

Bibby's Thanksgiving Specials

Are you beginning to Snuff the aroma of the Roast Turkey? Going to enjoy it of course! To get the most out of Thanksgiving Day you'll need "Good Dressing" yourself! This store of good outfitting is ready to meet your every requirement



Our Gordon Suits \$15

Hand tailored from choice English chevots in the new brown and grey effects.

These we claim to be the best \$15.00 suits in Canada.

Our \$12.50 Fall Overcoats

In the dressy Chamberlain style; made from English Vicuna cloth in genteel grey; plain or silk facing.

The Harvard style also at the same price. Fabrics are brown, grey and bronze tweed, button through and through style. Very nobby

Our \$12.50 College Ulster

New Scotch and English tweeds. Full length Belt at back or plain. Two way or shawl collar style.

Good Colorings

Good Tailoring.

Good Style.

SOCIETY BRAND CLOTHES

For Young Men and Men Who Stay Young

We are authorized agents for these celebrated clothes. Society Brand clothes stand first in style and value. Their style is pronounced the leading fashion of America. All wool fabrics only are used.

The designer of Society Brand clothes is an artist, conceded by clothes makers to be unsurpassed in his line

See Our \$20.00 Master Suits

See Our \$22.50 Poole Suits

See Our \$20.00 Harvard Overcoats

See Our \$22.50 Princeton Overcoats

NEW SHOES
The English Piazza Last
Low flat heel; smooth straight lace model in tans and blacks; a \$6 shoe value for **\$5.00**

See Our \$18 Dressy Ulsters
The Grosvenor Two way collars
New Golden Browns New Silver Greys
Expert Tailoring.
Scotch and English Monteneac cloth.

See Our Castle Suits \$18
New English Models, High Vest, Soft Roll Lapels

BIBBYS LIMITED

78 - 80 - 82 Princess Street, Kingston

Is the Welland Canal Justified?

By A. T. Drummond, Toronto.

My attention has been drawn to a signed article by Joseph Redden in your issue of October 2nd, on the deepening of the Welland canal, which, in unadvised language, he regards as a national crime.

The advocates of the Georgian Bay-Ottawa canal entirely overlook the fact that, apart from the very serious question of the huge cost, it is not the shortness of the distance, but the shortness of the time taken by vessels, and their safe navigation, in accomplishing that distance, which must weigh in considering its advantages. In these artificial highways, with their numerous locks, narrow channels, and limited depth, and with the constant passing of other vessels, as well as with vessels ahead, high speed is large, deeply laden steamships, is impracticable. The longer the canal, and the larger the business through it, the more frequent will delays be. Thus the French and Ottawa rivers, with their 395 miles of excavated canal and deepened river, not in mud, in which a vessel out of its course could rest without damage, but nearly throughout in hard rock—present to the steel steamships, both navigation and insurance problems which the much wider and deeper St. Lawrence river between Montreal and Quebec does not.

Whilst the object to be accomplished is the transportation eastward of North-West products, and westward of package freight, it is in reality the vessels transporting these products that have first to be considered. What is the present experience of speed, consistent with safety, in our canals and rivers? In the one and three-quarter miles of the Sault Ste. Marie canal, American side, whilst better in individual time has been made, the average necessary time, during a whole season, taken by vessels in passing through, was two hours and forty minutes. In the Welland canal, at present takes towards eighteen hours to accomplish twenty-seven miles in the canal, lake and river system between Montreal and Prescott, the swift, light draft steamers of the Richelieu and Ontario company, upward bound, average about six miles per hour, whilst for the Panama canal, the engineers estimate a speed for steamships of four miles per hour. In the open, deep waters of our upper lakes, the steamships carrying grain attain a speed of about nine and a half miles per hour. Can, then, heavily laden vessels, drawing up to twenty-two feet of water, accomplish with safety more than four miles in the restricted, rocky channels of the proposed Georgian Bay-Ottawa canal, with its forty-eight locks? And can they continue the journey during the night with safety to themselves in the narrower channels, and safety to the lock systems? The evidence is strongly against a higher speed.

