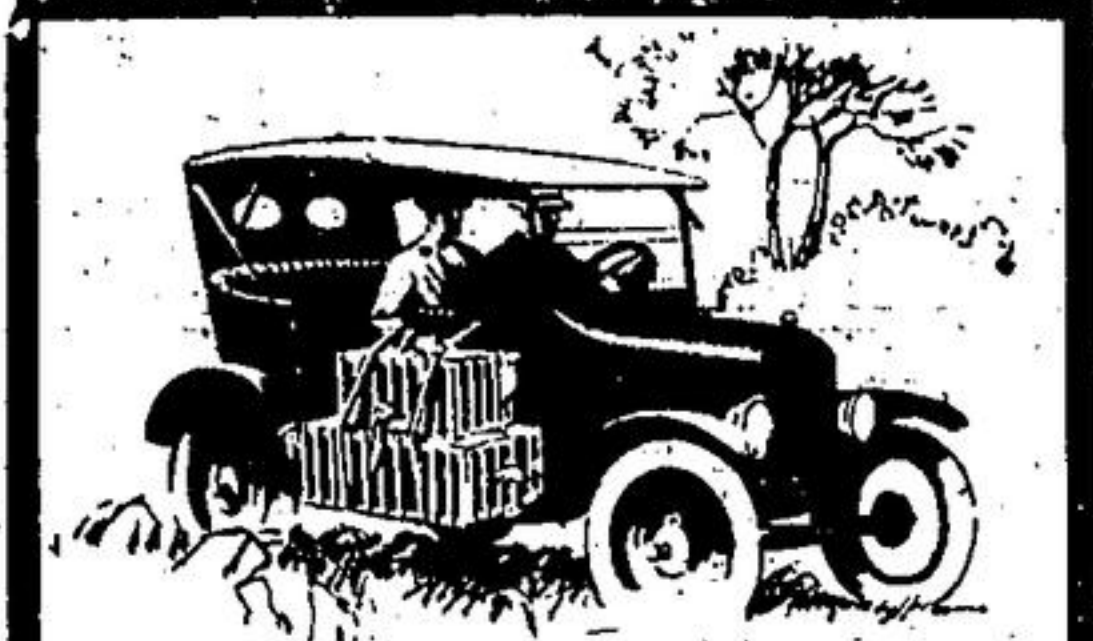
6. The installation of the turbines which has an arm of the river, the St. Lawrence, in the Province of Ontario, Canada, with a corresponding benefit to the power.

Canada will play an important part in the first World Power Conference that is to be held in London, England, from June 20th to July 12th, and this because after the United States, she possesses greater potential water powers than any other country and because in point of per capita production of electric power she stands almost at the head of all nations, her production in this respect being three times greater than that of the United States.

This is rapidly becoming the electric age, a fact which the impending Conference, which is being held under the auspices of the British Electrical and Allied Manufacturers Association in co-operation with members of the most technical, scientific and industrial institutions throughout the world, emphasizes greatly. The Canadian government is concerned in the hydro-electric development in a twentieth century development.

So far as Canada is concerned the hydro-electric development in Canada. In 1910 the turbine installation of water power plants in Canada was but 965,000 h.p.; in 1915 it was 2,975,000 h.p.; in 1920 it was 2,450,000 h.p.; in 1923 it was 3,225,000 h.p. Next year it is expected to be 4,000,000 h.p. and the indications being that 5,000,000 h.p. will be reached by 1930.

Canada is very fortunate in that her large water resources are being developed to the utmost. Indeed it is probably the only country in the world where the power she is immediately better off than the United States. The fact that the hydro-electric development in Canada is a twentieth century development. The fact that the hydro-electric development in Canada is a twentieth century development.



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WRAPPED BREAD (full 1 1/2-lb. loaf) 2 for	15c	CHERRY CAKE (worth 50c lb.), lb.	29c
VALENCIA CAKE lb.	21c	JELLY-ROLES 2 for	25c
SOVEREIGN BRAND SOCKEYE SALMON, 1-lb. tin	36c	WALRUS BRAND COHOE SALMON, 1/2-lb. tin, 2 for	25c
SOVEREIGN BRAND SOCKEYE SALMON, 1/2-lb. tin	20c	CROSSED FISH SARDINES (in olive oil or tomato sauce), 2 for	37c
SHIRRIFF'S PURE ORANGE MARMALADE 4-lb. tin	70c	SHIRRIFF'S JELLY POWDERS (All Flavors), 3 pkts.	29c
SHIRRIFF'S PURE ORANGE MARMALADE 1-lb. jar	27c	RASPBERRY or STRAWBERRY JAM, 4-lb. Glass Jar	79c
15-Oz. SEEDLING and SEEDLESS RAISINS, 2 pkts.	29c		
FRESH MILLED ROLLED OATS 6 lb.	25c	PURE QUEBEC MAPLE SYRUP No. 10 tin	\$1.99
TOY PAIL BUTTER 25c		MAPLE SUGAR Cake	10c
EVAPORATED APRICOTS (small, but meaty), 2 lbs.	25c	MACHINE-SLICED BACON, lb.	29c
WATER GLASS 14c		RICHIMELLO TEA, lb.	79c

