

Jersey Cream
Rich Colour
Fine Flavor
35ct. a pint

The Watchman,

And Ottawa Valley Advocate.

Jersey Cream
Is Easily Whipped
Phone your order to
LOCHABER DAIRY
K. McQuat, Phone 122.

VOL. LIII.

LACHUTE, QUE., DECEMBER 7, 1928.

NO. 47

Your Wants Supplied in -

Lumbering tools, Chains, Axes, Saws
Pumps, Pipe & Fittings, Window
Glass, Putty, Paints, Radio Batteries
and General Hardware.

T. McOUAT & SON

Founders, Machinist,

Lachute Mills, Que.

LACHUTE DAIRY

Bradford & Matthews, Props.

MILK and CREAM

delivered daily.

Phone your order to No. 74.

COMING EVENTS

COMING EVENTS

The Ladies' Guild of St. Simeon's Church will hold their Annual Bazaar in the Auditorium on Friday, Dec. 14th, 1928. Doors open at 3 o'clock. D-7-2.

The Intermediate C.G.T. of the United Church intend holding a Tea and Sale of Home Cooking, on Dec. 8th. Keep the date open.

DANCE

Keep the date open for the Annual Firemen's Ball, to be held in the Auditorium, on Monday, Dec. 31st.

Drop in and see our \$1.00-\$1.50 and \$2.00 tables. Many articles, 3 times their value will be found on these tables.

Earle's Jewelry Store.

Things done in a hurry—Painting, papering, kalsomining and furniture polishing done by Roy M. Moore, Bethany St., Lachute. D-7-2-P.

LOUISA.

Miss Hannah Seale spent the week-end in Lachute.

Mrs. Stanley Holt is spending this week in Carillon.

The Glen School re-opened on Monday, after being closed for three weeks.

Mr. Henry Neill and daughter Joyce, of The Seignory, spent Wednesday in Louisa.

The Orangemen, of Louisa, held monthly Lodge meeting in the Orange Hall. There was a goodly attendance.

Don't forget the Louisa Christmas Tree, to be held in Louisa Orange Hall, on December 21st. Admission Adults 25c.; Children 15c. All roads lead to Louisa.

17. First in the list of Canadian Farm papers is the Family Herald and Weekly Star, Montreal. It's only \$1. a year or three years for \$2. It is attracting world-wide attention.

MASONIC BANQUET

A most enjoyable function was the Banquet and At Home, held by the members of Argenteuil Lodge, A. F. & A. M., in the Auditorium, on Friday last.

Although the weather was anything but congenial, it did not deter the guests from turning out in goodly numbers, some 300 sitting down to participate in the bountiful spread. The Toast list was presided over by W. Bro. L. M. Hooker and included the following:—The King, Grand Lodge, Our Visitors, The Ladies and the Junior Wardens Toast, all of which were ably proposed and seconded, the addresses being short and to the point. Messrs. Dr. G. A. Clunie, H. M. Gall, Wm. Perry, L. M. Hooker, Geo. F. Calder Jr., and W. Blakely doing the honors.

The severity of the snowstorm prevented the special Orchestra from fulfilling their engagement and a number of volunteers kept the piano going until the arrival of a radio, and dancing was kept up until the early morning, but everyone had a most enjoyable time.

The catering was ably handled by Mrs. W. B. Nease, of Ste. Rose, proprietress of the Wayside Tea rooms at Arthur's Corner, and Butternut Lodge of Ste. Rose.

Much attention was centred around the Grand Master of the Masonic Fraternity, who for upwards of 25 years has been a home-coming member, and his distinctive foster crew was quite justifiable and created lots of fun as he related some of the early happenings of Masons in which the shutters were brought into requisition.

GILBERT E. ARNOLD, OF GRENVILLE, TAKES HONORS WITH HIS PERCHERON AT OTTAWA WINTER FAIR.

We are glad to note that Argenteuil is again to the fore through the success of Mr. Gilbert E. Arnold, of Grenville, who won the Grand Championship for Percheron Stallions with "Les Niguns" at the Ottawa Winter Fair Horse Show. The same animal was declared Champion Senior Stallion of the Show and Gilbert's many friends throughout the County are proud of his attainments.

CHRISTMAS PRESENTS.—At our store you will find a "Dollar Table," at which you can procure a real nice and serviceable present. Call in and look them over.

A. C. Lapierre, Jeweller.

D-28-5. Lachute.

Mrs. A. Habib, Brownsburg, Que. —Hemstitching and Pekoe Edge, properly done. Quick Service. Telephone 71 ring 2-4.

LOCAL NEWS.

Mr. Leonard Tootell spent Sunday in Thos. Gore.

Mrs. A. C. Lapierre spent a few days in Montreal this week.

The Misses Alice and Evelyn Gahn spent the week-end in Montreal.

Miss Jessie Goodfellow spent the week-end guest of Mrs. A. Smith.

Mr. Ed. Kennedy, of Montreal, was the week-end guest of Mrs. P. Cruise.

Mr. and Mrs. Walker McArthur spent a few days in Ottawa this week.

Mr. E. Kirkpatrick spent the week-end the guest of Mr. and Mrs. E. Ward.

Miss Marjorie MacKinnon left on Tuesday for a visit with friends in Toronto.

Mr. and Mrs. Norman Hodge spent the week-end the guest of Mrs. Edmund Hodge.

Mr. and Mrs. Golpin and son, of Brownsburg, were in Montreal on Saturday last.

The Misses Alice and Gladys Beattie spent the week-end at their home in the Seignory.

Plain sewing done at reasonable prices. Apply to Mrs. W. J. Morrison, Grace St., opposite the Catholic Church. D-7-1-P.

Mr. John Dobbie is returning this week from a two week's trip to Truro, N. S., Gaspé Basin, and New Carlisle, Quebec.

Mr. and Mrs. Percy Carpenter, of Sudbury, were welcome guests of their parents, Mr. and Mrs. Jas. Carpenter over the week-end.

Miss Amy Gauley, of Lachute, left on Thursday for Coleman, Alta., where she will be the guest of her brother-in-law, Mr. Robt. Burns.

Drop in and see our \$1.00, \$1.50 and \$2.00 tables. Many articles 3 times their value will be found on these tables.

Earle's Jewelry Store.

Inspector J. W. McQuat, the Rev. Dr. MacLeod and the Rev. Mr. Wade attended the meeting of the Protestant Association, on Saturday, Dec. 8th.

The Rev. Canon MacLeod has decided to accept the position of Rector of the Westminster United Church, at Winnipeg, and will enter on his new duties early in the new year.

What is charm? A sure way of finding out is to be present at the Auditorium, Friday evening, Dec. 7th, when the Dramatic Society are presenting the play "What Every Woman Knows."

The stores have taken on their festive attire and are all decked up for Christmas extending a warm welcome to make your purchases from their well-stocked shelves laden with all kinds of seasonable goods.

Things we hear,—"However careful a man is, his wife always finds out his failings." "Do you believe this? Better come to the Play "What Every Woman Knows", in the Auditorium, Friday, Dec. 7th, and find out.

It's often been said that it takes a surgical operation to get a joke into a Scotchman's head. "What Every Woman Knows", being presented in the Auditorium on Friday, Dec. 7th, will tell you whether it does or not.

Although the price of admission was 50c. and 75 cts. to see the wonderful production of "Wings" which appeared at the "Rex" Theatre on Tuesday afternoon and evening, many were unable to gain admission, as the reserved seats were mostly all sold out on Saturday. The same picture played at the Criterion Theatre, New York, and the Princess Theatre in Montreal where it drew crowded houses at the price of \$2.00 so that Lachute was favored in seeing such a wonderful production at the reduced price. Mr. and Mrs. Fassio, the general proprietors of the "Rex" are to be congratulated upon the splendid line of pictures they are bringing to the town and we are glad that the public are appreciating their efforts and lending encouragement by increased attendance.



That Personal Touch!

Send your friends Greeting Cards that have the personal feeling, and they will appreciate them better than the ordinary card.

Just let us make you a nice little attractive card, with any verse or greeting you require, neatly printed, and you can be sure of THAT PERSONAL TOUCH.

WATCHMAN OFFICE,
Phone 27, Lachute.

OBITUARY.

THE LATE G. S. MATTHEWS.

Word reached here yesterday of the sad death of Gordon Stuart Matthews, elder son of Mr. and Mrs. Jno. Matthews, of Centreville, which occurred in East Lansing, Mich., where he had gone to take a post graduate course in the Michigan State University. Gordon was a popular lad and former pupil of Lachute Academy. Afterwards graduating at MacDonald College and then joining the staff of the Central Experimental Farm at Ottawa. His death at the age of 27 years came as a great shock as he was only ill four days. He was one of the most promising of our young men and his early demise has caused deep sorrow. The funeral takes place from the United Church on Friday, Dec. 7th, at 1.30 p.m.

THE LATE MRS. H. T. COWAN

It is with deep regret we record the death, which occurred at the Western Hospital, Montreal, on Thursday last, of Helen Alice (Lily) Beauchamp wife of Henry Thomas Cowan, formerly of detective headquarters. Mrs. Cowan who was born fifty-one years ago last October in Grenville, Argenteuil County, Quebec, was the daughter of Mr. and Mrs. Peter Alexander Beauchamp. She was educated at the country school near her home, the Pointe-aux-Trembles Presbyterian College, which is now the United College, and the old Model School in Montreal. After her graduation she taught in the mission school on De-Hale street, St. Henry. She later trained as a nurse in Dr. Gardiner's Hospital on Union avenue and practiced this profession until her marriage to Mr. Cowan, which took place twenty-three years ago.

Mrs. Cowan took an active part in philanthropic and club work. She was a member of the Outremont and North End Women's Club and of the Karnak Ladies' Club. She belonged to the Eglise St. Jean for the past thirty years and was identified with all its communal activities. She leaves her husband, three sons, T. Alexander, Leslie G., and Russell G., and a daughter, Bernice, who teaches at Rosemount school. A sister, Mrs. N. Boudreau, also survives.

