

SNIDER SUFFERED MOST ALL HIS LIFE

Feels Better After Taking Tanlac Than He Has In Thirty-Five Years.

"I am feeling better than I have in thirty-five years and it's all due to the Tanlac I have taken," said Jas. A. Snider, of 17 Jackson street, Hamilton, Ont., recently.

"I had suffered from a bad stomach nearly all my life," he continued. "I had no appetite, and had to force myself to eat. Gas would form on my stomach and I would nearly double up in misery, my heart would flutter and I often would have smothering spells. I suffered with rheumatism in my knees that at times I just couldn't straighten up."

"Tanlac has put my stomach in good condition, gas has stopped forming and I never have those smothering spells any more. My food agrees with me and I have gained several pounds in weight. The rheumatism is about gone and I can walk as good as anybody, all the pain and misery is gone from my system and I just can't praise Tanlac enough for the good it has done me."

Tanlac is sold in Kingston by A. P. Chown, in Plevna by Gilbert Ostler, in Battersby by C. S. Clarke, in Fernleigh by Ervin Martin, in Ardoch by M. J. Scullion, in Sharbot Lake by W. Y. Cannon.—Adv't.

LETTER TO THE EDITOR

Mr. King Writes Re Harbor Matters. Kingston, April 10.—(To the Editor):—I had the good fortune to note and read the editorial article in your issue of the 9th entitled "Kingston and the Grain Trade," and because the subject is so serious and I am in a position to speak with a certain degree of authority on account of a rather intimate knowledge of actual conditions, I hope you will give me space for a few comments on points as to which I differ with you entirely. I shall try not to abuse the hospitality of your columns.

Little need be said of the pessimistic tone of the article and its complete indifference to the recent work of certain public-spirited citizens. Perhaps so far as the local papers circulate outside of Kingston a little camouflage may be desirable. But for home consumption our facts must be accurately and fairly stated. We are in for a long pull and a strong pull and a pull all together, and we shall succeed if we all understand what we are doing, and if good work in progress is not ignored.

Knowing you are in earnest and that you had no motive in your article other than to wake up the good people of Kingston, I feel you will let me take issue with you flatly and firmly on your statement (1) that "some one or two men, or at most a very small party are responsible" for the fact that "Kingston will be left without any grain trade." (2) "That instead of Kingston receiving the trade that should come here, other places, not so well situated naturally, are receiving more than their share of it." (3) That even with our present harbor the big vessels can come in and unload their cargoes into river barges, and (4) that with the completion of the Welland canal the barges and carriers that ply between Port Dalhousie and Montreal will be running the length of the lake for a cargo instead of picking it up here.

What one or two men, or small party in Canada, were in your mind I do not know and do not care. You did not name them. The fact is that the closing of the Montreal Transportation Company's elevator here is a perfectly natural event, due in no degree whatever to the lack of harbor improvements; and instead of forecasting a blacker future it augurs well for Kingston's grain trade once the Welland enlargement is completed. It simply proves that transshipment must take place at the foot of deep water, and with the new Welland Kingston will be at the foot of deep water. At present Kingston suffers not for lack of adequate harbor and facilities, but because none of the "big vessels" can get within 200 miles of it. I do not think anyone who knows the facts will contradict me when I say that with a deep harbor and a modern transshipping plant we would continue to be a quite negligible factor in the grain trade of Canada—until the new Welland is complete—probably at least four years from now. What we can agree upon is that we must certainly be ready—with open arms, so to speak—the moment the first big boat can cross the Niagara barrier.

