

KINGSTON IS RICHLY ENDOWED WITH NATURAL AIDS TO TRADE

Position of This City in Eastern Ontario Is Unsurpassed—Fine From Transportation Standpoint and Centre of Prosperous Farming District.

Take a look at the map of Ontario and on it note the position of Kingston. Then let Ontario lose its identity for a few minutes and look at the whole of Canada, again noting Kingston's position. Is it not a good one? "Where the lake and river meet" has often been applied to our old Limestone City and this fact may be capitalized to an unlimited degree in the years to come. "Where the lake and the river meet," Kingston, is built by nature to be one of the busiest centres of the great trade passing over these inland freshwater season extending from the St. Lawrence Gulf almost to Winnipeg.

Only this year has the adaptability of Kingston as a headquarters for shipping and navigation matters been brought out when the immense grain crop of the west started to pile up and congestion rapidly spread in the ports of the upper lake. Kingston had been neglected for a few years and then, when matters got serious, all eyes turned to Kingston. There is accommodation here, and how much greater could that accommodation be and how much better conditions would be for grain dealers had they taken steps to keep Kingston prepared for large cargoes.

Back through the country around Kingston, and on those great islands and near-islands which border it on the Lake Ontario and St. Lawrence side, is found some of the finest of farming land. The dairying activities of this section have made it famous and one has only to glance at the Kingston open market on any Tuesday, Thursday or Saturday morning to realize that all lines have been as prosperous and successful.

Kingston possesses the gateway to the ocean and should take full advantage of the fact. There are millions of dollars passing down the lakes to the sea every year and almost all of that should pass through Kingston. Gradually we are securing our share of it, but efforts must be increased all the time until Kingston is accorded its rightful place.

One of the main gateways to the United States is also possessed by Kingston. Although few in the city realize the fact an average of one hundred tourists per day are examined by the Immigration Inspectors at this port during the summer months. This is entirely separate of those who motor to this city from other crossing places or come down the lakes or up the river by boat after being admitted at other Canadian cities.

Then for a city situated in the middle of an agricultural and navigation section Kingston has resources unique for such a position, which

have as yet only been scratched, and that lightly. Back in the townships and counties to the north there are mineral deposits which must eventually be developed. There may not be gold, silver or nickel there, but there will be found such rocks, minerals and rock salts in large quantities as are used in manufacturing and much in demand. Some work has been done in mining lead, mica, gypsum and other baser minerals, but the main supply has not been developed as yet, and when it is, as it surely will be, another rich source of revenue and trade will be opened up for this city.

For the business end of the city, a walk around the principal streets, or a visit to Kingston fair, will do all that is necessary to convince the most skeptical. Kingston is built to be a large and flourishing centre and it cannot be kept back. The Kingston Industrial Exhibition is but one of the forerunners of other "bigger and better than ever" enterprises to come.

AS YOU MAKE IT.

To the preacher, life's a sermon,
To the joker, it's a jest;
To the miser, life is money,
To the loafer, life is rest;
To the lawyer, life's a trial,
To the poet, life's a song;
To the doctor life's a patient
Who needs treatment right along.
To the soldier life's a battle,
To the teacher, life's a school;
Life's a good thing to the grafter,
It's failure to the fool.
To the man upon the engine,
Life's a long and heavy grade;
It's a gamble to the gambler;
To the merchant, life, is trade.
Life is but one long vacation
To the man who loves his work.
Life's an everlasting effort
To shun duty, to the shirk.
Life is what we try to make it.
Brother, what is life to you?

Many a man who does not know his own mind would be surprised to learn how well his acquaintances know it. The best patrimony you can leave your son is a strong body, a sound mind and plenty of hard work.

THE KAISER'S CROWN.

Perhaps This "Symbol" Has Never Existed.