The funeral will take place at the Eglise St. Jean, on Saturday, Dec. 8th, at 10 a.m., where the Rev. Mr. J. J. Lacombe, pastor, will officiate. The Rev. Mr. J. J. Lacombe, pastor, will officiate.

The floral offerings were many and beautiful, a fitting tribute to the lovely life which was laid to rest in Mount Royal Cemetery.

Many sorrowing friends from Lachute, Grenville and other points attended the ceremony.

THE LATE GEO. S. ROGERS.

It is with deep sympathy we record the death of George S. Rogers, beloved husband of Margaret E. Strong, Lachute, Que. He was the eldest son of the late Mr. and Mrs. Frederick Rogers, of Millie Isles, born March 14th, 1854, and passed away to his eternal rest Friday, Dec. 30th, 1928. He leaves to mourn his loss a loving wife and also two sisters, Mrs. Robert Kyle, of Lakeside; and Mrs. W. J. Patterson, of Millie Isles; and two brothers, Samuel T. Rogers and Benjamin F. Rogers, both of Lachute.

The funeral took place on Sunday afternoon from St. Simeon's Church. The service was conducted by the Rev. J. A. Lackey and was attended by a large number of sorrowing relatives and sympathizing friends; the remains being interred in Lachute Cemetery.

The pall bearers were Messrs. Samuel Rogers, B. Rogers, Rufus McCullough, John Boyd, Austin Kyle and Wesley Hamilton. We extend our sincere sympathy to the bereaved in her and loss.

DO YOU KNOW

"WHAT EVERY WOMAN KNOWS?" Maggie Wylie is only a stone-mason's daughter living in a small town in Scotland; but she is a woman—and she knows! The players of the Literary-Dramatic Society have discovered the secret in J. M. Barrie's play which they will present to you at the Auditorium, on Friday, Dec. 7th, at 8.15 p.m. Family affection, Scottish ambition, love, politics, and philosophy are blended, as only Barrie knows how, to produce thrills, chuckles and perhaps the odd tear. Throughout the whole, one's interest is keenly sustained by the career of John Shand, a Scotchman who, not until later in life, discovers a sudden sense of humour.

CARD OF THANKS

Mrs. George S. Rogers wishes to thank all relatives and friends for kind sympathy shown during her recent sad bereavement.

DEATH.

ROGERS.—At Lachute, on Friday, Nov. 30th, George S. Rogers, in his 75th year. Funeral on Sunday at 2 o'clock at the Anglican Church.

DEATHS.

MATTHEWS.—At Michigan State University, East Lansing, Mich., on Wednesday, Dec. 5th, 1928, in his 28th year, Gordon Stuart Matthews, elder son of Mr. and Mrs. John Matthews, of Centreville. Funeral will take place from the United Church, Lachute, on Friday, Dec. 7th, at 1.30 p.m.



Fancy China

Popular Prices.

W. BANFORD & Son

Main Street,

Lachute

Nice Seed
Wheat

at
\$2. 100 lbs.

Corn, Oats, & Poultry Food of All Kinds.

J. D. Campbell, - Phone 50



The High Class Grocery Store

Bread, Cakes, Parker House Rolls
Bacon, Cheese of all kinds.

Teas - Coffees
Fruits - Vegetables

Butter and Eggs taken in
exchange for supplies

W. D. McQuat
Phone 66 for Service

Diamond
Rings

Fine Selections

SINGLE AND THREE STONE RINGS TO SUIT YOUR CHOICE

A. C. LAPIERRE,

Bethany Street,

Phone 249.



EVERYTHING TO BUILD ANYTHING

COTTINGHAM

LIMITED

Lord Allenby Romantic Hero

Defeated as Commander on the West Front, He Achieved One of the Greatest Victories of the World War on the Ancient Battlefield of Palestine

Lord Allenby, of Megiddo, leader of the "Last Crusade," captor of Jerusalem from the Turks, comes to the U.S. as the guest of the American Legion at its convention at San Antonio. No more romantic figure has crossed the Atlantic in recent times. For Allenby's career is one of vivid contrasts. As a young cavalry officer he won distinction in the Boer War; as a divisional commander in France he suffered military reverses and humiliations; as commander in Palestine he refought the battles of the Bible and drove the Turk from the Holy Land, and, after the war, he showed his talents as a diplomat and administrator.

General Allenby went to France in August, 1914, in command of the British cavalry division with the reputation of being able to handle cavalry with any other man in the British Army. One of his exploits in the Boer War was still a tradition of the service. As a hard-riding young Major, Allenby had swum his squadron of Inniskillings across the Modder River in the night to catch a well-entrenched Boer column in the rear and cut it to pieces. Killing or capturing the Boers to the last man, Allenby provided what was called one of the turning points of the hostilities.

In France, Allenby soon proved a shining figure in covering the British retreat from Mons. According to German reports, Allenby and his cavalry were one of the principal factors in saving the British Army.

But then the deadlock settled down on the Western front. Trench warfare superseded war of manoeuvre. Tactics and strategy had to be learned anew. The role of cavalry and cavalry leaders was particularly obsolete. After a sabre, it was hard to do with a trench spade and periscope-spyglass. Allenby's horses were made infantry reserve and stationed in the line holding the Channel ports, and Allenby's temporary eclipse set in.

Nevertheless, for a time Allenby still moved. His prestige was widespread; he distinguished himself by both valor and resource in the Ypres salient; he received command of the Third Army.

Yet this period showed Allenby at his worst. According to his critics, he was a mediocre commander. At the retreat from Mons, he was criticized for his lack of initiative and for his failure to live up to his service nickname, "The Bull." He wished to make a surprise attack through a series of subterranean tunnels which, he figured, would take his men out behind the enemy lines, but the high command had no faith in his methods, the records show, and declined to give them a trial.

Allenby was in command at the Battle of Arras, a costly defeat. His attempt to use cavalry proved a failure. Monchy-le-Preux stood on a hill topped by a large house, the Mairie. That house was bristling with German machine guns which commanded the only road leading up to it. Up that narrow street Allenby's cavalry charged, troop after troop, only to be mowed down. Within the narrow gulch the troopers and their horses were piled ten high. As in the ill-fated charge of the Light Brigade in the Crimean War, some one had blundered. The same heavy toll of life was taken in other sectors. Allenby was blamed.

One man, however, apparently still believed in the great cavalry leader whose star seemed to be on the wane—Lloyd George. The keen Welshman correctly appraised Allenby's failure as one of adjustment rather than of the man himself. Lloyd George divined that the cavalry specialist had not yet oriented himself fully to the peculiar new conditions of the battle-making in France. But he did not accept this as meaning Allenby would not be useful elsewhere. Operations in Palestine had come to a standstill. The Turks had stopped Murray at Gaza. Open warfare was the order of the day there, and the Allies needed Allenby's type in that theatre of operations. The following June the British Army orders revealed that General Edmund Henry Hyman Allenby

was being transferred to command the Egyptian Expeditionary Force. Setting his teeth, Allenby entered upon perhaps the most appealing period of his career, his comeback.

Allenby formed an early liaison with the famous Lawrence. For lack of money and supplies Lawrence was having difficulty in holding together the Arabs under Peisal, whom he had persuaded to take the field against the Turks. It was a picturesque meeting. The new Commander-in-Chief at first did not know how to take this former Oxfordian now gotten up as an Arab. It ended up with Allenby giving Lawrence what he asked for—a few thousand pounds in gold to pay wage-arrears of the Arabs and the support of the Red Sea Fleet.

Allenby's immediate objective in campaign was Jerusalem, seat of the Christian faith. To get into Palestine Allenby could take two routes, except that now they were held by Germans, who outnumbered him. One route was along the coast, the other route inland. Gaza was the key to the coast route. Situated on a hill, it was deemed impregnable to a frontal attack. It was at Gaza that Samson had died. Near it was the hill where Samson had carried the city gates (Judges xvi). At Gaza, too, Falkenhayn, the German commander, now had his headquarters. Beersheba, thirty-five miles inland from Gaza, was the key to the inland route. The Israelites had passed through the sleepy desert town on their return from Egypt. Later the Romans had used it; later, also, the Crusaders. Now a bust of the "Last Crusader" stands in the square at Beersheba—not a Coeur de Lion, but a figure in khaki with his cap at a typical angle. Beersheba was equally a German stronghold.

Preparing the Attack

Allenby was already feeling a new man. He had again found use for his talents. Characteristically, the cavalryman moved his headquarters to Khan Yanis, a small town almost upon Gaza itself. It was risky. In case of defeat he had only a tenuous railroad behind him across the desert as a line of retreat. But it heartened the troops, who had been hard hit by recent reverses at the hands of the increasingly aggressive Turks. Their new commander apparently did not think in terms of retreat. Anzac and Australians who had fought under Allenby in Africa began to grin among themselves and remark that that was "something like!"

