

Children Cry for Fletcher's

# CASTORIA

Fletcher's Castoria is strictly a remedy for Infants and Children. Foods are specially prepared for babies. A baby's medicine is even more essential for Baby. Remedies primarily prepared for grown-ups are not interchangeable. It was the need of a remedy for the common ailments of Infants and Children that brought Castoria before the public after years of research, and no claim has been made for it that its use for over 30 years has not proved.

## What is CASTORIA?

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is pleasant. It contains neither Opium, Morphine nor other narcotic substance. Its age is its guarantee. For more than thirty years it has been in constant use for the relief of Constipation, Flatulency, Wind Colic and Diarrhoea; allaying Feverishness arising therefrom, and by regulating the Stomach and Bowels, aids the assimilation of Food; giving healthy and natural sleep. The Children's Comfort—The Mother's Friend.

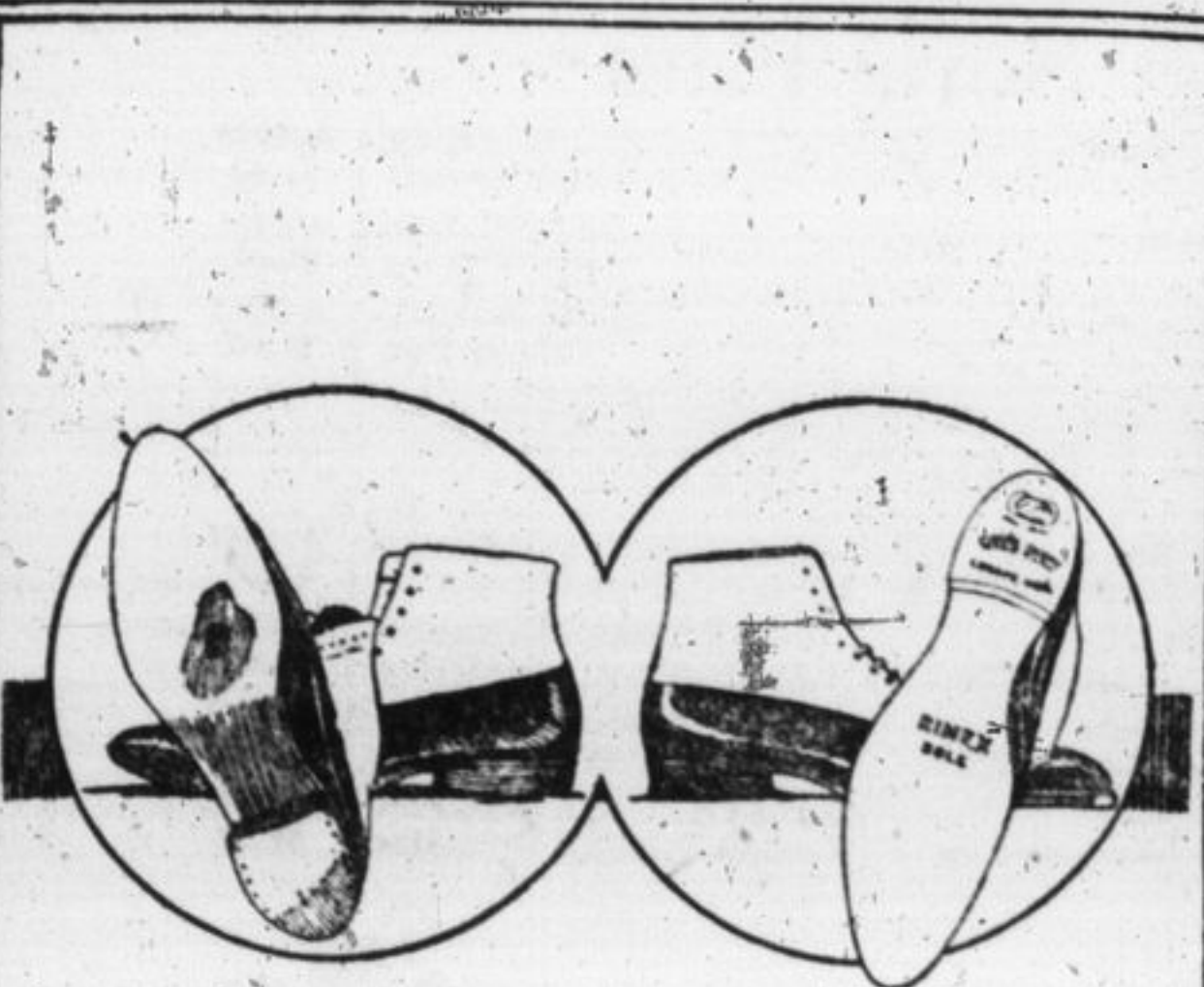
GENUINE CASTORIA ALWAYS

Bears the Signature of

*Chas. H. Fletcher*

In Use For Over 30 Years

THE CENTAUR COMPANY, NEW YORK CITY



## They Double the Life of Your Shoes

You may have several pairs of shoes that you don't feel like throwing away, because the uppers are perfectly good.