With these facts before us, what deductions can be made as to the comparative time that will be taken by the two routes, that is, by the deep-

ened Welland Canal, and the projected Georgian Bay-Ottawa Canal? With the enlarged Welland Canal and the locks in it reduced from twenty-five to ten, the average speed through it may be increased to three miles per hour, and assuming a rate of nine and a half miles on the open lakes, and six miles in the Detroit and St. Clair rivers, a steamship would take ten days and nine hours on the round trip between Fort William and Kingston and return, excluding the time occupied in discharging into barges at Kingston. As against this, on the round trip from Fort William to Montreal by way of the Georgian Bay-Ottawa Canal, the same steamship, on the basis of four miles per hour in the canal, would take fifteen days and thirteen hours, if it anchored overnight, as is most probable, or thirteen days and two hours, if it continued its course all night excluding in each case, discharging and reloading at Montreal. By the Welland canal, there is thus left a margin of over five days in the one case and two days and seventeen hours in the other, during which to discharge the grain into barges at Kingston and reach Montreal by way of the present St. Lawrence canals in equal time with vessels by the Georgian Bay-Ottawa route. Apart, however, from the question of time, the barges will be more easily handled in Montreal harbor than great late steamships of 500 to 600 feet length, and will be greatly less expensive in demurrage charges, if the ocean steamship is not ready for cargo. Lawrence canals, as well as sometimes, used as storehouses at light expense, where such ocean steamship delays occur.

It is always assumed that the grain from the Upper Lakes would discharge into the ocean steamship there, but if great steel vessels of 500 to 600 feet in length and carrying 12,000 tons and over, from Lake Superior ports, can reach Montreal, why should they necessarily break bulk there? Why should not their construction be such as to enable them to cross the Atlantic Ocean and discharge in European ports, thus adding the ocean freight to the inland rate and saving the expense and delays of transshipment at Montreal. This is a question for vessel owners, but if carried out would not help Montreal. It would arise in the case of the deepened St. Lawrence canal, as well as with the Ottawa route. It is, however, still an unsettled question whether the continuous canal of great length can compete with the railways. The new Erie canal may alter results there, but the fact exists that the railways, along side, and not the present Erie canal, now carry in increasing ratio, the bulk of Western States' products to New York. Where this waterway depended to 24 feet, would the large lake steamships make use of it? The profits of these vessels lie in numerous quick voyages throughout the season between the port of loading and the

port of discharging, and in the absence of delays in canals and in port.

Our western provinces are interested, not in the Georgian Bay-Ottawa canal scheme, but in the route which will take their grain to the seaboard and to Europe at the least expense and in the shortest time. Hence their desire, unwisely some of us think, for the Hudson Bay route. On the other hand, the province of Ontario is directly interested in seeing Canadian commerce on the Great Lakes increased beyond what it presently is. The enlargement of the Welland canal will aid in doing this, and especially put more life into Lake Ontario. It is entirely for Canada to say whether United States vessels will use this new enlarged Welland canal at all, and if so, whether freely or on payment of dues. If these vessels bring grain from Duluth to Oswego instead of to Buffalo, why should we complain? As to our own products, the Oswego-New York route to Europe should not be cheaper than via Kingston and Montreal. It is, in large part, a question of adjustment of ocean freight rates, which the rapid progress of our northwest provinces is helping to solve; but not only their furnishing ample grain for export, but by their purchasing greatly increased supplies from Europe, thus giving rise to better return ocean cargoes. It is also a question of the harbor accommodation and elevator facilities to be afforded by Montreal to the more numerous and larger ocean steamships which the greatly increased traffic of the immediate future will necessitate.

The proposed Georgian Bay-Ottawa canal is not a subject for patriotic sentiment, but must be placed solely on the basis of a business proposition which will involve the enormous capital outlay of probably \$175,000,000 (for the official reports seem to indicate a large underestimate of cost) and an annual charge for interest, sinking fund, operating expenses and porters appear to assume, the canal is to be free from tolls. No government would undertake such an initial expenditure and annual burden thereafter, unless the gain to commerce in time and safety, as well as distance over all other routes, was clear and decisive, and that the large lake steamships would freely take advantage of it, of which there is some doubt. In the meantime the new Welland canal, with locks reduced to seven, each of them 800 feet long by 80 feet wide, with a depth of water of 30 feet on the sills and a lift of 46 feet, will meet the wants of the northwest for a few years to come, and be built at less than one-third the cost—A. T. DRUMMOND.