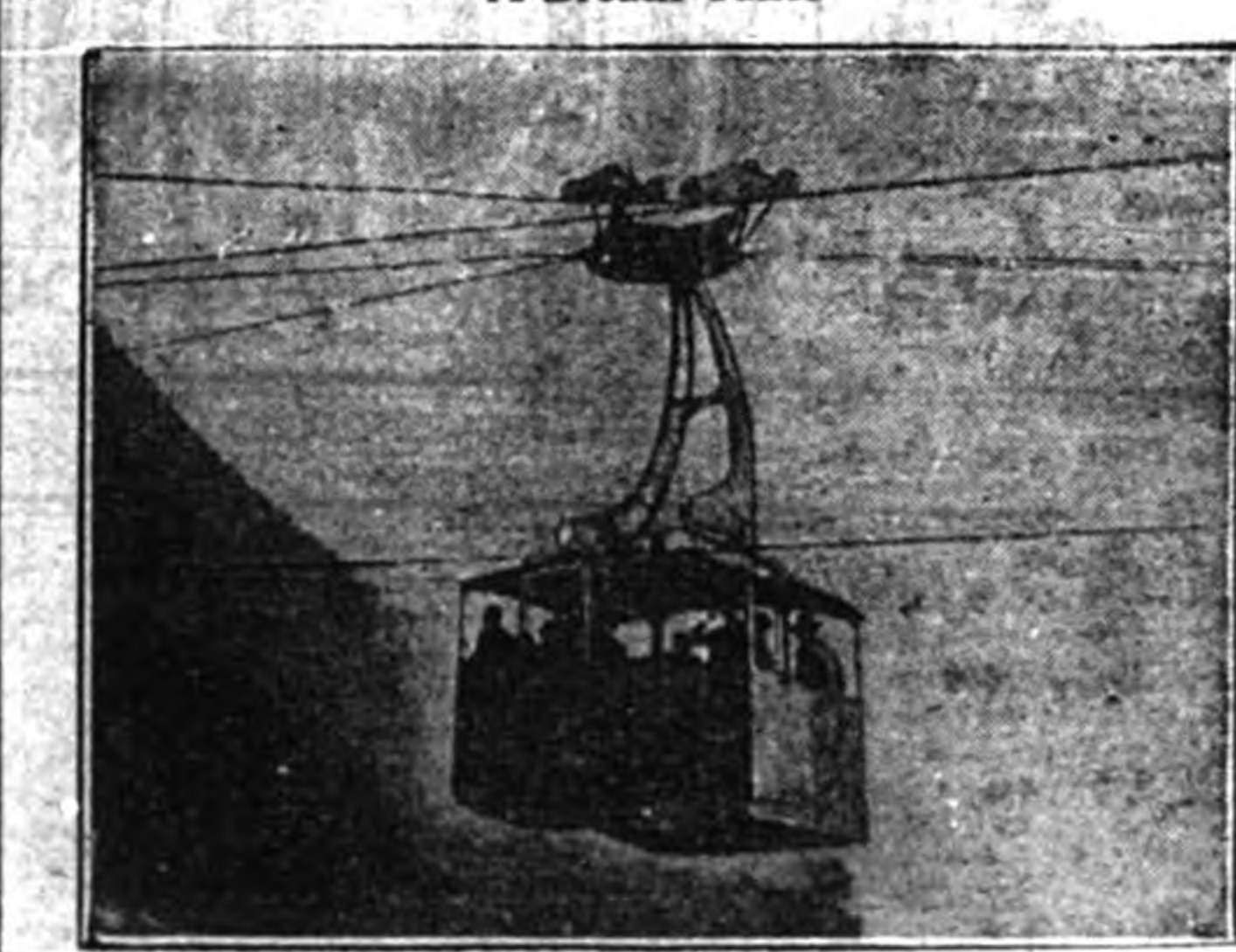
While preparing his advance on Gaza, Allenby received word of the death of his only son, Michael, who had been killed in France. Allenby bore it stoically, his staff recalls. If in the dead of night he ever yielded to a moment's anguish, none of them knew it by day. All they knew was that Michael, in the few short months of his service in the Royal Horse Artillery, had been awarded the Military Cross for personal bravery in the field, and was his father's idol. The preparations for the taking of Gaza went on.

Von Falkenhayn said, afterward that, with his superior numbers, he had considered his position at Gaza secure, and that he had even been planning an offensive to capture the entire British force. But he was up against Allenby at his best. Just a few hours before von Falkenhayn had planned to launch his own attack, Allenby planned him down by a terrific bombardment of Gaza. Under cover of the heavy fire, Allenby then switched a part of his forces to Beersheba, and captured the inland town in a few hours. This move not only secured a plentiful supply of water but opened the road to Jerusalem, and insured communications from the rear. He was no longer at the mercy of the little, lone railway south of Gaza.

Beersheba done for, Allenby turned his victorious expeditionaries coastward on von Falkenhayn himself at Gaza. Von Falkenhayn retired. Gaza fell without a fight. Driving the Turks before him, Allenby used the same route and followed the same plans once adopted by Napoleon, and Jaffa fell next, fourteen days later.

The retreating Turks divided. One column made for a rugged pass fifteen miles distant. If they reached it they were safe. If they reached Jerusalem through it, they could probably delay the latter's capture indefinitely. Against all the odds and without support, Allenby took a chance and rushed his cavalry across the Plain of Sharon ahead of the Turks and cut off the pass. Enver Pasha and von Falkenhayn turned and took to flight in the other direction. Djemal Pasha, coming up from Damascus with reinforcements to take command, was held up by Lawrence, the train-wrecker.

A Breath Taker



HIGHEST FERRY LINE

One of the aerial cars plying between Chamonix and the plateau of Planpraz, France.

Jerusalem was surrendered on Dec. 9, 1917. Two days later Allenby, preceded by the customary aids, entered the Holy City on foot through the old Jaffa Gate. A thick oaken, brass-studded door, long disused, thrown open for him, has never since been closed—a fit symbol of the new tolerance and freedom which Allenby has brought to the Holy Land as a whole.

Brilliant as was Allenby's attainment of his objective, it was but the preliminary for his greater success in the victory of Megiddo, the Armageddon of the Bible, bearing still a third name, the Plain of Esdraelon. This victory put Turkey out of the Holy Land—and out of the war.

In the ensuing months after the capture of Jerusalem Allenby planned the closing campaign "down to the last meticulous detail." The army, entrenched twenty miles north of the city, waited patiently. The attack was first set for May, but had to be postponed when the best troops were hurriedly transferred to France to bolster the weakened line on the Western front. A new army was developed. Replacements came from India, some of them led by warrior princes. His force now presented a brilliant spectacle: Anzacs in their plumed hats, British in steel helmets, native Indians in varicolored turbans and saris.

Meanwhile General Allenby stood in a historic perspective. Napoleon before the Pyramids had told his troops the ages looked down upon them. Allenby, too, had the feeling that the ages looked down upon him. In the few short months of his service in the Royal Horse Artillery, he had been awarded the Military Cross for personal bravery in the field, and was his father's idol. The preparations for the taking of Gaza went on.

The Final Victory

The battle upon which Allenby's greatest fame rests opened in September, 1918, and effected the annihilation and capture of three Turkish armies. Victory resulted from the flawless execution of a beautifully concerted movement which again took the enemy by surprise. Allenby chose the coastal plain for his attack rather than the passes through the hills north of Jerusalem; the former offered topographical advantages to his cavalry. He concentrated his forces under cover of a series of feints delivered to the east to deceive the enemy into looking for the "push" at some point beyond the Jordan. Hoodwinked, von Sanders massed a full one-third of his Fourth Army on the east side of the Jordan, and Lawrence and his Arabs proceeded to eliminate them by harassing them into a state of complete demoralization.

The Seventh and Eighth Turkish Armies broke under the pressure Allenby had brought to bear. In thirty-six hours it was not a retreat but a rout. The Turks were streaming back through the hills of Samaria, Allenby's cavalry which held all the exits. The line of flight was a course over which from time immemorial every army that had marched across Palestine had been forced to pass, but this was its first use for military operations in modern times. Crowding through, a target for artillery and rifle fire, bomb-

ed from the air, the Turks were completely broken when they emerged upon the Plain of Esdraelon within sight of the high mound which marks the site of ancient Megiddo. Near a pass are the ruins of a Saracen castle. Richard bested Saladin there; Napoleon in 1799 defeated the Turkish Army there; it was there that Allenby watched the battle that wiped out Arras.

Meanwhile the Fourth Army was also in full flight toward Damascus, and surrendered on the taking of that city the first of October. By Oct. 26 Allenby had advanced 300 miles to Aleppo, captured 75,000 prisoners, of whom 200 officers and 3,500 other ranks were European officers, and confiscated the last Turkish field piece in Palestine. Allenby had vindicated himself and justified Lloyd George.—A. H. Roberts in "The New York Times."

Poor Australia's "Blight" of Strikes

A new state of chaos in the majority of Australian ports, brought about by another dock strike, called widespread attention to the frequent outbreak of labor troubles in Australia, which are said to present a serious political problem for the Commonwealth Government. In the second week of the latest strike, it is reported, the country was in a state of anarchy. The strike, which began on Oct. 1, has cost the workers \$35,000,000 in six years; it is merely a new phase of an endless war waged by labor on capital.

"In no other country in the world is labor so highly organized, both as regards individual trade-unions and the linking up of one trade-union with another. Twenty or thirty years ago the unions functioned mainly in the towns. I remember when an agitator who ventured near a sheep station was liable to be chased by dogs.

"To-day there is not a shearer, shed, from the mountains of Tasmania to the Gulf of Carpentaria, which does not take its orders from the delegates of the Australian Workers' Union. A whole continent lies helpless—or at least supine—in the trade-union web. Ships sail, trains run, factories hum, sheep are shorn, theatres entertain, lamps shine, ovens cook, tape run only at the whim of labor.

"Without organized labor's permission you may do no manner of work. Joining a union is about as expensive and prolonged a business as joining the Carlton Club; and unless you are a unionist your chances of obtaining work are precisely nil. The employer who gave you a job would have a

Pirates of the China Seas Still a Scourge to Shipping

Their Strategy of Sudden Forays Is Difficult to Combat—How They Operate

The pirates of the China seas are on the rampage again. In spite of strenuous—if somewhat sporadic—attempts on the part of successive Chinese Governments to drive them from the rivers and the seacoast these buccaneers continue to operate.

News of the latest outbreak of piracy came a few days ago, when it was announced that two British officers and the Chinese Quartermaster of the China Navigation Company's steamer Anking had been killed in an attack. Following their usual custom, the pirates steered the ship into a bay near Bias Bay, the main headquarters of Chinese pirates, before looting it. Then the boat was allowed to proceed.

The account of this exploit coming over the cables from Hongkong recapitulates the history of many recent cases of piracy in this locality. Foreign shipping interests have suffered heavy losses, time and again, as the pirates made their attacks, collected the loot and disappeared to their fastnesses. By getting a few of their confederates to sign on with the native crew of a foreign ship they establish a basis of operations. The ship clears port with a valuable cargo and heads for the sea. Then one night the pirate leaders come aboard and with the help of their confederates in the crew overpower the foreign officers. Resistance is met with death. Once the officers are out of the way the looting begins.