That there never was a German or Prussian crown in the sense in which that symbol of rulership is generally conceived, a bejeweled piece of head-gear, passing from father to son, from generation to generation, intact and intangible, has been asserted by a writer in the Berliner Tageblatt, discussing recent guesswork of what is to become of the Hohenzollern properties. The article reads in part: "For as long as can be remembered the German crown was reconstructed for each new ruler who ascended the throne, and after the act of coronation it was often immediately taken to pieces. It was very rare for a Prussian ruler ever to make any further use of his crown after the coronation. Frederick the Great, the most intelligent of the Hohenzollerns, had his crown taken to pieces immediately after his coronation, in the presence of Queen Elizabeth Christine, and he turned the diamonds and pearls over to the queen 'for other uses.'"

"Only after the death of Frederick the Great did it occur to the court circle that, according to ancient ceremony, 'the crown was necessary for the burial services, so the stock of family jewels was gone over in a hurry and a crown assembled. It happened that there was on hand a metal form of a crown, the so-called carcase. After the interment this crown was at once dismantled. Furthermore, Frederick the Great had the insignia of the chain of the Order of the Black Eagle, founded in 1701, which was valued at 134 'Reichstaler,' melted down, together with some old crown jewels, and made into a gold table service."

"In the history of the German crown a special chapter is filled by the 'little Saucy,' a diamond of 3 1/2 carats, the handsomest stone among the Hohenzollern family jewels, which hung from the front of the crown that Frederick the First put on his head. Frederick the Great had it taken out in 1740 and turned it over to his consort, Queen Louise used it as a pendant to a necklace. It was also worn that way by the late Empress Augusta Victoria.

"How the crown jewels wandered around is revealed by the fact that in 1742, on the occasion of the marriage of Prince August Wilhelm with the daughter of Queen Elizabeth Christine, the latter had to lend the young bride some jewels to make a crown; later the jewels had to be returned. It is a piece of tragic irony that only the last German Kaiser, through a Cabinet order, decreed the permanent existence of the German crown. He ordered that the carcase and the jewels must not be separated, and described the make-up of the crown as follows:

"The band is set with twenty-four big rose diamonds. Above each pair of stones on the band there rise the eight clover leaves, each set with three clover-sized and one smaller rose diamond. From the clover leaves these rise eight hoops, each set with twelve rose diamonds, to the vertex upon which rests the imperial orb, consisting of a big sapphire, with the cross set in diamonds. Between the clover leaves there are eight prongs, each set with a rose diamond and a big translucent pearl. The crown is to be provided with a purple lining reaching the hoops."

"So this is accordingly the last German crown. It was young enough. The other symbols of imperial and royal power were older. The sceptre, which—with the exception of the eagle at the point—perhaps goes back to the days of Frederick I.; the imperial seal, the regimental staff, the imperial flag and the imperial helmet and spurs. All these insignia, as was also the case with the entire property of the former Prussian ruling family, were seized by the Prussian Government and are being held in a safe place by the former 'Ministry of the Royal Family' and the Ministry of Finance, jointly, until the time when the settlement between Prussia and the Hohenzollern family over the family property of the former ruler shall be effected."

Seals on Documents.

In the early ages, when hardly any one knew how to read or write, it was the custom for people to affix their seal to a document. This was an official and legal. Affixing their seals, in those days, took the place that a signature does now. Even now the great seal is attached to all British royal proclamations and ordinances; and without it they would not become law or be considered to have the king's authority. The words "Given under our seal" occur in all of them. That is the reason why James II. of England, when fleeing from London, was deposed, and the great seal into the Thames. He thought the new king would not be able to make any fresh laws until a new seal had been provided; but a fisherman fished the seal up in his net a day or two later and so no harm was done. The popes of Rome used to seal their decrees in lead instead of wax, which gained for them the name of papal bulls, from bull, lead. The first English king to use a seal was Edward the Confessor.

The Hague.

The Hague has a population of 350,000. It is located in southern Holland, and is the seat of the Dutch Government. It is a fashionable and handsome city with fine streets and avenues and attractive squares. A seaside resort is located only a short distance from the capital. The treaties have been signed at The Hague. Among these were the treaty of the triple alliance signed by England, Sweden and the Netherlands; of the triple alliance in 1717 by France, England and Holland; the treaty of peace between Holland and France in 1795. The Hague tribunal was established in 1899 by twenty-four powers to facilitate international arbitration.