AMHERST ISLAND FAIR

GOOD EXHIBITS IN MAJORITY OF THE CLASSES

General Satisfaction From Judges—Large Crowd Attended—The Special Features.

The annual fair of the Amherst Island Agricultural Society was held at Stella on Sept. 30th. The attendance outstripped the previous years. The fine day induced many to come from both and western parts. Mr. Dewit, expert judge on horses, had his task laid out in judging the animals. He was surprised to find such a creditable show.

Most of the departments were well filled. In cattle and poultry high quality was shown. Though pigs are extensively raised there were not many shown on account of the difficulty of getting them out. Mr. Curran, from Napanee, assisted by Mr. Harding, judged the poultry, and were pleased with the class exhibited. He gave a special ticket to a number of broiler turkeys with a donation from himself. The exhibit in the ladies' department of fine arts and needlework was not as large as usual, but what was exhibited showed excellent handicraft.

In the bread competition there was a lively interest.

The ladies of St. Paul's church congregation provided tables for many. Over 400 partook of dinner.

Heavy draft stallion—A. E. Howard, Sucking colt, agricultural, R. Kilpatrick, Allen Hitchins, M. D. McDonald. Mare and colt, agricultural, R. Kilpatrick, John Clelland, Allen Hitchins. One-year-old colt, agricultural, W. P. Tagwell, W. J. McKeen, A. E. Howard. Two-year-old, Robert Cochran, Harold Howard, Al. Hitchins. Three-year-old, William Glen, W. P. Tagwell, Harold Howard. Sucking colt, heavy draft, W. H. Preston, William Richards. Mare and colt, heavy draft, W. H. Preston, John Richards, William Richards. Yearling colt, Fred. Richards. Heavy draft team, W. P. Tagwell, William Glen, W. H. Taylor, William Glen, Ed. Fleming. General purpose team, W. H. Preston, D. Caughey, Allan Hitchins. Best sucking colt, W. H. Preston (Mr. Pringle's prize, Preston or Howard prize). Best colt and three of her offspring, R. Kilpatrick. Best year-old colt, W. J. McKeen. Best sucking colt, R. Kilpatrick.

Roosters.
Judge, Mr. Dewitt.
Single carriage horse, J. S. Neilson, Edward Fleming, W. H. Preston. Single roaster in harness, J. Saunders, Edward Fleming, R. D. Glen. Team of roasters, Walter Wemp, Frederick Richards, William Richards. Mare or colt, D. Caughey, James Kilpatrick, Harry Reid. Sucking colt, James Kilpatrick, W. H. Preston, D. H. Smith. Year-old colt, Frederick Richards, D. H. Smith. Three-year-old colt, John McClelland, Mrs. Bray, R. Cochran. Two-year-old colt, W. P.

Tagwell, Edward Fleming, Herman Willard.
Mr. Bell, Kingston, gave a prize for best turn-out driven by a lady. Awarded to J. Sanders.

Cattle.
Judges, Messrs. Clement, Sterling and Nicholson.
Grade—Heifer calf of 1913, R. Marshall, W. T. Hill, Marion Scott. Year-old heifer, F. P. Inland, W. J. Taylor, William Scott. Two-year-old heifer, W. P. Tagwell, F. P. Inland, A. S. Moward, Milch cow, R. Marshall, Walter Wemp.
Throughbred—Durham bull calf, F. P. Inland. Two-year-old bull calf, F. P. Inland. Three-year-old bull calf, Ernest Filson. Heifer calf, Harold Howard. Two-year-old heifer, F. P. Inland. Milch cow, Hugh Filson. Bull calf, Holstein, William Filson. Jersey milch cow, R. J. Cumberland.