Sometimes the ship is beached, so that the looting can be carried on more easily, and the money, merchandise, provisions and arms carried inland or transferred to the pirates' boats. In any case, once the pirates have got away it is almost useless to search for them. They have countless places where they can hide.

Officers of a steamship company that operates in Chinese waters said recently that cases of piratical attacks on coastal steamships occur a dozen times a year. These ships fall easy prey, because they make frequent stops at places where the pirates can board them with little trouble. As for eliminating the pirates' accomplices from the crew, the steamship men assert that this is almost impossible because of the difficulty of picking out the sailors allied with the buccaneers. And even if the pirates are unable to get any of their fellows aboard as crew, they sometimes send their accomplices to travel as passengers on a boat marked for looting.

Native Chinese ships are not immune. The Chinese steamship Hsin-Wah was looted last April. On that occasion pirates posing as passengers made the attack. Fifteen of them overpowered the officers of the ship and ordered the captain to steer for Samchu Inlet, near Bias Bay. Their cargo was transferred to sampans, and the personal belongings of the passengers were not overlooked. Five of the Chinese passengers were carried off to be held for ransom.

The Pirates Beaten

But relief was not far off. A Chinese gunboat appeared as the looting was being completed, and the pirates rushed for shore and scattered. A landing party gave chase. For two hours the retreating pirates were followed, but no gain was made, and the chase was given up. The Hsin-Wah, now accompanied by the gunboat as escort, completed its journey from Shanghai to Hongkong. The latter place has been the centre of efforts to stamp out piracy for years.

strike on his hands, and his output, if any, would be declared black.

"Declaring things black is quite a pastime in Australia. Often and solemnly coal is declared black; and for the same reason seamen recently refused to eat breakfast consisting of porridge, steak, chops and hot rolls. For the cooks were volunteers, and so the chops, too, were black."

In reply to a presumable question as to why the Australian workers can afford to be so independent, and why they don't starve, Mr. Dixon argues that, first of all, Australia is a land of riches and sunshine. The climate is generally soft and warm and the buffalo grass lies thick beneath the gums and palms. Secondly, he points out, each trade-union is "bled to support the other," and he adds:

"In 1913 the miners of Broken Hill went on strike, and for two years the world was treated to the astonishing spectacle of a whole town which idled yet did not starve. The shops thrived; people flocked to the cinemas; the hotels remained open; sports went on; bank deposits fell only 15 per cent. The explanation was that from one end of Australia to the other, workers were contributing to the miners' support; a whole town was on an unofficial dole.

"This little experiment cost Australia \$60,000,000 in minerals alone, and the workers themselves lost heavily in wages. What did they gain? Little or nothing. But they all agreed that it was a wonderful strike.

"Why, you may ask, doesn't the Government do something about it?"

"Well, in the first place, there are seven governments in Australia—six State and one Federal. And they all govern a good deal and create courts of conciliation and arbitration and pass many laws designed to prevent and settle industrial disputes, and we are all delighted at the lead we are giving to a strife-weary world. And the workers, to show their appreciation of these peace-promoting bodies, strike as often as possible; and when only one State is involved, strike in other States as well, so that the Federal Court shall not be idle and there shall not be any backbiting among the judges.

The net result of the solemn deliberations of all these tribunals is that Australia had 360 disputes in 1926 and 436 in 1927. What the employers lost is almost incalculable. The workers' losses have been roughly \$5,000,000 a year. A poor little Tasmania, isolated year after year

through strikes while fruit crops rotted where they lay, has been forced to go on a Federal dole.

"How long can the Great Strike Game go on? Mr. Bruce (Australia's Prime Minister) says it must stop and has passed a law inflicting a fine of \$5,000 on any employer or union responsible for a lockout or strike. But Mr. Bruce's last experiment, which began with an attempt to deport Messrs. Walsh and Johansen and ended with the payment of compensation to both, does not inspire much confidence; and if the law ever gets into operation the unions will be in a lotus land where the judges black."

"If you are an optimistic you may hope that the Australian workers will learn something from (a) the greater prosperity of the American worker, who follows exactly the opposite policy; and (b) the fact that his own tactics are largely responsible for the present industrial depression and unemployment. The recent sale of the union-ridden Commonwealth Shipping Line, as the result of which many men have lost their jobs, is only one of numerous signs that the Australian worker can not cook his goose and still have golden eggs. It is also another proof that no Australian industry, outside primary production, will ever be able to compete with the outside world until a stand is made against the tyranny of labor."

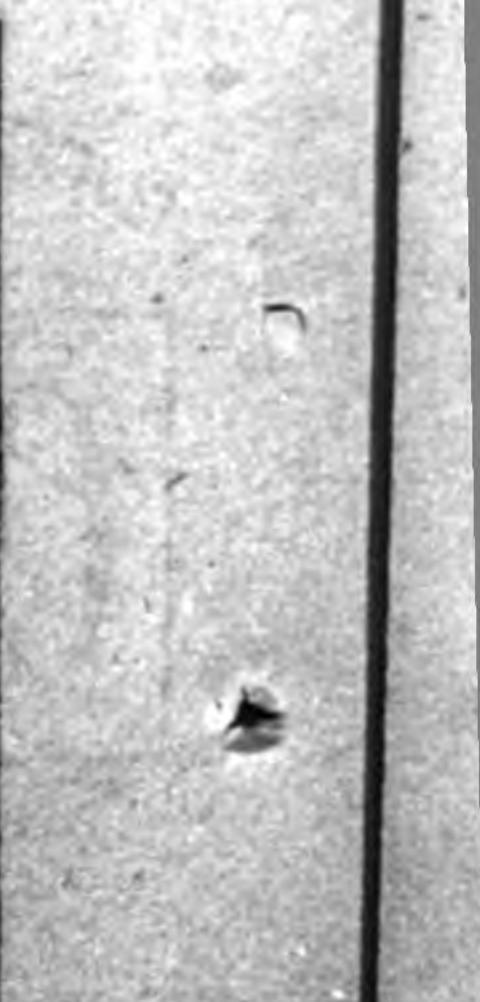


He: Too bad you sprained your ankle.
She: Goodness! I thought you'd be pleased.

They say reform must wait until religion convicts men of sin, but juries might help a little.—San Francisco Chronicle.

Some married women have steady employment keeping their husbands at work.—Philadelphia Inquirer.

S'MATTER POP—



Sure Death To Mean Looks.

Hang the Expense Open Up Canada

J. A. MacNeil in the New York Times Tells of Progress Made and Making in Giving Our Inaccessible places Transportation

HUGE EXTENSIONS

Important railway projects and developments now actually under way or being planned will within the next five years alter Canada's transportation map to an extent that the outside world hardly realizes. Even many Canadians have failed to note the full significance of the prospective changes and shifts which are due to become actualities within so short a time. Mankind's immemorial motivating impulses, the need of wheat for food and the desire for gold, either literally or in its equivalent form of metals less precious but equally necessary in the world's work, are the two prime factors in the urge which is rolling back Canada's northern frontier three, four and even five hundred miles into regions which but a few years ago were looked upon as barren and inhospitable wastes, but which are now known to include areas incalculably rich in natural resources or agricultural potentialities.

Ten years ago there was a general agreement on the part of Canadians that railway expansion in the Dominion had outstripped the needs of the country to a degree that placed a heavy burden upon the public. Of three transcontinental systems, one at least, it was believed, was superfluous. With the Canadian Northern lines bankrupt, the Grand Trunk Pacific tardy in meeting its obligations and the original Grand Trunk embarrassed by the difficulties of its Western subsidiary, the Government of the day felt constrained to step in and take over the trio, consolidating them with the Intercolonial into the present Canadian National Railways, with a trackage of more than 20,000 miles, approximately equal to the mileage of the C.P.R., the other great Canadian system.

In addition there were probably another 5,000 miles of railway under independent corporate or provincial ownership, a total mileage hugely out of proportion to the population of the country and its transportation requirements.

Heavy Deficits Faced

One of the most serious consequences was the operation of the Canadian National for years at the price of heavy deficits in running costs, not to mention unpaid interest charges, all of which came out of the pockets of Canadian taxpayers. Under the skillful management of Sir Henry Thornton, the operating deficits were gradually eliminated and replaced with surpluses, but it took time to allay the feeling that Canada was "over-railwayed."

To-day all this is changed. The two big systems have gone steadily ahead, building strategic feeders and absorbing independent lines which offered promise of profitable use. Other State or private enterprises have added and are adding to the mileage. Canadian, American and British capital and public funds are available in plenty for what in the end will be regarded as sure-thing bets. What little criticism is heard is mostly based on sectional jealousies or apprehension as to the effect on the critic's own community of developments elsewhere consequent upon the new construction.

Outstanding in interest is the Dominion project of the Hudson Bay Railway. After making a start, it had lain in abeyance during the war years, but was again taken up because of the insistence of the Prairie Provinces where the wheat growers saw in this short haul to tidewater a prospect of quicker and cheaper carriage of their grain to the British and European markets. The end of steel is being pushed through the wilderness, and should reach Fort Churchill, the chosen port on the west shore of Hudson Bay, by 1930. The Pas, nearly 500 miles north of Winnipeg, is now a thriving little city, with all the amenities of a modern community in existence and a daily newspaper applying for a news franchise, where but yesterday was a trading post chiefly known to the outside world for its dog derbies. Whether the Hudson Bay route to Europe will fulfill all the hopes of its champions, in view of the uncertainty as to the duration and the safety of navigation through the Straits, can only be determined by experience, but the opening up of so large a territory believed to be rich in minerals will probably justify the enterprise in the end, apart from its grain-carrying capacity.

