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FOOTBALL BOOTS, REG. \$8.00, NOW \$6.50— OTHER STYLES, REG. \$7.00, FOR \$5.75

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Made by the oldest men in the
Business

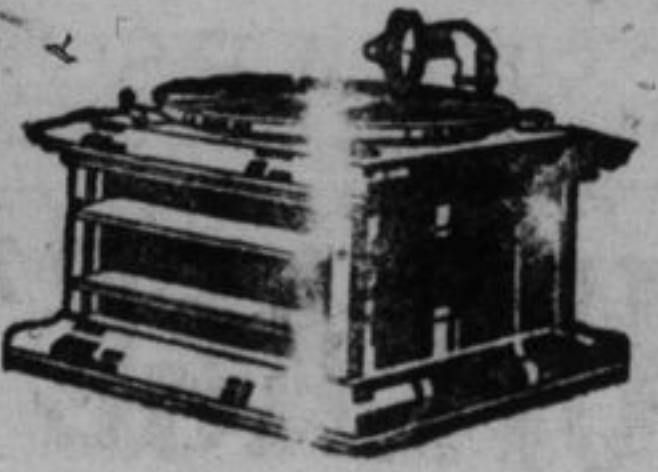
Columbia Records
Some of the old reliable
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To go at 69c.
Table Phonograph
A real good instrument
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CABINET PHONOGRAPHS

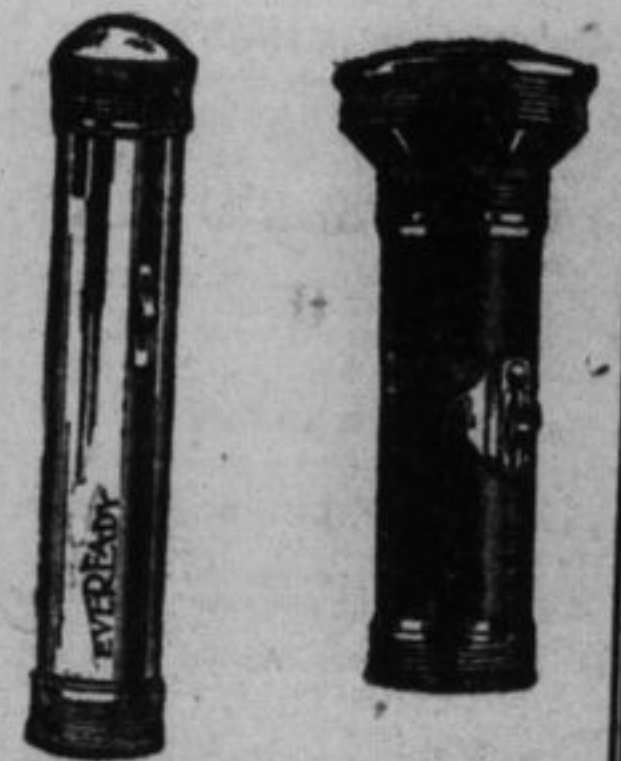
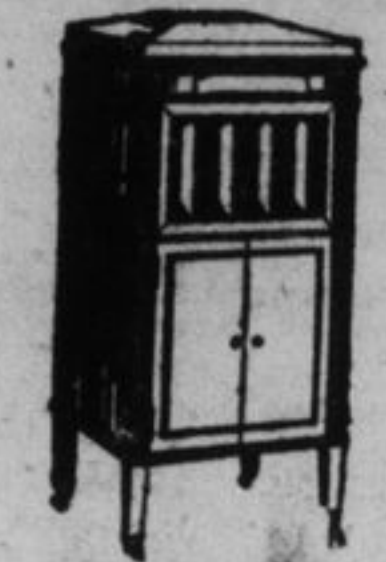
- 1 Sample Columbia Grafanola, regular \$135.00, for **95**
- 1 Sample Columbia Grafanola, regular \$160, for **115**
- 1 Sample Columbia Grafanola, regular \$175, for **135**
- 1 Sample McLagan Phonograph, regular \$240, for **200**
- Also several used Phonographs to go cheap
- These are only a few of the hundreds of bargains we are offering. Sale starts Saturday, October 29th. The first in the morning get the choice. Be first.
- 1 Sample Empire Phonograph, reg. \$100, for **80**
- 1 Stewart, Carrying Case and Records, reg. \$30, for **20**
- 1 Decca (carry like a suit case), reg. \$45, for **30**
- 1 Aeronola Phonograph, reg. \$150, for **95**
- \$15 and up