Sheep.
Judges, Messrs. Black and Neville.
Ewe lamb of 1913, Benjamin Wemp, William Wemp, Mrs. Fleming. Year-old ewe, William Richards, John Richards, W. A. Scott. Ewe, two shears and over, Benjamin Wemp, William Richards, Mrs. Fleming. Thoroughbred yearling ram, short wool, A. E. Howard. Ewe lamb, short wool, A. E. Howard, H. Howard, Benjamin Wemp, Veal ewe, William Wemp, W. A. Scott, Morrison Scott. Ewe, two shears and over, William Wemp, John Richards, William Richards. Special prize, best ewe lamb, of 1913, Mrs. Fleming.

Hogs.
Judges—Mr. Buck and Mr. Neville.
Boar pig of 1913, R. H. Smith. Thoroughbred old boar, W. H. Preston, Harold Howard. Boar and sow, George Bulch, D. H. Smith, W. A. Scott. Sow pig of 1913, William Wemp, Walter Wemp, Ray McMaster.

Poultry.
Judges—Mr. Curran and Mr. Harding.
Best pair turkeys, R. Kilpatrick, William Richards, William Glenn, Jr. Best pair of geese, William Richards, S. J. Morrow, Mrs. Fleming. Best pair of ducks, Morrison Scott, Thomas Hill, John Glenn. Best pair of chickens, W. P. Tagwell, W. P. Tagwell, William Glenn, Jr. Plymouth Rock chickens, Grant Filson, Thomas Hill, R. D. Glenn. Best pair fowl, any variety, Morrison Scott, Mrs. Fleming, S. J. Morrow. Spring chickens, any variety, Miss Bray, Harold Howard. Best pair of fowls for best cockerel, Reginald Sinton's prize, Ernest Filson. Best spring turkey, Thomas Hill. Mr. Curran awarded a pen prize to Mr. Kilpatrick for best pair Bronze turkeys.

Grains and Seeds.
Judges—Mr. Warriman and C. B. Davy.
Best bushel of barley, William Glenn, Jr., C. B. McDonald, David Reid. Bushel spring wheat, R. Kilpatrick, David Reid, William Cochran. Bushel white oats, John McClelland, Hugh Filson, Ernest Filson. Bushel rye, Mrs. Fleming, R. D. McDonald, D. H. Smith. Bushel seed peas, D. Finnegan, David Reid, Harry

Reid. Half bushel Timothy seed, Mrs. Fleming, S. Miller, David Reid. Peck white beans, William Glenn, Jr., D. Finnegan, D. Caughey. Peck colored beans, Thomas Hill, Henry Saunders, D. Finnegan.

Fruits and Vegetables.
Judges—Mr. Spears and James Fleming.
In tomatoes, Miss Fleming, Ray McMaster, William Richards, D. Finnegan, John Finnegan. 12 winter apples, D. Finnegan, Jane Finnegan, S. K. Tagwell. Six long beets, R. D. McDonald, Harold Howard, D. Finnegan. Six farming beets, E. S. Fleming, R. A. Fowler, William Cochran. Heads of white cabbage, Miss Fleming, J. Richards, William Richards, 12 onions, D. Caughey, William Marshall, R. A. Fowler. Ten pears, R. Cumberland, R. A. Fowler, D. Caughey. 12 parsnips, Mrs. Fleming. 12 garden carrots, R. A. Fowler, D. Caughey.

Household Products.
Judges—Mr. Spears and James Fleming.
Best sample of honey in comb, Ray McMaster, Henry Saunders, R. Cumberland. Best bottle home-made wine, Sam Miller, Mrs. Fleming.

Ladies' Work.
Judges—Mrs. McEwen, Miss Davy.
10 lbs. butter in crock, R. Filson, H. B. Sandwith. 5 lbs. butter in prints, Mrs. Bray, David Caughey. Loaf home-made bread, D. Finnegan, D. Caughey. Edward Fleming. 12 plain home-made buns, Mr. Porter, William Marshall, Sam Miller. 12 sweet home-made buns, R. A. Fowler, Ben Wemp, R. Marshall. Layer cake, H. B. Sandwith, Thomas Hill. Quart canned berries, Robert Kilpatrick, D. Finnegan. Quart canned peaches, Mrs. Fleming, Oswald Wemp, Jane Finnegan.
Kingston Milling company, best loaf of bread baked from their flour, Wm. Glenn, Jr.
Mr. Donoghue, three prizes of loaf of bread from King's Quality flour, A. B. Sandwith, William Richards, R. Kilpatrick.
Mr. McFarlane, best loaf of bread baked from Purdy flour.
Jane Finnegan, best loaf of bread baked in the Pandora range, Mr. Bunt's prize.