Ontario Extending Road

Meanwhile the Province of Ontario is pushing its Temiskaming and Northern Ontario railway northward from Cochrane, a town nearly 500 miles north of Toronto, with James Bay, the southern portion of Hudson Bay, as its objective. Already nearly half the distance has been spanned, with completion to the bay, or at least to one of the large rivers giving access to it, in early prospect. Another extension of the same railway taps the Ronyn mining area in Quebec Province, into which the Canadian National also has a branch, and a C.P.R. line is projected, thus giving triple service to a region which experts say may prove one of

the world's richest gold producers, judging by mines now in operation.

Northward from Winnipeg a railway is being built to serve the Flin-Flon mining district which lies partly in Manitoba and partly in Saskatchewan. Here the Whitney interests are prepared to spend \$100,000,000 in development.

Ontario has made a success of its public ownership railway, the T. & N.O., largely due to the lucky chance which led to its location through or near the later-discovered silver and gold districts of Cobalt and Porcupine. Other provinces have not been so fortunate, but Alberta has just made a favorable bargain by which the Canadian Pacific has taken over the Alberta & Great Waterways Railway and the Edmonton, Duvegan & British Columbia Railway, which have for years been heavy liabilities to the province. In part they serve the Peace River Country, where world's prize wheat and oats are now being grown, and where millions of acres of the richest farm lands await the settlement which has been retarded by inadequate railway facilities and lack of a direct outlet to the Pacific Ocean. The logical sequel to the C.P.R.'s acquisition of the Alberta lines will be the providing of these two requisites and the creation of a new and important Canadian shipping point on the Pacific well to the north of Prince Rupert, one of the two western termini of the Canadian National.

May Help British Columbia

British Columbia has its white elephant in the Pacific and Great Eastern Railway. The good fortune of Alberta in disposing of its incubus will doubtless hearten the new administration in the Pacific province to open negotiations for a sale to one or other of the two chief systems, which may see an opportunity of profitable operation where public ownership has failed.

Another radical change in the general scheme of transportation is seen in the reversal of the flow of part of the prairie wheat. Up to five years ago virtually all produced east of the Rockies came by rail to the Great Lakes or even to the Atlantic seaboard. Now much of Alberta's yield goes across the mountains to Vancouver for shipment to Europe via the Panama Canal, or to the Orient, and this year nearly one-fifth of the record crop of 560,000,000 bushels is expected to go out via Van-



FILM STAR WHO SWAM THE TIBER

Signora Korda, Italy's favorite screen actress, swam the Tiber, when garbed in aluminum armor.

couver. The apparent tendency is to make the centre of the prairies a dividing line, one-half the crop going west and the other east, with the ultimate result of Vancouver becoming a serious rival of Montreal for the honor of being the world's greatest grain-shipping port. Certainly the outlook at present is that Vancouver within the next quarter of a century will make greater progress than any other Canadian city.

Ten years ago the cry of Canadians was: "No more railways until our population is doubled." To-day the slogan is: "Open up the inexhaustible mineral and cultivate regions and the population will come in."

Our War Toll

Montreal.—The men of the C.E.F. who died in World War battles numbered 39,488, latest figures compiled by the Canada War Records Office show. The number of men who died of wounds resulting from enemy fire was 7,796. There also were 2,187 men who died in camps and barracks in Canada.

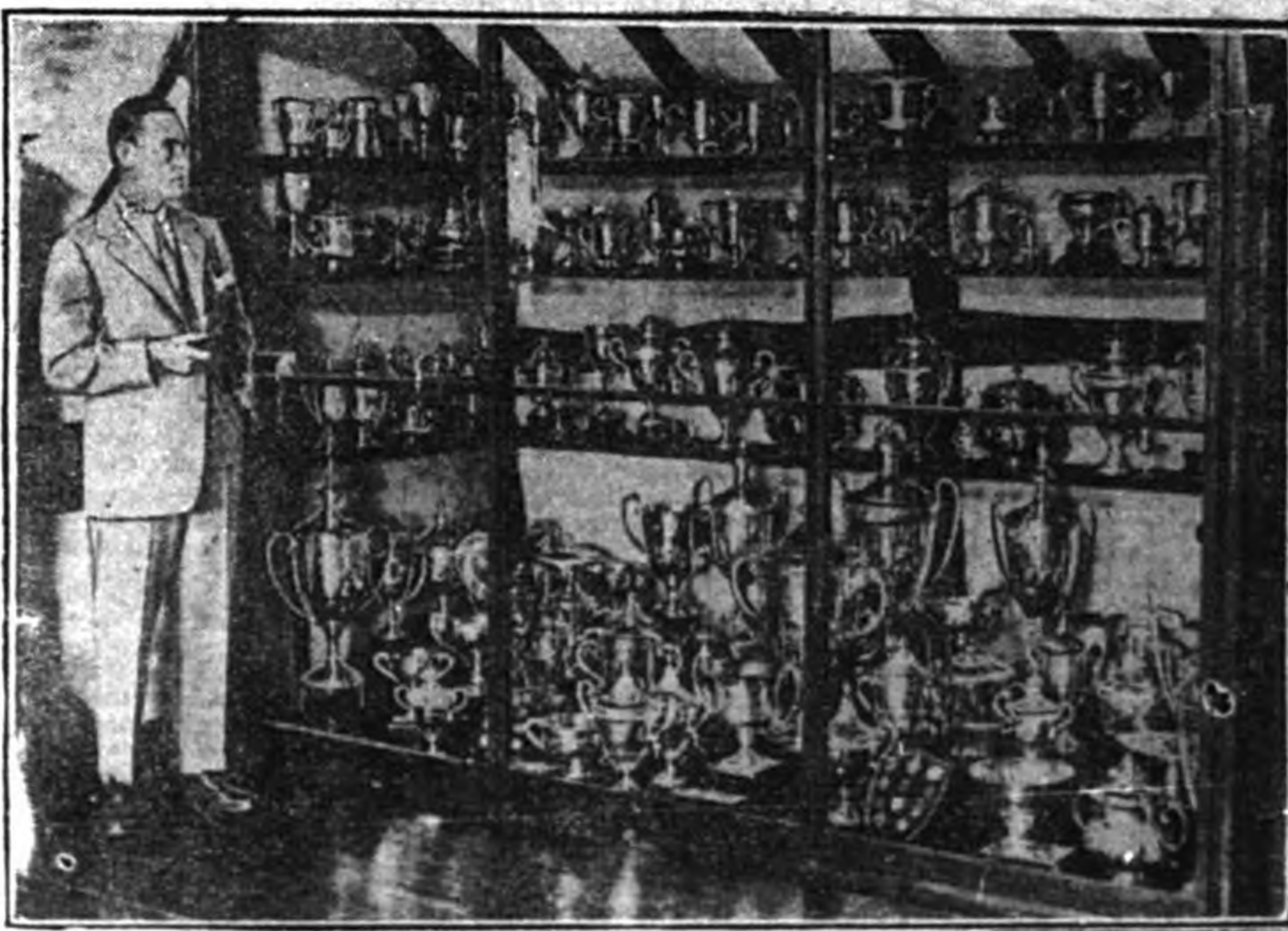
The total enlistments for war service were 619,636, and of these 424,598 actually became members of the C.E.F., an deserved outside of Canada. Of this number nearly one-third suffered wounds, the wounded totalling 140,739. There were 477,893 who suffered from sickness or disease and 35,512 who suffered injuries due to "war service" other than shot and shell.

Character

Never does a man portray his own character more vividly than in his manner of portraying another. Jean Paul F. Richter.

There are 416,53 victims of leprosy in the British Empire.

British Speed King Has Many Trophies



REMARKABLE SHOWING OF SILVER WON BY SPEED
Capt. Malcolm Campbell, British ace of the "flying" motor car.

Interesting Story of 'Rockford' Flight

Bert Hassell Described the Trip and Landing at Greenland in New York Times

THE NEW ROUTE

The intrepid, and I think possibly the lucky pilot of the big Stinson plane that flew via Cochrane, Greenland route for Norway, tells in graphic phrase, of their trip and the hardships they endured after circling the preliminaries. Hassell goes on:

"The trouble on the first hop was that our load was too heavy. The solution was to break the first leg of the flight by a stop in Canada, and we chose Cochrane, Ontario. Shortly went up there to make arrangements

to cross to reach Greenland, away we went.

Storms Gather at Start

"As night came on storms gathered around us, but we batted right along. The Ungava River north of Labrador showed black beneath us and we knew we were right on our course. At daylight we passed our last check point, Port Burwell, on the coast. There's where we made a big mistake. We did not fly down and circle them. They never saw us, and later, when rescuers were searching for us, that caused a lot of trouble and expense.

"We checked our instruments by the sun compass and flew out over the sea. For twenty minutes it was good flying, and then the clouds closed in and there was no way for us to check our drift. There was a strong northwest wind.

"After we had been flying out there about five hours we suddenly saw the sun shining there before us what appeared to be a great mirror. It was ice. That was a pretty sight. There is a fringe of mountains along the shore of Greenland. Off on the horizon ahead of us was what appeared at first to be clouds, but really it was a great dome of ice.

"Below us was a fiord, corresponding to the description we had of the fiord on which Professor Hobbs's camp is situated. We flew up it and found we were wrong. It wasn't long enough. We knew then that we had been swept off our course in the wind and fog and were many miles south of our objective.

"And our gasoline supply was running low. We saw that we could not land in the rough strip near the coast. If we had tried it we merely would have given the Eskimos a fine exhibition of how to crack up. We swung out over the inland ice, where we had been told no human being could survive. Shortly Cramer looked out of one window and I looked out of the other. There were crevasses everywhere. We saw a small space which looked smooth, but we had no idea what the snow hid. We couldn't waste gas circling. Shorty sent out a radio call, and we set her down and hoped. It was as smooth a landing as if we had come down on Mitchell Field.

Plane Is Abandoned

"Shorty and I climbed out and looked at each other. 'Well, Shorty, it's ten minutes to 12, Eastern Standard Time,' I said to him, looking at my watch. 'We've been flying twenty-four hours.'