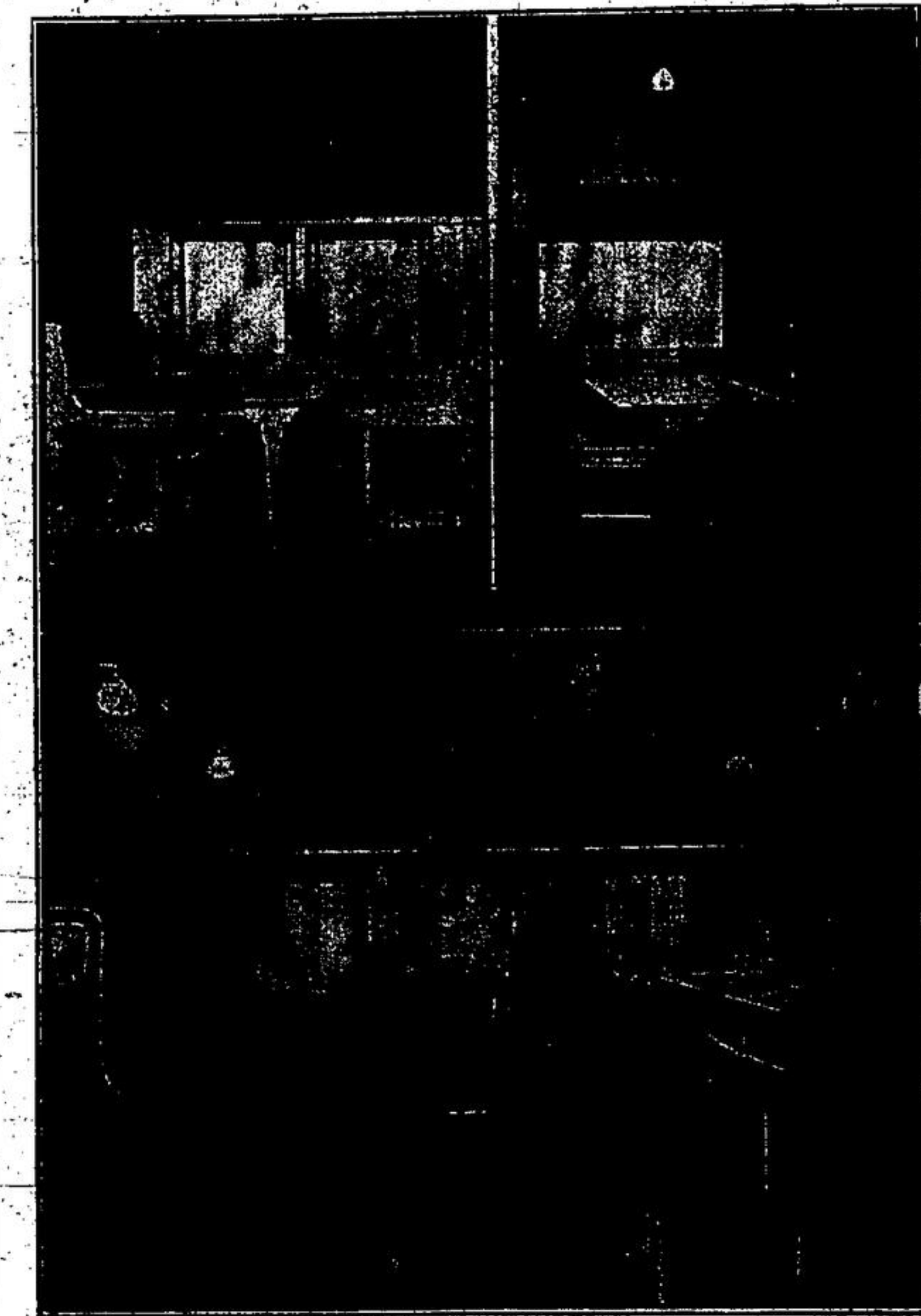
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MOP STICKS 23c	ALL LAUNDRY SOAPS 10 bars	74c
GOOD STRONG BROOMS, 4-string 55c	LUX (For fine laundering) 50 lb.	11c
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Canadian National Railways at Wembley Exhibition



At the British Empire Exhibition opening in April at Wembley, England, the Canadian National Railways will in their own buildings on the grounds, maintain one of the finest transportation exhibits ever shown. Practically every phase of steam transportation in Canada will be shown, including the history of steam transportation by means of a series of mural decorations in bas-relief. Mechanically operated apparatus will give a vivid illustration of some of the Dominion's great scenic attractions and a huge trophy in the centre of the building will indicate to the visitors some idea of the wealth of Canada's natural resources.