Dark-haired people are more subject to insanity than the fair-haired. None are so seldom found alone, and are so soon tired of their own company as those coxcombs who are on the best terms with themselves. Happiness is in the taste, and not in the things themselves. We are happy from possessing what we like, not from possessing what others like. If your thought is profound, all the more should you see that your words be simple and clear.

OUR POST OFFICE IN FOR BOUQUETS

Lady Comments on its Tidy Surroundings in the Detroit News.

Under the heading "His Majesty's Post Office—One of Them," Mrs. J. E. Leslie, summing up at Wolke Island, writes as follows in the Detroit News.

Post Offices are usually considered mainly from the viewpoint of usefulness. Beauty—or even cleanliness, if we are to judge from our own Detroit main office—is not numbered the accessories of places that house the mail.

Not so with His Majesty's post office—one of them, the one in His City of Kingston, in His Province of Ontario. It not only offers habitation to the mail but is a thing of neatness and beauty.

It is not satisfied with being a good-looking stone building on a tidy corner. It has monopolized the lot next to it and made it into a garden of flowers that holds every passerby with its beauty. Round the centre of the flag-pole the artist has laid out beds of feathery bachelor buttons—pink and white and blue; old-fashioned pinks, such as Grandmother grew in her box-bordered beds long ago; gladioli, perfect in their cream and red sturdiness, prim asters—ragged ones, too, purple and white and pink; and a crescent of tender, many-colored little portulacas.

Along the walk by the side of the building is a thick hedge of delicate cosmos and yellow coreopsis.

At the far end of the garden, row upon row of tall hollyhocks guard the caretaker's picturesque little cottage with its small-paned, swinging windows and low-hanging roof, cuddled down at the base of the great cathedral that raises its cross-tipped tower to the heavens.

Inside the post office, where everything is as neat and clean as a new pin, patrons linger at the windows that look down on the pretty garden, and out over the river, or pause to study the schedule of mail boats that sail for England, the posted on a blackboard at the other end of the room.

It's a very pretty place—His Majesty's Postoffice in Kingston, Ontario, on the St. Lawrence.

THIRTY YEARS SUCCESSFUL FARMING



SAMUEL LARCOMBE
and his exhibit of grain and vegetables at KANSAS CITY EXHIBITION

In a period when the profession of farming is more or less stagnant, when the tendency in so many countries is from rural districts to the cities and industrial centres, and the oft-made complaint is that the ardors of deprivation of an agricultural life are not commensurate with its compensations, it is consoling to read the history of a satisfied farmer of thirty years' standing, one of the continent's premier agriculturists, celebrating his seventieth birthday in the tranquility of his chosen profession.

Such a man is Samuel Lacombe, of Birle, Manitoba, who expresses pride in the realization of the signal part he has played in making the possibilities of Western Canada known to the world.

The record of Mr. Lacombe's thirty years of farming is almost phenomenal. In that period, with the products of his Manitoba farm, he has carried off no less than three thousand prizes, including the world's championship for wheat at the Peoria International Fair in 1917, and the sweepstakes for the best individual farmer's exhibit as well as the sweepstakes for wheat in the dry-farming section at the World's Soil Products exhibition in Kansas in 1918. His Canadian successes constitute an aggregate which gives him an average over his farming years of one hundred prizes per year.

Born in a little Devon village and for ten years following the pursuit of market gardener, Mr. Lacombe's experience forms a further addition to the examples of outstanding success achieved by immigrants from the British Isles, unacquainted with Western conditions. He came to Winnipeg in 1889 and proceeded to Birle, where even then existed a thriving colony of old country farmers. After a year's experience as hired man with a farmer in the district, he rented a farm, which, after five years he purchased and still occupies.

At a time when everyone was engrossed in wheat he concentrated so much on grains as on vegetables. His first local exhibit won three prizes, and in his first ten years of farming he made forty entries and secured 134 awards. From 1905 to 1908 he grew roots, vegetables and grain for the Canadian Pacific Railway for exhibition purposes in other countries, and produced citrons, cucumbers, pumpkins, squash and marrows for the Dominion Government for the same purpose.

