

For Quality, Style and Real Value Select Your Clothing at SINCLAIR'S

MACKINAW COATS \$5.95 Just the Thing for Fall Wear

Although this all-wool Mackinaw is low in price, it is an excellent coat for farmer or outdoor wear. Belt all round with buckle. Patch pockets. All sizes—each \$5.95.

A similar coat, heavier in weight that will give more warmth and wear—each \$6.90.

NORFOLK MACKINAW \$7.50

NORFOLK MACKINAW—\$7.50.—This all-wool Norfolk style Mackinaw is a winner. Shown in plain patterns, has two patch pockets. A coat that will keep you comfortable during severe weather. Our close price—each \$7.50.



BROWN TWEED SUITS \$9.95

One glimpse of these brown tweed suits will convince you of the real values here offered. The cloths are evenly woven, and each garment is nicely tailored and finished in as smart a style as a much more expensive suit. Your size is here for only \$9.95.

MEN'S SUITS

GREY WORSTED \$14.95

These are regular three-piece suits on a new and popular model. Nicely tailored and at this price a splendid opportunity to save on your new Fall suit. All sizes in stock. Special, \$14.95.



MEN'S FALL AND WINTER ULSTERS

We feel fully convinced and believe we are justified in saying that never before have we shown such a wide and perfect range of overcoats for men and young men as we are this season, and also believe that there is none to surpass it in the Maritimes. There are greys, fawns, tans, browns, lovat and fancy mixtures as well as plain blue chinchillas with storm collars or velvet collars. Some half belted, others plain box back. All sizes, prices ranging from \$20 up to \$42

NOTE THESE TWO SPECIAL VALUES

\$13.50 LEADER

This lot of coats is a choice of browns, greys and fawn shades in heavy plaid back cloths, nicely lined. Have deep storm collars, 3 piece belts and roomy patch pockets. Sizes 36 to 42. Your choice—\$13.50.

A WINNER AT \$15.00

In looking over this range you will agree with us that the qualities and values are worthy of comment. Heavy weight plaid back frieze in different assorted shades on new fashionable models. An excellent coat at a popular price, sizes 36 to 44. A favorite at—\$15.00.

MEN'S SUITS A BIG VALUE AT \$19.00

There are different styles and patterns as well as a variety of materials in this special offer shown in pencil stripes, also light and dark tweeds. Any of these are regularly worth \$25.00. Select yours now at \$19.00.

BOY'S LONG PANT SUITS \$6.95

Made up on new and snappy models are these boys' long pants suits of tweeds in different shades. One pair of pants to each suit. Sizes 27 to 35. Here's your chance to get a new suit for only \$6.95.

MACKINAW WINDBREAKERS \$4.50

These all-wool Mackinaw Jumpers are shown in plaid patterns and made of heavy material with knitted waist band, cuffs and collar band. Snug and warm. Each, \$4.50.

Also as above, heavier weight at \$4.90.

LEATHER JACKETS \$11.50

LEATHER JACKETS, \$11.50.—Here is a real jacket for ranchers or any man that is exposed to all kinds of weather. Rain or snow or zero weather takes no effect when you are clad in one of these soft, pliable, leather jackets. See them.



MEN'S OVERALLS \$1.49

Here you have the chance you have long been looking for of buying this heavy weight plain blue denim overall with bib and cast of braces. This is a leader and one you should take full advantage of. Roomy, well made garments, any size, the pair, \$1.49.



BOY'S SUITS

THAT ARE REAL SNAPS. DO NOT MISS THEM.

Here they are in good quality grey, brown and mixed tweeds. The coats are belted models, and the pants the popular bloomer style. Sizes 32 to 35. Worth \$8.00 to \$9.50. Clearing half price, or \$4.00 to \$4.75 each.

SINCLAIR AND STEWART LIMITED

SUMMERSIDE

Valuable Wharf Property For Sale

The undersigned offer for sale their centrally located wharf. This property is well known and has many advantages such as Railway and warehouse facilities. Well adapted for lumber, coal or produce business. In good repair. Low upkeep. Apply
M. P. HOGAN & SONS,
9998-10-29-1wk.

No Boom For Churchill

Having chosen Churchill as the terminus and port of the Hudson Bay Railway, the Government of Canada has taken over all land likely to be affected by the new development. The object is to prevent the foolish speculation that has attended so many town building projects.
But would there be speculation in Churchill lots in any case? The

place is new, except the name, and many, even in Canada, will believe that the new road, the new harbor, the new town, will never be conspicuously successful. But success is not all a necessary precursor of a land boom—around many a western city there is open prairie that was to have been business sites according to the boomsters of a past generation. Churchill is to be a great ocean port, or mill-lions of people in the west will be bitterly disappointed. Give the map, some photographs, and a few facts—relevant or otherwise—and what a vision he could raise of the prospects of the new "metropolis of the North" on the higher shore of the "Mediterranean of the North."