With Cat's Paw Heels and Rinex Soles they will be as good as new, and more comfortable too.

## Cat's Paw Heels and Rinex Soles

are a boon to human efficiency, especially with those who are constantly on their feet, for they remove the cause of tired feet. They act as cushions on hard floors and absorb the impact of each step.

You will appreciate their worth the first time you wear them, and you will soon have Cat's Paw and Rinex on every shoe—old and new.

You also will appreciate how they save money by doubling the life of the kiddies' shoes.

You can get Cat's Paw-Heels and Rinex Soles at all good repair shops.



When you buy Rubber Goods insist on Dominion Rubber System Products

## Nile Crosses the Red Sea

WHEN the Nile shall cross the Red Sea, then, and not till then, will Arabia be free.

This is a saying which in Arabia has come down through many centuries. But could anything seem more impossible of fulfillment?

Surely not. And yet the miracle has been brought to pass. The waters of the Nile have crossed over to Arabia and that country, so picturesquely interesting to students of history, has been freed of the Turkish yoke.

Look at the map. Arabia is separated from northeast Africa by the Red Sea. Until recent years the separation was not complete because of a land strip at the north end connecting Africa with Asia. Through this strip was dug the Suez Canal, joining the waters of the Red Sea with those of the Mediterranean.

During the war one of the principal objectives of the Turks was the Suez Canal. If they could so damage it as to destroy its usefulness they would thereby inflict a deadly blow upon the Allies, cutting the main line of communication for troops and supplies between Europe and the East.

It was of utmost importance to prevent them from doing this. Accordingly, the British maintained a formidable army there with its base at Kantara, on the east side of the canal. It was from Kantara that, late in the conflict, Allenby, the last of the crusaders, made his victorious march into Arabia and through Palestine to Jaffa and Jerusalem.

Enemy opposition apart, the main difficulty of that march was the water supply. Along most of the route water that would serve for animals was obtainable by sinking wells, but it was too brackish for human beings. In places there was water that Bedouins could and did drink, but it was too salty for Europeans.

At Kantara there was need of water for many thousands of soldiers, and it had to be fetched thither in tanks from the "sweet water canal," which runs parallel to the Suez Canal, west of the latter.

The lower Nile, being invaded for a long distance by the tides of the Mediterranean, is salty; but the "sweet water canal" taps the river at a point far up, bringing northward a plentiful supply of fluid good to drink.

It was Allenby who hit upon the idea of tapping the "sweet water canal" and fetching its water by "siphon" across the Suez Canal to Kantara, whence it could be carried by pipe line through the desert into Arabia and as far as the army might proceed.

The army engineers undertook the business with great expedition and in a remarkably short time a twelve-inch pipe was laid, connecting the "sweet water canal" with Kantara. It was, of course, an iron pipe, and the sections required for crossing the Suez Canal were laid on the bottom of that waterway.

It may be said here, by way of parenthesis, that the British, to help in the defence of the Suez Canal, had resorted to a very curious and interesting expedient. They dug out gorges in its banks in a number of places and therein put battlements, of obsolete pattern but fearfully gunned, to serve as forts.

As Allenby advanced a railroad was built, keeping up with the road to facilitate transportation. In the beginning, before the pipe line was constructed water was carried by camels to the workers and the troops guarding them, in tanks of galvanized iron. As the railroad progressed, the water was forwarded by rail and siphoned into canvas reservoirs erected in convenient places.

These reservoirs were called "water dumps," and were made of water-proofed white or green canvas, their average capacity being about 2,300 gallons. From them the water was siphoned into camel-borne iron tanks for distribution to the troops.

The railroad was built in stretches of five to ten miles and at the end of each stretch wells were sunk to procure water for the horses and camels. Then a small party of engineers would go ahead, protected by mounted troops, and search for water.

This method was pursued after the pipe line, which was carried steadily ahead through the desert, had been put into operation, for it was very desirable to economize the supply of drinking water for the soldiers, and the animals could get along well enough with the brackish fluid derived from wells.