One of the most interesting sections of the exhibit will be life-size models of sections of equipment used by the Canadian National Railways for passenger traffic. There will be a section of a colonist car, a tourist car, a dining car, sleeping car with wash room and smokers' section showing a compartment and another a drawing room. In charge of this exhibit will be a conductor and porter chosen from the service, and they will explain to visitors the method of passenger travel in the Dominion.

The photographs show three sections of this exhibit. In the upper left-hand corner is seen a section of a tourist car and opposite it a section of a standard car. On the chair in the right-hand corner is a special seat for a child. Below is seen the gentlemen's smoking area wash room on a standard sleeping-car.

WOOD FOR SALE

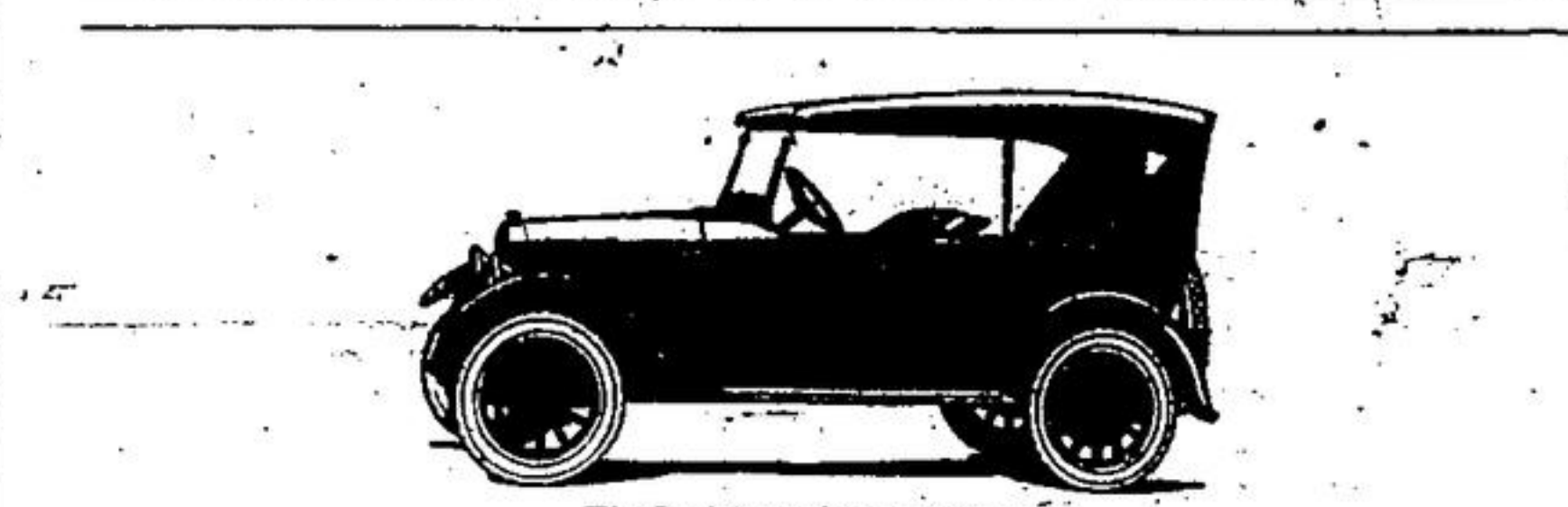
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Will be this Light-Six, if you learn the truth

When you buy a car in this class, here are some things you should know. Studebaker is the largest builder of quality cars in the world. It builds 150,000 yearly.

It builds in model factories, modernly equipped. It has spent \$38,000,000 in the past five years on new-day plants and machinery.

By quantity and up-to-dateness it saves large sums per car. A car like this Light-Six, built under ordinary conditions, would cost you from \$200 to \$400 more.

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This extra quality shows in lower operating costs. This was proved by an audited test made on 329 cars running up to 25,000 miles. The Studebaker Light-Six costs 11.4% less to operate than the average of its rivals. This includes depreciation. The saving was nearly one cent per mile.

This car in its chassis represents the best we know. In steel and workmanship it is identical with the costliest cars we build.

Each steel formula has been proved best for its purpose by years of tests. On some we pay 15% premium to makers, to get them exactly right.

The car is designed and built under an engineering department which costs us \$500,000 yearly. Each car in the building gets 32,000 tests and inspections.

It has more Timken bearings than any rival car within \$1,500 of its price. The crankshafts are machined on all surfaces, as was done with the Liberty Airplane Motors. This to secure perfect balance.

There are scores of extra values, including genuine leather cushions ten inches deep, unusual equipment, beautiful finish.

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