"We had no sleep and no food since the bacon and eggs at Cochrane, but we were happy. We thought we were only a day's walk from Professor Hobbs's camp, but distances in the Arctic are deceiving. There was five inches of snow over the ice. We unloaded our duffel-bags, our parkas,

pemmican, rifles, knives and Very pistol and started out. It was lots of fun. We bade our plane a regretful farewell, for the noble old ship had certainly stood by us, but we expected to get back to it in two or three days and go on with our voyage to Sweden.

"Then next day we started out again. Each day was like the one before. Rough ice. Crevasses. We would look down one and see huge pieces break off the sides. The breaking ice was booming and crashing around us like an earthquake night and day.

"We left the ice and tried the mountains. It was an uncharted area 20 miles across. We walked sixty miles in crossing it in three days.

Pilots Get Separated

"I began to worry about Cramer. He was sick with a fever, but he wouldn't admit it. I foresaw having to put him in a cave and hunt caribou. We could have lived on the raw meat, I guess, and the skins would have kept us warm.

"One day Shorty was walking a long distance ahead of me. When I wasn't watching he stepped behind a rock to rest. I passed him without knowing it, and, missing him, began to worry. For an hour we were lost from each other, each fearing that the other had stepped into a hole and broken a leg. That wasn't very comfortable to think about.

"We leaped across crevasses and waded rivers with our clothes held over our heads. We tried sand flats which turned out to be quicksand, and one almost cost Shorty his life when he went in up to his armpits. Mosquitoes buzzed around us, bit us and imbedded themselves in our ears. We cut our pemmican ration down to four ounces a day for each.

"Shorty shot a ptarmigan—a bird like a partridge—and we made a little fire and tried to cook it. Anyhow, it was fresh meat.

"One day Shorty saw a big rabbit looking at us. He tried to shoot it, but there was sand in the firing pin and the rabbit just smiled at us and walked off. We had five shells left.

"And so it went on for two weeks. On Sept. 2—we thought it was Sept. 1: we had lost a day somewhere—we camped alongside the fiord leading to Professor Hobbs's camp, many miles away and on the other side of the fiord.

Hunter's Boat Sighted

"We planned a last effort that night to attract help. We prepared to build a fire which Greenland would never forget, shoot off all our Very lights and fire our guns.

"'Anyhow,' Shorty said, 'we'll give the Eskimos a fine fireworks display!' 'We built a fire to warm us and drive the mosquitoes away. Shorty thought he saw a sail. I was through seeing sails which turned out to be



PRETTY BRIDE

Setsuko Matsudaira as she appeared on the day before her marriage to Prince Chichibu in Tokio, Crown Prince of Japan.

icebergs and told him so. 'Did you ever see an iceberg sail upstream?' he demanded. Sure enough, it was a boat, a caribou hunter's boat, and we learned afterward that the hunters had seen our smoke and reported 'white man's fire' to people of the Hobbs' expedition.

"While we waited for night Shorty heard a motor. I thought it was the mosquitoes in our ears, but after an hour we heard the unmistakable roar of an outboard motor and ran to the shoreline. There in a boat were Elmer Etes, whom we had sent ahead to prepare for us in Greenland, and Duncan Stewart, geologist of the Hobbs' expedition, whom the Eskimos had told about the fire.

"Etes shouted, 'My God, you're glad to see me!'

"He had caused a prearranged boat. That was a reunion. I was anxious to get over to the station and send word to my wife. On the way across the fiord Etes flashed a signal to Ralph Belknap, who was waiting on shore, and Belknap flashed it on up to the observatory on top of the mountain three miles away. They sent a radio message to The New York Times, and so our families and friends learned of our rescue in record-breaking time.

An "Enjoyable Shipwreck"

"Professor Hobbs came racing down to the shore and served us hot soup and caribou steak and that night we slept under warm blankets."

But even then the aviators' adventures were not over. On their way to the coast their motor boat foundered and they had what Cramer described as a very enjoyable shipwreck. They had tents and one of the Eskimos had an accordion.

"Cramer, getting off our course in the fog; landing on the ice; cold; hunger; ailing marches; shipwreck—all experiences," said Hassell.

"We didn't get to Stockholm, but our very difficulties proved what we started out to prove, that a safe route to Europe lay over Greenland. We weren't very comfortable after we came down in Greenland, but how much more uncomfortable we would have been down between Newfoundland and Ireland!"

Democracy in the East

H. J. Temple in the Empire Review (London): Europeans who have lived in the East shake their heads at the idea of democratic institutions in the East. The Oriental politician is a professing democrat on a platform, but democracy, as a working principle, is alien to the Oriental mind over which race, caste, and creed have the strongest influence. We must recognize, however, that the East is undergoing rapid change. The development and increasing use of easy and rapid communication, the influence of newspapers, and other adjunct of Western civilization, coupled with the spread of education, are weakening and even wearing down barriers that divide the population. Nevertheless, Eastern instincts, rooted in the traditions of generations past, are not to be supplanted in a few years, and, when a time of test and trial comes, they will be apt to assert themselves over new ideas.

A fool must bow and then be right by chance.—Cower.

The appearance of things to the mind is the standard of every action to man.—Epictetus.

Interesting Sanctuary on St. Lawrence



A VANISHING SPECIES

Gannets on the shore of the St. Lawrence River. These birds, once very plentiful, are disappearing. The gannet lays but one egg, which takes 45 days to hatch.

DIAMONDS

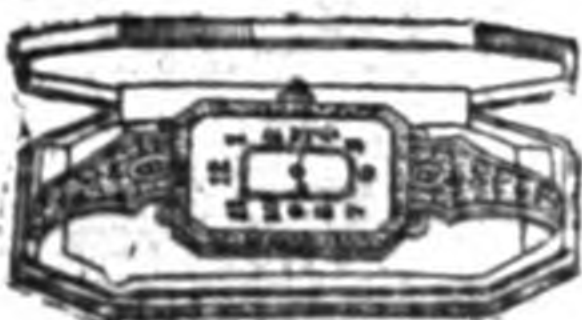
Guaranteed flawless blue white stones in green white and combination settings.

Buy here and we can save you about 1/4 of what you intended to spend.

Other Dependable Merchandise—Waltham and Standardized Watches — Waterbury Clocks — Waterman, Parker and Eversharp Pens and Pencils. Rogers and Community Silver. Beautiful attractive Xmas gifts from houses that are acknowledged to be the best in their line.

With an enlarged store and greatly enlarged stock, we are in a position to serve you better. We invite you to come and look over our stock. Some interesting bargains on our priced tables.

Frank E. Earle
Main Street,
Lachute.



Cash Central Meat Market

WHOLESALE & RETAIL



All kinds of Choice Meats, Fish, Vegetables and Fruits in Season. Also all kinds of Canned Goods, Butter and Lard.

We sell cheaper because of no book-keeping charges.

Phone 55 F.

P. O. Box 25.

Adolphe Raymond,
Main St. Lachute

Perfect Fit Guarantee

Why not have your Clothes made to your measure. Besides our regular line, we have now a hundred different patterns, all English fabrics, to make Suits and Overcoats.

French Cleaning a Specialty

Geo. Licop, Main St. Lachute.

Winter Goods!

Just think of it! Winter is here and you will be wanting some of the following,—

STANFIELD'S UNDERWEAR

HEAVY WORKING PANTS

MACKINAW COATS

HEAVY RUBBERS, ETC., ETC.

You can't better our prices anywhere and our Assortment is complete.

John McFaul & Son, Main St.

Five Roses Flour
Feed, Hay, Coal,
and Salt.

Beef Scrap, and all kinds of Hen Feed.

R. Hamilton, Main Street.

Phone 240.

Lachute.



Rubbers and Over-
shoes for all
the Family

Reliable qualities; Good Values; Complete assortments. Get ready for Rough Weather.

EXTRA SPECIAL—
Children's Rubbers, 4 to 10%
Misses' Rubbers, 11 to 2.

55c.

58c.

W. G. Staniforth,

Main St.,

Tel. 65.

The Watchman

OTTAWA VALLEY ADVOCATE
Published at Lachute every Friday.
J. S. Giles, Editor & Proprietor.

FRIDAY, DEC. 7th, 1928.

Subscription Rate per annum.
In Canada—\$1.50.
In United States—\$2.00

Notices of Entertainment, Concerts Announcements etc., 10 cents per count line. Minimum 50c.—If billed 60c.

(Note:—All local advertising any event from which there are financial proceeds will be charged at the above rate.)

Card of Thanks, In Memoriam Notices, Births, Marriages and Deaths 50 cents.

With each verse additional—25c.

Want and For Sale advertisement, 10 cents per count line, minimum 50c.—If billed 60c.

Note:—When estimating, count every six words or fraction thereof as one line.

Legal Advertising—\$1.68 per inch. Subsequent insertions—\$1.12 per inch.

FORGET IT

One of our greatest troubles in meeting the issues of life is self-created. We hell on too much too strenuously, and too long to the disagreeable experiences and conditions that we meet. Instead of letting go of our troubles we hug them to us, cherish them, nurse them, and thereby give them more power for mischief and our undoing. The current slang phrase "Forget it," might very well be adopted by most of us in regard to whatever is deleterious in our daily experience. Job was a man greatly tried, according to the Bible story of him. But he said, in the midst of his troubles, "I will forget my complaint, I will put off my sad countenance, and be of good cheer." That's what we should do in like circumstances, forget it.

Forget your complaints, your sicknesses, your diseases. In other words erase them from your minds and then you will erase them from your bodies. So many people "enjoy poor health." They seem to love to pose as martyrs to sickness and they get sore when people do not sympathize enough with them, affect to be ill-treated and really believe themselves ill-treated when people pay no heed to their moanings and groanings. A simple cold in the head gets magnified into grippe, and pneumonia whereas if one would forget the simple cold, get out into the fresh air and stop thinking about the cold, the sneeze, the sniffle and that cold would disappear. The same is true all round, no matter what the disease may be. We create and maintain disease by giving it a name and therefore giving it substance and power. Forget it and see how little power it will have over you.