Experience proved that the most likely place to look for water was at the foot of one of those high sand dunes which, driven by wind, are perpetually though slowly traveling over the desert. Such a dune has a steep side—which is the side away from the prevailing wind—and at the bottom of this sand cliff was a good place to dig.

The most interesting part of the story, however, is the bringing of the Nile across the Red Sea. For that, in effect, was what was accomplished, inasmuch as the Suez Canal is a continuation, though artificial, of that body of water. And when the miracle was actually performed, Arabia, in obedience to the age-old prophecy, regained her freedom.

When Allenby's forces got as far as the Judean hills much rain water was found stored from the previous winter in curious "cisterns" hollowed out of the rock. These are in many cases natural, having been merely improved by the natives. They are like gigantic jugs, many of them twenty feet or more in diameter, but invariably with only a small opening at the ground level—a sort of bottle neck which, to prevent evaporation, is customarily corked with a boulder.

Leonid Krassin, the Bolshevik Minister of Trade and Commerce, will be accompanied on his return to London to discuss trade intercourse, by several Russian diplomats of the old Imperial regime.

At Willow Bunch, Sask., deposits of clay likely to become of great commercial value in the manufacture of brick, tile and fine pottery, have been unearthed.

### NAVY LEAGUE OF CANADA.

Aims to Create Support for Jellicoe's Scheme.

The mission of the Navy League of Canada is to create in the minds of the people, both rural and urban, the paramount importance to Canada of a definite plan of naval defence and commercial prosperity on the high seas. To many of us it appears that this duty should logically devolve upon the legislators and that to call upon private individuals to formulate a driving force that will make these objects felt in the hearts of our citizens is the imposition of a burden which it is unfair to ask any body of men to undertake. However, a moment's consideration of the problem shows how much it is our duty to assume the obligations and carry out the work necessitated to a successful conclusion.

It is a well known fact that in our democratic system of Government Cabinet Ministers and leaders of the country are, by reason of the enormous amount of work devolving upon them in connection with their respective duties, utterly and hopelessly handicapped by lack of time from going outside their departments and viewing, with open mind, the wider issues of the welfare, not only of Canada, but of the Empire. To the members of the Government, therefore, it is a matter of deep concern that the Dominion Government meet together and formulate higher policies of the prosperity of the Dominion on the seas. Careful thought is given to the creation and formulation of these policies, and, thus, in due time, the Government is seized with facts most vital to the development of Canada.

It is to create the essential volume of information and spread it throughout the country that the Navy League of Canada is in existence. That Canada needs true and proper defence upon the high seas is so axiomatic that one almost hesitated to state it, yet self-evident as it may seem, never was there a time in history when interest was at so low an ebb, so far from the Dominion Government is concerned. Recommendations have been made to them by the greatest naval teacher of all time, but little action has been taken.

The Navy League of Canada has placed itself on record as favoring Admiral Jellicoe's extensive program, which calls for an annual outlay of \$25,000,000 in the Dominion. The amount may seem large, but in its expenditure we only have protection of our coast lines; it does not provide for participation in any blow which might affect the Empire. Too long have we allowed the Mother Country to bear the full burden of the naval defence. We must make our fair contribution and this cannot be done for less than \$25,000,000 per annum. It is not to be overlooked in this connection that Great Britain will turn over to Canada the ships which this program calls for and that, therefore, our expense will be solely for upkeep, consequently our contribution per annum will be less than the figures quoted.

### To Detect Fake Furs.

The prospective purchaser of furs is embarrassed by the multiplicity of trade names encountered, many of which are confusing and misleading. Rabbit is found masquerading as sable, seal, ermine or chinchilla, woodchuck and muskrat as mink, sable, skunk or seal, hare as sable or fox, goat as leopard or bear.

There is only one way to detect what is what: a fur is what it purports to be or is a fake, and this is furnished by the microscope. Every hair has four elements: (1) the medulla, or pith, consisting of many coils or chambers, either separated or massed; (2) the cortex, or tough, horny body of the hair; (3) the pigment granules, scattered about in the cortex, which give the hair its color; (4) the cuticle, or scaly covering. The structures of the medulla—discontinuous, continuous, interrupted or fragmentary—and of the cuticle, taken together, are characteristic of the animals. The scales of the cuticle are the most readily usable. They are variously arranged like shingles on a roof or in continuous bands.