You mention the government grain elevator at Port Dalhousie. Of course you mean the elevator at Port Colborne, at the other, the Lake Erie end of the canal. This was built quite a long time ago now to retain in Canadian channels (at least until the canal could be enlarged) some portion of the grain that came down in big boats to the foot of Lake Erie and was slipping out through the neighboring port of Buffalo. Port Colborne has recently developed into a transshipping port beyond all expectations for several reasons, of which the principal one has already been named. The big boats run up to 600 feet in length, but anything over 260 feet is too big for the present Welland. Many of the boats that were small enough—those like we have seen in our harbor—have got away overseas during the war, and many a good ship has gone to the bottom in salt water. Boats of this class cannot any longer compete profitably with the big fellows from Port William down because the big bulk—cargoes of say 300,000 or 400,000 bushels—can be carried at a much cheaper rate than a canal load of a quarter or a fifth the size. These smaller boats are therefore driven into the route from Port Colborne down to Montreal, where their big rivals cannot carry against them. Why should they break bulk again at Kingston?

I think the good citizens of Kingston will understand readily enough that Kingston has temporarily dropped out of the grain trade simply because the big boat cannot perform the impossible feat of reaching Lake Ontario at all, and because the smaller boat is in business to make a living rate of freight, which she can do by resisting any invitations we might extend to her to drop her cargo here instead of at its destination, Montreal.

Let me say that Buffalo has taken so much Canadian grain because the man who sells the grain to Europe has sent it that way, figuring the cheapest through rate, including insurance, storage, lake, rail, port facilities and ocean carriage; and the United States Atlantic seaboard has had the advantage over Montreal in this computation. The carrier has little or nothing to do with the drift of the grain. A reasonable share will look any profitable route, but the great bulk of it will go the cheapest way. Then as to Oswego, can you name the boats said to be transshipping there?

Incidentally the Montreal Transportation Company held on here long-

er than some expected, and I am satisfied at a substantial loss to themselves and to a large extent on account of their relations to the city; and in addition to what you say of their obsolete house, I can add that the river barge as we know it is becoming an obsolete craft. Those recently in commission were costing more for upkeep and insurance than they should, and if the crews were not bewailing their own misfortune in fog or wind or current they were earning maledictions from every steamboat captain they met. It is predicted that the river boat of the future, at least until Fort William becomes an ocean port, will be self-propelled by steam, electricity or other power, easily handled, modern in construction, and adapted in every detail for river work. But this will take care of itself, and the main thing now is to avoid the possibility, to understand the situation and to see that our harbor facilities keep pace with the work on the Welland and are finished first.

Yours truly,
—FRANCIS KING.

LANSDOWNE LOCALS.

Pte. Joseph Kirke Has Returned From Overseas.

Lansdowne, April 9.—William Sheppard has leased his farm for five years to Frank McDonald, of Mallorytown. Mr. Sheppard will move to the village and has rented S. H. DeWolfe's house.

T. A. Bradley is moving his store to E. E. Johnston's shop, formerly occupied by S. Mauhardt, V.S. Gordon Sheppard left on Monday night for Kansas city where he intends studying the motor business.

Pte. Joseph Kirke returned Monday from overseas where he spent the last three years. Fred Harwick of Fredericksburg spent a few days lately with A. Tedford. Percy Earl has purchased the property adjoining his residence from Miss Dixon. The many friends of Miss Dixon will be glad to learn that she will continue to reside in her old home. Frank Earl has rented the late Joseph Doak's house. Mr. Gordon Sheppard left on Tuesday for Toronto where he will spend a month with his sister, Mrs. D. Mitchell. Mr. and Mrs. S. H. DeWolfe, of Elgin spent a couple of days with friends. Miss Leone Sheppard is assistant telephone operator. Mr. Reynolds, of Brockville, was a visitor here on Tuesday. Miss May Phillip, of Cobourg, is spending a vacation at her home here.

Seven Sentence Sermons

Occupation is the scythe of time.—Napoleon I.

The way to find out truth is by others' mistakes.—Solon.

Rich through my brethren's poverty.—

Such wealth were hideous! I am blest Only in what they share with me, In what I share with all the rest.—Lucy Larcom.

Kind words produce their own image in men's souls, and a beautiful image it is.—Pascal.

Finally, be strong in the Lord, and in the strength of his might.—Eph. 6: 10.

So much we miss, If love is weak; so much we gain, If love is strong; God thinks no pain Too sharp or lasting to ordain To teach us this.—Helen Hunt Jackson.