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Columbia Records



J. M. CAMPBELL ON POWER AND SHIPPING QUESTIONS

Board of Trade President Gives Interesting Address Before Rotary Club.

The members of the Kingston Rotary Club, at their luncheon in their quarters at the British-American hotel on Thursday, listened to a splendid address given by J. M. Campbell, who spoke on the development of the lower St. Lawrence, as it affects Kingston as regards shipping and power. Mr. Campbell dealt with the subject in an able manner, and was listened to with keen interest. Rotarian H. E. Pense presided at the luncheon.

Mr. Campbell, in dealing with the question of shipping, stated that at

the present time, Kingston was suffering a serious loss, as there was no grain being brought here for transshipment to Montreal. For many years, the vessels carried grain here from Fort William, and then it was transhipped and sent on to Montreal, but now a large portion of the grain went to Buffalo, as this route was found to be cheaper. The grain business had been diverted from Kingston just before the war, when the Montreal Transportation Company closed its elevator in Kingston. As a result, no grain was coming to Kingston, and this was a loss to the city. Vessels which formerly carried grain from Fort William to Montreal, were now engaged in carrying grain from Fort William to Port Colborne, while there were a number of smaller vessels carrying grain between Fort William and Montreal, as they could get cargoes of package freight on their trip back from Montreal. The question which

had to be considered was that of the future. The Welland canal was being deepened, and a question which had to be dealt with was that of how the grain would be handled here in Kingston, when the work on the canal was completed. Two years ago, the city council and the board of trade had been very active, and plans had been prepared for the enlargement of the harbor below the bridge. The plans had been approved, but owing to financial conditions caused by the war these plans had been side-tracked.

"Within the next five years the question will have to settle as to whether Kingston will be in the shipping business or be off the map," said Mr. Campbell. The speaker added that at the present time, many vessels went down the St. Lawrence via the American channel, and that it was up to every Kingstonian to give all the support possible to secure the development of the St. Lawrence so that Kingston could regain her former shipping business, and at the same time add to it. The question which also had to be considered was that of what would happen here when the St. Lawrence was deepened to twenty-five or thirty feet. However, the speaker did not think this would occur in the next forty years, while the deepening of the Welland canal was only a matter of four or five years. Kingston wanted grain transhipped here, Oswego was looking for this business, and for this purpose had erected an elevator which would hold 3,000,000 bushels of grain. Oswego wanted the grain coming down the lakes transhipped there and then it would be sent down to New York via the old Erie canal. On the return trips, coal cargoes could be secured. Oswego would, no doubt, get considerable business.

"The idea is to make the Kingston harbor scheme part and parcel of the Welland canal scheme," said Mr. Campbell. The latter added that he

had been informed by the Richardson's Ltd., that this company would start a fleet of grain carriers between Fort William and Kingston just as soon as all these improvements were brought about.

Mr. Campbell pointed out the advantages for the transshipment of grain at Kingston, stating there was danger of the vessels going ashore, and insurance rates were also higher.

On Power Question.
Mr. Campbell also dealt with the power question, stating that at the present time Kingston was seriously handicapped for power. He referred to the fact that some time ago the locomotive works desired to enter into a contract for a large amount of power, but wanted a guarantee for a continuous supply. The company wanted to shut down its steam plant and get the benefit of the power. The cotton mill also wanted to be guaranteed power, but under existing circumstances, the power could not be guaranteed.