the bona fide user of land and completely exclude the speculator. That has already been attempted in Canada in the case of the Dominion Parks. Within those areas there is only one owner—the Government. Lands are leased not sold. But it is well known that the value of a lot may be a good deal more than the rental charge, and the difference, when capitalized, represents quite a tidy sum for the fortunate lessee.
It is pointed out that this arises from the long leases that are granted. The new terms of leases call for a more frequent revaluation of rental. Besides, it is held that the regulations as to the buildings, as to transfers of leases, and so on, prevent speculation and unfair points.—The short grain route to Europe, the Fisheries of the Bay, and the northern Atlantic, the possibilities of mining, the future of Churchill may yield the desired result. But it must be recognized in the first place that these new conditions do exist—that the probability is in some respects precedent. There are towns within the Dominion Parks,—Banff, for instance, that the boomster's presence. But Banff has no municipal government. Its people may elect an Advisory Council to assist the Minister of the Interior, but the Minister governs the town as seems best to himself. On the other hand, the Minister provides municipal improvements and reserves all the land of the new town. But this, of course, is only preliminary. If construction and development are to proceed at any thing like the rate prophesied, the land of Churchill will be needed very soon for building sites. Is it possible to construct an adminis-

new town's growth, the Government, or, conceivably, the Canadian National Railways, the medium of public ownership of the system of which the Hudson Bay line is to be a part, may own the land and provide improvements, services and administration. But that preliminary stage will be very short if the promised speed of development, or anything like it, is realized. After that, will the people of Canada be willing to carry on the town? On the other hand, will the people of the future city be willing to live under a despotism, however benevolent? Hardly likely.
Yet, there is no precedent for a live town with its own municipal government, and with the Dominion of Canada as its only landowner. How will the problems of the situation be solved? Under present law, no municipality may tax the federal government. In every considerable town there are one or more government properties that are tax free. But to exempt all the land of Churchill because it is government property would hardly do. In Ottawa, where the Government owns property valued at many millions, there is a special arrangement. The city council directs municipal affairs, but the Government of Canada does not pay taxes. It does spend freely on parks and driveways which beautify the city. That plan would not apply in Churchill. For, in the first place, Ottawa is the Capital and so is different from Churchill and every other city. In the second place Churchill people will hardly be willing to leave all the land in their town tax free to gain the finest Riverside Drives.

One thing seems clear, and that is land now utterly valueless will be made valuable—possibly very valuable—by the act of the Government of Canada in choosing Churchill as the terminal port and providing costly facilities for trade. It will be unreasonable to hand over to private parties, or even to the town, any part of that value. On the other hand, as soon as people assemble at the point, and especially when they organize for municipal life, they will add values to which, on the same reasoning, the Government of Canada will have no right. How to adjust these claims will be one of the problems.
Many people, accustomed all their lives to land ownership as the preliminary to improvement and trade, will insist that it will be impossible to develop a new town on the basis of a land leasing system. But it is well known that such a system has been in use for centuries in the greatest cities of Europe, and that some of the most expensive buildings in those cities are built on leased lands.
The question is asked by some: "Does the Government itself know what plan it should follow in dealing with Churchill?" Possibly it does. But, on the whole, as the step taken in reserving the land is new and unprecedented, it seems hardly likely that the problems involved, and the plans to meet those problems, have all been thought out. These matters generally take a lot of public discussion. Leaders of thought should express themselves on the problems created by the determination to found a new town on the basis of public ownership of the land.

Convalescent Home Ready

(Canadian Press)
TORONTO, ONT., Oct. 21.—A new venture on the part of the Sisters in the Church of England Community, is the Convalescent Home at 504 Euclid Avenue, which is to be officially opened by the Bishop of Toronto. Its purpose is to serve women and girls of limited means, who require congenial and wholesome surroundings during periods of convalescence.

Poultry

We will be buying live poultry daily until the end of the season. Highest prices paid.
SWIFT CANADIAN CO.

FOX FARMER

We have a few of the Sharbell's Cedar barrel fox pens left. Now is the time to secure them. If you require any we would be pleased to receive your immediate orders while the stock lasts.
ELMER E. SHARBELL,
Portage, P. E. I.
2-10-29-31.

Auction At Hamilton

I will sell by public auction, on the premises of George Taylor, Thursday, November 3rd at 12 o'clock, 1 mare 9 years old, 1 mare 8 years old, 7 choice milk cows, 1 one and a half year old heifer, 2 calves, mowing machine, M. H. hay rake, hay fork, 125 ft. wire cable new, grain, drill disk, iron and spring tooth harrows, harrow cart, gang plough, single plough, M. H. box cart, team truck wagon, riding wagon, jaunting sleigh, wood sleigh, quantity harness, set scales 600 lbs. cream separator, Anchor Holt, churn, 3 milk cans, ladders, post hole digger, forks, shovels, hoes, mats and a lot of other articles too numerous to mention. Should day prove stormy, sale will be held following fine day.
All sums of \$10.00 and under cash. Over that amount 12 months credit on approved joint notes.
HUGH MORRISON,
Auctioneer.

TRAPPERS AND FUR MEN!

The trapping season opens Monday, November 1st, and I want large quantities of Mink, Muskrat, Red Fox, Raccoon, Skunk, Wessel, etc. I am interested in your Silver Fox skins, and whether you sell to me or not, have them cleaned by my up-to-date cleaning plant now in operation.

CANADA

WARNING TO USERS OF RADIO

All Radio Receiving Sets
MUST be Licensed

Penalty on summary conviction is a fine not exceeding \$50.00

License Fee \$1.00 per annum

Licenses, valid to 31st March, 1928, may be obtained from: Staff Post Offices, Radio Dealers, Radio Inspectors, or from Radio Branch, Department of Marine and Fisheries, Ottawa.

A. JOHNSTON, Deputy Minister of Marine and Fisheries