Forget the fancied wrongs done to you. Mostly they were unintentional but you remembered them, dwell on them, magnified them, until they became real. Nobody can hurt you if you refuse to be hurt. You hurt your self by taking up and harbouring in your mind the wrong word the unkind act. Try forgetting it. Forget the blunders you made to-day or yesterday; don't reproach yourself about them. Life is so full of opportunities for doing right things that it is sheer waste of time regretting wrong things we have done. The best way to take the sting out of something wrong we have done is to start in doing something right.

Forget the hardships of your lot; your poverty so-called; your lack of the things you need to make life beautiful and happy. Be glad you are alive. "Put off your sad countenance," like Job did. You have no boils like he and you can sit down in comfort. You only make your hard lot harder, your poverty worse, your lack of things more annoying, by remembering. Try forgetting for a time. You've got liberty and life and, if with loving, perhaps if not worth living, you've got love. Lots of fellows in jail would be glad of your liberty, plenty among the dead would be glad of your opportunity to live, and lots of living people are eager for love like you possess. Whatever your trouble, "Forget it."

A STURDY FRENCH-CANADIAN FIGHTER.

Hon. Rodolphe Monty, dead in St. Hyacinthe, never served long enough in a Ministry to prove his worth as an administrator. He was, however, a politician of rare courage, one of the sturdiest fighters that the Conservative party has had in Quebec during the past decade. In 1921, when war passions had not yet subsided, and when political valor of a high order was required to carry the Blue banner in Quebec, Mr. Monty, leaving a lucrative law practice, arrayed himself by the side of Mr. Meighen. What happened in the struggle that followed is political history; but although Mr. Monty's legions were all but annihilated and he himself rejected, he refused to strike his flag. At great personal cost and sacrifice he continued to preach his doctrines throughout the breadth and length of his province, and even when in 1925, he found himself dethroned in favor of Mr. Patenaude, he never wavered in his loyalty. He fought on as a private in the ranks. The Conservative party may have had greater and more influential Quebec leaders; it never had one more courageous or loyal.

WHAT EVERY WOMAN KNOWS

This is the title of the 4 Act Play which is to be presented in the Lachute Auditorium on Friday Evening December 7th, by the Lachute Dramatic Society. The Plays given in the past have been well patronized and highly appreciated, so don't miss this one as it's going to be GOOD.

CUSHING.

Mr. and Mrs. L. M. Gaston were guests of Mr. and Mrs. Frank Gaston on Sunday.

Capt. J. D. Weir and son Kenneth motored from St. Anne de Bellevue, on Sunday and visited friends in Cushing.

Sunday guests at the home of Mr. and Mrs. A. Graham Sr. were, A. R. Jraham, of St. Philippe; Arch. A. Graham, of Cushing; and Mrs. and Miss Jane Call, of St. Philippe.

The Ladies' Aid meets this month at the home of the Mrs. (Rev.) F. Jobb, on Wednesday, Dec. 12th, at the usual hour. The Election of officers for the coming year will take place at this meeting.

St. Mungo's Church has been further enriched by a beautiful bronze memorial tablet, donated by Capt. J. D. Weir, in memory of his father, Capt. Thomas Weir Sr. This tablet is fitted into the carved top of the pulpit chair. Above the inscription is a carving of the Burning Bush, underneath follow the words:

Nectamen Consumebatur Fashioned by his own hands and presented to St. Mungo's Church, by Thomas Weir, Esq.

An esteemed elder. A lover of his Church. Full of good works.

"I love thy Church oh God"

Quite a number of Cushing residents attended the funeral of the late Mrs. David McAllister, on Thursday of last week. Her sudden death came as a great shock to her Cushing friends. The service was conducted by the Rev. Mr. Usher, of Pt. Fortune, assisted by the Rev. Mr. Jobb, of Cushing. Interment took place in Chute au Blondeau Cemetery two hours after her aunt Mrs. Lee's body had been laid to rest in the same cemetery. Their death took place within a few hours of each other, in their homes at Chute au Blondeau, which were almost side by side. Mrs. McAllister leaves to mourn her loss, her husband and one daughter, Mrs. B. Wyman, of Chute au-Blondeau, and a number of grandchildren.

HILL HEAD.

Miss L. Pollock left on Tuesday for Montreal where she will spend the winter months.

Miss Grace Hume spent the week-end the guest of her parents, Mr. and Mrs. W. D. Hume.

Miss Edna Weatherall, left on Sunday for Ottawa to reside with her aunt, Mrs. J. McCoy.

Miss Ethel M. Dixon spent the week-end the guest of her parents, Mr. and Mrs. G. Dixon.

Mr. S. Pollock, of Montreal, spent the week-end as guest of his parents, Mr. and Mrs. H. Pollock.

Mr. J. Armstrong spent the past two weeks the guest of his daughter, Mrs. W. Farmer, of Trent, N. J.

A Christmas Tree will be held in the Hill Head School House, on Dec. 21st. Everybody come and have a laugh and see how Jimmie saved Pa. Admission 20c.

DALESVILLE.

Miss Edith Silversen spent Sunday at her home.

Miss Ethel Dixon spent the week-end at her home here.

Mr. and Mrs. J. S. Dixon visited friends in Lachute on Sunday last.

Mr. and Mrs. L. Tomalty, of Lachute, spent Sunday at the home of Mr. and Mrs. G. Dixon.

Mr. A. McArthur is spending a few days in Dalesville, the guest of Mr. and Mrs. R. S. McArthur.

Miss Edith Dixon spent a couple of days last week in Lachute, and was the guest of Mrs. L. Tomalty.

Miss Katie Stephenson who has been spending the past month in Montreal, returned home on Saturday last.

The Young People of Dalesville are holding their Xmas entertainment on the evening of Dec. 24th, in the Dalesville Baptist Church. Come & bring your friends. Everybody welcome.

GRENVILLE BAY.

Mr. Earl Gray spent the week-end in Grenville.

Mrs. Gray spent Friday the guest of Mrs. Wm. Davidson.

Mr. T. D. McMichael who has been working at Lachute is home again.

Mrs. Gray and Mr. Brechin visited Mr. and Mrs. Thomas Gauley on Sunday.

Mr. and Mrs. Wm. Burk, of Cushing, have rented Mrs. Gray's house for the winter.

Mrs. T. H. Gray who spent a few days with old friends in the Bay,

left this week for Ottawa, where she will be the guest of her daughter Mrs. A. Gay for some time; later leaving for Detroit to visit her son Russell.

The United Ladies' Aid was held at the home of Mrs. Wm. Gill. 20 ladies were present and greeted Mrs. Gill's mother, Mrs. Bates, of Avoca. Tea was served; the hosts being assisted by Mrs. D. McIntyre Jr., and Mrs. Harold Gill.

Mrs. Harold Gill was the hostess at a very nice tea, on Saturday last. About 20 ladies met to bid farewell to Mrs. T. H. Gray who is leaving for Detroit. Mrs. D. McIntyre, on behalf of the Presbyterian Ladies' Aid presented Mrs. Gray with a lovely silk scarf and a pair of gloves.

CUSHING

Mr. Owen Keatley, of Montreal, spent Sunday here.

Dr. H. E. Cushing visited his property here last Sunday.

Messrs. C. J. Hartley and F. Watson spent the early part of the week in St. Anne de Bellevue.

Miss Corney returned last week, from a month's visit to friends in New York and is again staying at Mascot Lodge.

Miss Alma Warwick, of Mabel, was a guest of her aunt, Mrs. G. Nicholls last week, left on Sunday evening for Montreal.

The Sunday train service recently started by the C. N. R. leaving a long felt want and will undoubtedly bring a number of week-end visitors to the locality.

The people of this locality heard with much regret last week, of the sudden death of Mrs. D. McAllister, of Chute au Blondeau, and extend their heartfelt sympathy to her bereaved husband and daughter.

Navigation on the Ottawa has closed for the season the canal employees being released from duty on Friday. The government steamer "Argenteuil" has also been docked for the winter in the lock at Carillon.

The Family Herald and Weekly Star of Montreal, is not only a money maker but a money saver to the farmers of Canada, while the farmer's family circle, in the accompanying magazine, gets what is admitted to be the best of all.



Is this true
of your town?

Just as there are farmers who make very good money by intensively cultivating a few acres, so there are merchants in small towns who do a surprisingly large business.

Of course, they too cultivate their territory intensively. They don't wait for their customers to come to them—they go to their customers with frequent offers of what they know will tempt them. And they seem to sell everything.

So regularly do they keep in touch with their customers that their offers of merchandise are eagerly awaited, and are read as if they were news—which they are.

These merchants use Long Distance frequently, to order goods for prompt shipment or to fill in sizes—and they find it good business to call important customers by Long Distance to advise them of opportunities.



Hand made Italian Art Laces

Imported direct from Italy, a large assortment of linens, embroideries, centre pieces, etc., all suitable for Xmas presents, and of genuine quality.

★ ★ ★

Come to our toyland, and see the splendid selection of gifts for the children.

★ ★

A. Habib,
Brownsburg, Quebec.

ST. ANDREWS EAST.

Miss Janet Watson spent the week-end at the home of Miss Grace Wales. Mr. Ewen Todd, of Flint, Mich., visited friends in St. Andrews last Friday.

A few young people of the Y. P. S. were entertained on Thursday at the home of Mr. T. McAdam.

Miss S. Wilson, Miss M. Patton and Miss L. Leroy spent the week-end in Montreal.

Dr. L'Allier has moved into the house belonging to the Dorion Estate, recently occupied by the late Ferdinand Dorion.

The W. M. S. of the St. Andrews United Church will have their Annual meeting, with election of officers on Tuesday afternoon, Dec. 11th, at the home of Mrs. W. Lamb.