Ladies' Work, Fine Art Needle Work
Judges, Mrs. Seals and Mrs. Hanson
Braes work, W. H. Moutray. Water color painting, R. Cumberland. Free hand pencil drawing, Sam Miller, William Glenn, Jr., Oswald Wemp. Bouquet of flowers, Mr. Porter, Ray McMaster, William Glenn, Jr., Stenclilling, W. H. Moutray. Ladies knitted woolen mitts, D. Finnegan, D. Caughey, Jane Finnegan. Coarse knitted woolen mitts, Jane Finnegan. Arched Barleigh, D. Finnegan. Hooked floor mat, D. Finnegan, R. D. Glenn, W. Glenn, Jr. Eyelet embroidery, R. A. Fowler, J. A. McMullen, W. H. Moutray. Crochet work in cotton, Arwed Barleigh, William Glenn, Jr., R. D. Glenn. Crochet work in wool, R. D. Glenn, William Glenn, Jr. Sofa pillow, William Glenn, Jr., W. H. Moutray. Drawn work, W. H. Moutray. Table centre

piece, Mr. Parlow, W. Cochran, W. H. Moutray, Stenclilling, W. H. Moutray. Table mats, Hugh Filson. Pin cushion, W. H. Moutray, Hugh Filson, R. A. Fowler. Knit lace in cotton, R. D. Glenn, Rev. Mr. Porter. Assortment of work, R. A. Fowler, W. H. Moutray, Mr. Porter. Hand sewing, D. Finnegan, Sam Miller, Robert Glenn. Machine stitching, W. H. Moutray, R. D. Glenn, Sam Miller. Patchwork quilt, David Reid, Miss Fleming, William Richards. White quilt, Hugh Filson, David Reid, S. J. Morrow.

Pencil Drawing, Children Under 15.
Judges, Mrs. Seals and Mrs. Hanson.
Pencil drawing, William Cochran, S. Miller, R. D. Glenn.

Penmanship.
S. Miller, J. A. McMullen, S. Pringle.

SENATOR FULFORD'S WILL
Judgment Concerning Investments By Executors.
Toronto, Oct. 17.—The Toronto General Trusts Corporation, as executors of the late Senator Fulford's will, took advantage of the estate's holdings in several companies to invest it in new issues for the estate to the extent of 388 shares for which they paid \$11,845, and which now have a value of \$26,295, applied for ruling as to whether these shares may be legally held under the terms of the will. Justice Middleton's reasons in his judgment that the shares must be sold and that having decided the legal point for them the executors must themselves decide whether the present is a good time to sell.

A Card.
We, the undersigned, hereby agree to sell a package of five standard size 5c boxes of Silver Tip Silent matches for twenty cents. Quality guaranteed.
Charles Saunders, J. Purdy, C. H. Pickering, D. B. Gage & Son, J. A. Lemmon, J. E. B. Gage, Robert McPhee, E. S. Suddard.

Naval Officer Gets Divorce.
London, Oct. 17.—Lieutenant Percy Newcomb of the Royal navy, was granted a divorce from his wife who was an actress. They were married in 1910. Lieut. Newcomb then joined the Canadian service and corresponded with his wife on affectionate terms, but on his return in 1912, found she had a son born early that year.

Only One "BROMO QUININE."
That is Laxative-Bromo Quinine. Look for the signature of E. W. Grove. Cures a cold in one day. Lures grip in two days. 25c.

King Alfonso and Queen Victoria
will pass a few days in Paris about the beginning of next month in connection and lunch privately with President Poincaré at the Elysee palace. Prince Alexander of Teck, a brother of the queen, will command a Canadian cavalry brigade.
Use White Rose flour to get best results.