Mr. Campbell said the power to be secured from the lower St. Lawrence was the best, in fact he believed it to be the best in the world. The stream was steady, with a normal flow the year round. It was ideal for water power.

Chippewa had great power developments, but the cost was very heavy. The cost per horse power was \$150, and it would cost western Ontario more than it had in the past. At first it was \$9 and then went to \$10. Unless the Hydro commission sold an enormous amount of power to the United States, the cost would be enormous. In St. Lawrence, the federal government had control, and the government would likely build a dam. There would be hydraulic development, power houses would be built, and power developed at \$50 per horse power, as against \$150 at Chippewa. This would be an enormous saving. And then again there were no ice troubles on the St. Lawrence. With the dams, there would be deep water and no trouble from ice. Ice had been the great drawback with the Chippewa power. It was estimated that between Kingston and Montreal 4,000,000 horse power could be developed, and between Kingston and Cornwall, 1,500,000 horse power.

A manufacturer, who recently located in Brockville, would have come to Kingston had the city had the power to offer. This manufacturer, however, looked for Kingston to be a great manufacturing place as soon as the developments desired were forthcoming.

Mr. Campbell was very optimistic regarding the future of Kingston, and agreed with the manufacturer. The latter had also stated that from Kingston on to Montreal would be a great manufacturing centre. With good railway facilities, the deepening of the waterways, and cheap power for manufacturers, the pros-

pects for Kingston were very bright. Mr. Campbell said the authorities at Ottawa had not apparently dealt very kindly with the hydro, and given all the assistance possible. Pressure should be brought to bear for a power line from Montreal to Toronto.

Following the address of Mr. Campbell, Rotarian Goodwin moved a hearty vote of thanks to the speaker, and it was tendered amidst much applause.

Rotarian Goodwin also touched on an interesting matter, pointing out how power was being developed at places in Quebec at a much cheaper rate than in Ontario.

In reply to this, Mr. Campbell pointed out that the power policy in Quebec was different to that in Ontario. The Quebec government controlled the streams, and built dams and reservoirs. The water users were charged, and this covered the interest and sinking fund of the dam in 20 or 30 years. Water power was developed with very little expense on the building of dams. As to the electrifying of roads, Mr. Campbell said that it would be some time before this would be brought about.

Visitors From the West.
Rotarian "Bill" Fairfield, Lethbridge, was among the guests, and he was given a warm reception. He made a neat address, in which he extended the greetings of the Rotary Club in Lethbridge. Mr. Fairfield is an old Kingston boy, or district boy at any rate, as he stated that his family for four generations back, had resided on the Front Road. He was very glad to visit his old home, and praised the scenery of the St. Lawrence.

Other guests included H. C. Fatt, inspector of penitentiaries, who was introduced by Rotarian "Tom" Minnes; and Al. Brown, introduced by President "Joe" Stewart.

F. J. Wilson appealed to the members of the club for their support at a business men's gathering to be held next week to hear Dr. Zwemer.

To Hold Tag Day.
The members showed much enthusiasm over the tag day, which is

to be held on Saturday of this week, in aid of the Children's Aid Society. Rotarian L. T. Best, who is chairman of the committee making the arrangements, announced that the cadets who will receive the offerings at the street corners will meet at his store on Friday night, to secure their boxes, and also to get instructions.

As the tag day is for a most worthy cause, the members of the Rotary Club are looking for a generous response from the citizens.

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Registration Oct. 31st, 1921 To Nov. 5th Inclusive

- Sydenham Ward—Court House.
- Ontario Ward—Ontario Hall.
- St. Lawrence Ward—291 Princess Street. (KING, THE TAILOR)
- Catarqui Ward—Council Chamber, City Buildings.
- Frontenac Ward—160 Clergy Street. (W. VINCE)
- Rideau Ward—Post Office, corner Princess and Barrie Streets.
- Victoria Ward—Court House.
- Portsmouth—Town Hall, Portsmouth.

HOURS:
9 a.m. to 1 p.m., 2 p.m. to 6 p.m.
7 p.m. to 9 p.m.

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