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A Foch Story.
Mme. Foch is a quiet, calm, cosy, determined old lady, who acknowledges no Commander-in-Chief. She supports the Marshal when he is working under pressure, and lets him have his way. But when pressure is relaxed she permits of no irregularities. After peace was signed, the Marshal was engrossed in negotiations, and was frequently late for lunch. He does not like being late for lunch, but Mme. Marshal likes it still less. In the middle of an important but prolonged conference with the allied representatives, Mme. Foch sent a message to say that Mme. la Marchale would await the Marshal for lunch no longer.—Manchester Guardian.

CANADA'S LARGEST ENGINEERING PROJECT

Hydro-Electric Power Commission Carrying on Wonderful Power Development Work at Niagara Falls—A Second Panama Canal.

Operating the largest shovels in the world, and reversing the flow of a river, the Hydro Electric Power Commission of Ontario is carrying on an enormous engineering project at Niagara Falls, practically without the use of steam.

There are many startling phases to this work, which is the largest engineering feat attempted in the Dominion of Canada, and the biggest engineering job at present being carried on in the North American continent.

In order to get water to the new power house which will be erected just above Queenston, the Commission will utilize four and a quarter miles of the Welland River causing this sluggish stream to flow backward to take the water from the Niagara River instead of emptying into it above the Falls. Connecting with the Welland River is a power canal, stretching from Queenston and

much, breaking the largest pieces into smaller bits that are carried away on a belt conveyor. A series of crushers reduce the rocks to a form where they may be utilized for building purposes and stored for future use.

Fifty-five miles of railway, all electrified, and tapping five trunk lines, are required in the construction work on the development. On this railway the Commission has in operation more electric locomotives than any railway system in Canada. At present 2,000 men are employed on the big job. These men are housed and fed by the commission. A surgeon, an ambulance and a hospital maintained by the commission are at the disposal of the employees in case of accident. The adoption of the newest safety devices has minimized the danger of accident on the development, and the commission has devoted a great deal of time to safety

HYDRO ELECTRIC DEVELOPMENT WORK AT NIAGARA



ELECTRIC TRAIN BEING LOADED

THE GREAT DAMPER BEHIND THE WELLEND RIVER

encircling the city of Niagara Falls, Ont., which will be eight and a quarter miles long when completed.

The original survey for the Niagara development was made in 1914, and the construction work began in May, 1917. The commission expects to have the new plant in working order in 1922. War conditions handicapped the engineers, but this year's operations were begun on a gigantic scale. A trip over the right of way will impress the observer with the vast scope of the undertaking, which, in its completed state, will cost approximately \$27,000,000.

Two miles above the brink of Niagara Falls a steam dredge is gnawing away at the channel of the Welland River, removing in generous chunks the river bottom and a portion of Hog Island, which guards the entrance to this historic creek. The lone dredge and its attendant tugs are the only pieces of equipment engaged on the entire Niagara development which are not owned by the Hydro-Electric Power Commission. They with six or seven auxiliary engines, are the only apparatus in use on the development which require steam in their operation.

Even the drills employed on the rock deposits of the canal right of way are operated by air, electrically compressed. A mile or two inland a huge clamshell swung from an aerial cableway, drops into the river and then emerges, bringing with it generous bales from the river bottom, which are deposited on the river bank at the foot of the tower from where the operator directs the activities of the clamshell. Deposits of earth and clay along the north bank of the river reveal the effectiveness of the clamshell in this particular portion of the development.

A short ride from Niagara Falls over new roadways built by the commission from crushed limestone removed from its right of way, brings the activities of huge electric shovels, electric trains and gangs of men present a striking picture. The weary householder painfully feeding the furnace, shovel by shovel, from the ton or two of coal, his winter's supply, will marvel at the enormity of the electric shovels which pick up from eight to ten tons of material, lift it 70 feet into the air and deposit it into waiting cars, all within the short space of 40 seconds.

Trains, hauled by electric locomotives, convey the mud and clay to the dump at St. David's. The boulders and rock from the canal are borne away to the stone crusher on the cliff above Queenston, and converted into material for roadways, railroad roadbeds and riprap which will line the shores of the canal. The stone crusher, which has a capacity of 4,000 cubic yards, is well worth a visit. The rocks from the excavations are cast into a trough opening into gigantic steel jaws which grind and

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DR. THEO. SOARES
Professor of Religious Education, University of Chicago, who is to deliver an address on "The School and the Development of Moral Purpose" before the National Educational Conference to be held in Winnipeg, October 29th, 30th, and 31st.

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- North Bay.

out the Province of Ontario. This great work is a striking example of the big vision and initiative of Sir Adam Beck, under whose direction the commission carries on its functions. This work is one which gives the people of Ontario just cause for pride in achievement. The neighbors and friends of Mr. and Mrs. Stanley McKeown gathered at their home at Crofton, on Sept. 1st, and presented them with a purse of money, and his mother, Mrs. M. McKeown, with a Bible, before their departure for their new home at Centreville.

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Not just another soap—but a shaving cream that takes most of the sting, inconvenience and fret out of shaving. That's a fact. Put half an inch on your brush! Use hot, cold, hard or soft water. Work the lather up into your beard. Don't use your fingers—use your brush. Now shave.

Mennen's Talcum for Men.
A real shaving companion Mennen's Talcum for Men. Most men like to top the shave with a dust of talcum. Makes the face feel smooth, clean and well-groomed. Mennen's Talcum for men is specially prepared for after-shaving. It is a preparation that does not absorb and is antiseptic and protective, distinct in character and package, retaining all the high qualities of Mennen products.

Isn't that surprisingly smooth and easy? Isn't that something like a shave? Your beard isn't as tough after all. Your face doesn't smart after all.

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