Consecration is not wrapping one's self in a holy web in the sanctuary; it is going into the world and using every power for God's glory.—Henry Ward Beecher.

WELCOMED HOME.

Williamstown Greet Two of Its Returned Officers.

Cornwall, April 11.—The people of Williamstown, Glengarry county, have just welcomed home two of the village's gallant sons, Major H. J. McCrimmon and Lieut. Clarence A. Cattanaeh, the former having spent four years at the front and the latter three years. Major McCrimmon joined the Canadian Railway Construction Corps as a private, and received his majority in 1917. He was twice mentioned in despatches and was wounded and invalided to England. Like Major McCrimmon, Lieut. Cattanaeh also joined the R. C. C. as a private, and secured his commission in the field. He made a name for himself for feats of athletic prowess previous to joining the army, and for several seasons was a member of the old Glengarry hockey team.

Lieut. Cattanaeh is the first of three brothers to return home. Alfred Cattanaeh, of the original 42nd, is still in France, while Sergt.-Major W. J. Cattanaeh, of the 21st, was killed in action near Arras in the spring of 1918.

Whole Life on Farm. Belleville, April 11.—Stephen S. Henderson, Hollowell township, died yesterday at the age of eighty-three years. He was born and lived his life upon the farm, where he died. Mr. and Mrs. Henderson recently commemorated the sixty-second anniversary of their marriage. His only son, J. S. Henderson, is street foreman of this city.

The chief cause of anxiety in connection with the evacuation of Odessa by the Allies and its occupation by the Bolsheviks lies in the fact that the most fertile regions in southern Russia have fallen into the hands of the Bolshevik forces, giving them immense resources in grain and minerals.

Despite a legal fight which has lasted for nearly a year, A. Veulleto, the Mattawa youth, who was convicted by a jury at the Pontiac county assizes of having murdered Paul Morin and his son by shooting them at Snake river, near Mattawa, will have to pay the penalty for his crime.

The North shoe factory employees are to organize a social club and also to go into sports.

I Put the "V" in "Value" and Took the "X" out of "Expense"

---ROBINSON

If I had to operate my Coast-to-Coast chain of stores as the other one-store merchants do—burdened down with high-rent expenses—charge-account losses—expensive delivery services—and a large force of fancy-salaried salesmen, it stands to reason I would be in the same boat as they are, and would be forced to get an extra \$10 on every Robinson suit or topcoat I sell.

But nothing like that goes with me. I have reduced the cost of selling by lowering the cost of operating. I side-step excessive rent, sell for cash, make no deliveries and wipe out all other unnecessary old-time methods of doing business.

In every Coast-to-Coast city, in which my stores are located, I have taught level-headed men how to cut down the high cost of clothes. I want you men who are tired of paying the long price, and also you men, who are keen to have styles of the second, to come in and see the extensive variety I am now showing for Easter in

Save Ten
Robinson's
Suits and
Topcoats



Every Robinson garment is tailored strong to last long, and is scientifically designed to fit to perfection, due to my watchful eye upon all style centres. I show nothing but the most modern models, such as are favored in the big cities by the smart dressers. I have converted thousands upon thousands of men throughout the Dominion of Canada to the "Robinson Habit." So why don't you get curious and investigate my claims!

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Floglaze

"The Finish that Endures"
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Mrs. Goodwife says:--

"I find it so easy to keep my floors, woodwork and plumbing clean and sanitary because I finish and renew them with that glossy, hard-wearing finish—Floglaze."

"Whenever my furniture is scratched or becomes untidy, a few minutes' application of a few cents worth of Floglaze makes it look brand new again."

"I find that it wears as well outdoors as in, on verandah furniture, buggies, garden implements or wagons. Keeps them protected and always ready for use."

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COULDN'T MAKE HIS FEET BEHAVE
Bug—I just can't help dancing when they beat this drum.



More than one kind of corn flakes says Bobby and POST TOASTIES are the best