To examine the fur a few hairs are taken, well washed in alcohol and ether and examined under the microscope. It is often necessary to dye them in order to bring out their structure; some must be dyed in one way to bring out the medulla and in another way to bring out scales. For the two cannot be observed together in the same hair.

### Vessel's Tonnage Explained.

In discussions of the size and capacity of vessels "deadweight" tonnage is the difference between the number of tons (of 2,240 pounds) of water a vessel displaces "light" and the number of tons it displaces when submerged to the "load water line."

"Gross" tonnage refers to either "weight" or "measurement." The weight ton in North America and Great Britain is the English long ton of 2,240 pounds. A measurement ton represents forty cubic feet of space.

"Gross" tonnage refers to vessels and not to cargo. It is found by dividing the capacity of the vessel's closed-in spaces in cubic feet by 100. A vessel ton is 100 cubic feet.

"Net" tonnage is a vessel's gross tonnage less the space occupied by crew, engine room, bunkers, etc. In other words, this is the space available for passengers and cargo.

### The Bridal Wreath.

The bridal wreath is usually formed in Germany of myrtle branches; in America, England and France of orange blossoms; in Italy of Sweet zierling of white roses; in Spain, of red roses and carnations; in the islands of Greece, of vine leaves, and in Czecho-Slovakia, of rosemary.

## FILES

Do not suffer another day with itching, red, burning eyes. Buy Files. No surgical operation required. Dr. Chase's Ointment will relieve you at once and afford lasting benefit. See a local dealer of Richardson, Bates & Co., Limited, Toronto. Sample Box free if you mention this paper and enclose 2c. stamp in your postage.



**A Gift**  
A 10-Day Tube of Pepsodent is sent to all who ask. See coupon.

## This 10-Day Test

Has shown millions the way to white teeth

All statements approved by high dental authorities

This is how millions have found the way to whiter, safer teeth. You see the results on every hand—perhaps in teeth you envy. Send now for this simple ten-day test and see what your own teeth show.

### Why teeth discolor

There is on your teeth a viscous film. You can feel it with your tongue. It clings to teeth, enters crevices and stays. That film is the teeth's great enemy. It dims them and destroys them.

The tooth brush fails to end it, for the ordinary tooth paste cannot dissolve it. So for months between your dental cleanings it may do a ceaseless damage.

It is the film-coat that discolors, not the teeth. Film is the basis of tartar. It holds food substance which ferments and forms acid. It holds the acid in contact with the teeth to cause decay.

Millions of germs breed in it. They, with tartar, are the chief cause of pyorrhea—a trouble which few escape.

Dental science has for years sought a way to fight that film. Five years ago the way was found and convincing tests have proved it. Now leading dentists everywhere advise it, and millions of people have been led to employ it.



The New-Day Dentifrice

A scientific film combatant which, after 5 years' tests, is now advised by leading dentists everywhere

### Supplied on request

A ten-day tube of Pepsodent is now sent to all who ask—a tooth paste considered ideal by authorities. It is believed that its use will create a new dental era.

Pepsodent is based on pepsin, the digestant of albumin. The film is albuminous matter. The object of Pepsodent is to dissolve it, then to day by day combat it.

Pepsin must be activated, and the usual agent is an acid harmful to the teeth. That is why it long seemed barred. But science has found a harmless activating method, so it can be daily applied to the film.

Two other new factors in tooth protection are also combined in Pepsodent.

Send the coupon for a 10-Day Tube. Note how clean the teeth feel after using. Mark the absence of the viscous film. See how teeth whiten as the film-coat disappears. A ten-day test will be a revelation.

Compare this new method with the old. Then let the clear results decide what is best for you and yours. Cut out the coupon now.

### Ten-Day Tube Free

THE PEPSODENT COMPANY,  
Dept. A, 1104 S. Wabash Ave.,  
Chicago, Ill.

Mail 10-Day Tube of Pepsodent to

Only one tube to a family.

## The Velie Six "48"

The Greatest Value in Light Six Field

- Continental Motor.
- Improved Timben Axles and Bearings.
- Borg and Beck Clutch.
- Bijur Starting and Lighting.
- Long Underslung Springs.

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We do all kinds of Vulcanizing and Repairing on Tires and Tubes.

We can give you Service on your hard rubber Truck Tires.

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CORNER QUEEN AND WELLINGTON STREETS

DO NOT MISS CALLING TO SEE A DEMONSTRATION OF THE WONDERFUL

# DECO

This tiny pocket tank will inflate a big 37" x 5" tire or will put out a fire. You certainly ought to have one in your car. Call and see it.

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Phone 567.

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