Mr. Lacombe's career as an exhibitor has been one consistent succession of triumphs too lengthy to mention in detail. His international successes have brought considerable renown to Western Canada and widely advertised the wonderful possibilities of intelligent farming with assiduous application. Mr. Lacombe recently celebrated his seventieth birthday on the farm which has been the scene of every one of his achievements. He can look back over his thirty years of agricultural life in Manitoba with supreme satisfaction in the knowledge that in winning renown and prosperity for himself he has pointed the way to thousands of his fellow-countrymen.

Kingston Industrial Exhibition

TRIALS OF SPEED

September 19, 20, 21, 22, 23, 1922

\$3,000.00—IN PURSES—\$3,000.00

PROGRAMME—FIRST DAY, TUESDAY, SEPTEMBER 19th

3 MINUTE CLASS \$ 250.00

2.30 CLASS 350.00

SECOND DAY—WEDNESDAY, SEPTEMBER 20th

2.50 CLASS \$ 250.00

2.35 CLASS 350.00

THIRD DAY—THURSDAY, SEPTEMBER 21st

2.40 CLASS \$ 350.00

2.30 CLASS 350.00

FOURTH DAY—FRIDAY, SEPTEMBER 22nd

2.45 CLASS \$ 350.00

2.35 CLASS 350.00

FIFTH DAY—SATURDAY, SEPTEMBER 23rd

CLASSIFIED RACE \$ 200.00

CLASSIFIED RACE 200.00

WILLIAM MURRAY, Secretary Races and Sports

44 Market St., Kingston

Phone 8917.

SAFETY FIRST

WITHIN the last five weeks twenty women have fallen from the Street Cars as the result of getting off backwards while the car was in motion.

Thanks to the care of the employees, in some instances, serious results were averted.

Had these passengers faced the front of the car and taken hold of the left hand-rail with the left hand, and waited until the car had stopped, these accidents would have been averted.

It is not dignified to fall on the street, especially from the steps of a Street Car.

SAFETY FIRST

L. ABRAMSON'S

Sale of Super Values

FOR FAIR WEEK

MEN'S FINE BOOTS

In Black or Brown Calf—solid leather soles, rubber heels and Goodyear welts.

SALE PRICE

\$4.95 and \$5.45

Men's Suits

We have a very extensive range of Styles and Patterns to select from this Fall as never before. All wool fabrics and newest designs. Priced at a big saving to you for this Special Sale.

\$14.95, \$18.00, \$22.00, \$25.00, \$29.95, \$35.00

Ladies' Shoes

The popular one—Strap style in Patent or Calf.

SALE PRICE

\$3.45

MEN'S OXFORDS

In all the smartest styles—in Black or Tan.

TO CLEAR AT

\$5.25

MEN'S FINE SHIRTS

W. G. & R. brand, with the double-wear Cuffs, in a beautiful range of patterns.

\$1.50, \$1.75, \$2.25

LADIES' LACE OXFORDS

New style for Fall. Priced from

\$2.95 to \$4.95

MEN'S WORKING BOOTS

We have a complete stock of Men's Working Boots at reasonable prices.

\$3.25

REGAL SHIRTS

The last word in Shirts of the better quality—made from English Madras with woven stripes.

SALE PRICE

\$3.00

WOMEN'S HEAVY FARM BOOTS

Just the thing to wear around the farm.

SALE PRICE

\$3.50

BOYS' FINE BOOTS

Genuine Calf Sewn Soles and Goodyear Welts. A real boot. Sizes 1 1/2 to 5 1/2.

SALE PRICE

\$3.25

GIRLS' SCHOOL BOOTS

A real good, strong Boot for School and country wear. All sizes.

SALE PRICE

\$3.25

BOYS' STURDY SCHOOL BOOTS

Solid leather soles and heels. All sizes.

SALE PRICE

\$2.95

DON'T FORGET TO PAY US A VISIT DURING THE FAIR!

LOUIS ABRAMSON

336 PRINCESS STREET. PHONE 1454w.