Professor Barnes, of McGill, gave a most interesting lecture, in the United Church, on Friday evening, on the subject of snow-flakes and ice bergs. The weather was anything but pleasant, and the audience for that reason not very large, but those who braved the storm were well repaid. The views thrown upon the screen were exceptionally good, and the whole lecture highly instructive. The snow flakes on the screen perhaps made a more agreeable impression than those beating on the window panes, but the one helped us the better to understand the other. We will now have several months in which to study this object, with plenty of fine specimens right at hand. The icebergs we may not be able to examine so closely, but we now feel better acquainted with them and most of us are satisfied to admire at a distance. The next lecture of the course will be by Pro. H. E. Reilly, Dec. 14th, with views and practical experiments.

Navigation on the Ottawa has closed for the season the canal employees being released from duty on Friday. The government steamer "Argenteuil" has also been docked for the winter in the lock at Carillon.

Business and Professional.

DR. W. M. HOOPER,
Dental Surgeon

Office in the McFaul Bldg.

Main Street, Lachute, Que. Phone 209.

DR. G. A. CLUNIE, D.D.S.
Surgeon Dentist

Office over Banford's Store

Here Every Day

Main Street, Lachute, Que.

CONSULT

CHAS. CALDER & CO.

Concerning

Insurance of any kind.

COURT HOUSE, LACHUTE.

Z. N. RAYMOND, L.L.B.,

Notary Public

Money to loan. Farms for Sale.

Bell Telephone No. 160w.

Main Street, Lachute, Que.

E. M. JONES,

LIFE INSURANCE

Representing

The Imperial Life Assurance Co.

of Canada

Phone 202 J. LACHUTE, QUE.

GAETAN VALOIS, L. L. L.,

Notary

Money to loan on security

Depositor of the late J. E. Valois,

notary's papers.

LACHUTE, P. QUE.

J. F. LAVIGNE, B.A.,

Notary Public

Municipal, Provincial and Victory

Bonds Handled

Telephone 178.

Opposite Post Office

Main Street, Lachute, Que.

P. A. LEGER,

Barber and Hair-dresser

next to "Rex" Theatre

Main Street, Lachute,

Clean and efficient service.

DR. J. O. TOUCHETTE,

Veterinary Surgeon

Box 62, Phone 206.

Prompt and Efficient Service

is always ours.

LACHUTE, P. QUE.

ALCIDAS LAURIN,

Builder and Contractor

Estimates given on House or Barn

Construction.

Agents for all kinds of Farm Im-

plements.

PHONE 246 J.

GRACE ST., LACHUTE.

MISS M. V. SLATER

JEWELLERY, SILVERWARE

WATCHES & CLOCKS

CUT GLASS & FRENCH IVORY

Wedding Gifts of Taste

Watch, Clock and Jewellery repairs

MAIN STREET, LACHUTE.



LAURENTIAN LODGE NO. 14

I.O.O.F. LACHUTE

Meets every Tuesday night at 8 p.m.

in McARTHUR'S HALL,

R. A. Giles, Noble Grand,

H. Cunningham, Rec. Sec'y., Lachute

Visiting Brethren always Welcome

CHATHAM CONSOLIDATED SCHOOL.

Grade X, History.

Honours.—Howard Tomalty 92.
Class I.—Ruth Campbell 85, Jeanette MacArthur 82, Jessie Murdoch 81, Russell Morrow 80, Audrey Monk 79, George Connelly 75.
Class II.—Annie Morrow 74, P. Campbell 71, Willie Mason 67.

Grade IX, English

Class I.—Gladys Gilmour 81, Gordon Anderson 79, Agnes Duncan 78.
Class II.—Francis Kettyle 74, Wilma Tomalty 73, Bessie Murdoch 69, George Stewart 65, Agnes Elliott 61.
Class III.—Lillian White 57, Janet Stephenson 56, Kenneth McAllister 52.

Grade VIII, Geography.

Honours.—Clinton Murdoch 91.
Class I.—Jean McQuat 84, Myrtle Campbell 82, Earle McGibbon 79, E. Roberts 78.

Class II.—Edith Gilmour 73, Kenneth Murdoch 70, John Seary 61.
Class III.—David Golpin 57, C. Kennedy 57, Frank McGibbon 57, A. Lupien 55, Geraldine McQuag 53, L. MacKenzie 51, Stanley Seary 50.

Grade VII, Writing.

Honours.—Eleanor Campbell 95, C. Murdoch 94, Margaret Galbraith 93, Marjorie McQuat 92, Norman Beckingham 91, Ethel Kettyle 90.
Class I.—Mabel Monk 89, Elva McPaul 88, Mildred Cooper 88, Eric King 87, Eva Jackson 86, Ervin Martin 84, Stanley Jackson 82, Herbert Graham 81, Gilmour McLeod 80, Harry White 78.

Grade VI, English Literature.
Honours.—Alberta Dixon 95, Dorisline 91, Violet Tomalty 95, Maud Cle-
McQuat 92, Violet Hewitt 90.

Class I.—Annie Williams 87, M. Roberts 81, Doris Bourne 77, Chris Devine 77.

Class II.—Ida Stewart 67, David Kennedy 67, Gilbert Wilson 67, Alvin Connelly 66, Lloyd Roberts 62, H. Beckingham 62, Eva Hazel 61, William Hazel 60.

Class III.—Sydney Murdoch 56, M. Murdoch 52, Archie Morrow 50.
Grade V, Arithmetic.
Honours.—Beryl Stewart 92.

Class I.—Russell Todd 87, Cecilia Hall 76, Joyce Clarke 75.

Class II.—Mildred McAllister 70, Fred Leedham 69, Ena Williams 68, Hilda Townsend 63, Chester Fletcher 62.

Class III.—Emma Dixon 59, Lorne Clarke 58, June Morrow 56, Elsie Turney 54.

Grade IV, Writing.

Honours.—Elsie Hewitt 93, Edith MacKenzie 90.

Class I.—Mary Devine 88, Alex. Beckingham 88, Gresham Lonsdale 88, George Hamilton 86, Lillian McQuat 85, Douglas Prosser 84, Wesley Wilson 83, A. Brown 83, Florence Castle 81, Allison Galbraith 81, John Ardill 80, Alex. Brown 80, Ernest Kettyle 80, Helen Mason 79, Lila Hamilton 76, Colin Hardie, Frank Steere 75, Russell Martin 73, Ruth Anderson 70, J. Graham 70.

Grade III, Recitation.

Honours.—Willie Campbell, Jane Hardie, Ada Morrow, Douglas Dixon 100, Arthur Bourne, Wesley Steele, Silina Lupien, Amy McQuag 99, E. Campbell, Victor Cooley, Elden Gunn, Douglas Kennedy, Eugene Racine, Eva Turney, Evelyn Vary 98, Florence Cleland 94, Margaret Gibson 93.

Class I.—Colin King 88, Thelma Hardie 86, Laura Stewart 84, Lorne Stewart 82, Yvonne Gagne 80, Florida Leroux 78, Jennie Tilsley 78.

Class II.—Hilda Morrow 70, Eileen Fisher 68, Arvon Williams 60.

Grade II, Arithmetic.

Honours.—L. Leroux 97, G. Vowles 92, C. King 91, C. Morrow 91, V. Jackson 90.

Class I.—A. Hardie 88, Wynetha Smillie 87, M. Hazel 85, L. Ball, L. Tomalty 84, W. Morrow 83, C. Graham 82, E. Cooley, D. Todd, W. Smillie 79, E. Cleland 78, W. Hamilton 77, I. Bourne 76, E. Tomalty, R. Leroux 75.

Grade I, Part II, Reading.

Honours.—Merle Bourne 91, B. Ardill 90.

Class I.—Gerald Maitland 88, John Lambertson 87, Evelyn Boyd 83, G. Witham 81, Lila Cleland 79, Roddy Izzard 79, Willis Kennedy 78.

Class II.—Margaret Enlow 70, Joe White 64.

Class III.—Frank Castle 52.

OGDENSBURG.

Miss Maude Warwick is visiting friends in Brownsburg.

Miss A. Warwick spent last week with her aunt, Mrs. Geo. Nicholls of Cushing.

As the hunting season is past many of our young men will miss the excitement of the chase.

Mrs. Walter Murray spent last week the guest of her sister, Mrs. MacKimmie, of Mabel.

Miss Ellen MacGregor, of Ottawa, has been visiting Mrs. H. McAdam for the past few weeks.

Miss Reta Murdoch, of Montreal, is spending her holidays with her parents, Mr. and Mrs. J. Murdoch.

Don't forget to come to the Ogdensburg Xmas Tree in the School-House, Dec. 20th. A good time is assured. Everybody welcome. Admission Adults 25c.; Children 15c.

NOTICE

Notice is hereby given that the Corporation of the parish of Sainte Thérèse de Blainville will apply to the Legislature of the Province of Quebec, at its next session and will pray:

A. For the annulment of the subdivision of number 831 of the plan and book of reference of the cadastre of the Parish of Sainte Thérèse de Blainville, said subdivision approved on November 27th, 1914 and creating 6383 lots of subdivision with the said lot No. 831, to wit: from 1 to 6383:

B. For bringing to life again the said number 831 of the plan and book of reference of the Parish of Ste Thérèse de Blainville, as it was before the subdivision;

C. For confirming and making valid and good, a certain contract of sale of the said number 831, passed between the Corporation of the County of Terrebonne and Alexandre Gour, on June 21, 1918 and consequently all entries made upon the said lot at the Registrar's office for the County of Terrebonne, since June 21, 1918.

Signed:

J. P. BELAN, Agent

D-21-4.

"Rex" Theatre

Friday and Saturday
OUR DANCING DAUGHTERS
Modern Life and Romance
Com: Boy Friend Review

SUNDAY ONLY "MEN OF DARING"
Featuring JACK HOKIE, supported by a tremendous cast of real Indians and Cowboys. A stirring melodrama of the Pioneer days
Serial: Mark of the Frog Com: A Growing Pain
Also Felix the Cat in SMOKE SCREEN

Monday and Tuesday GREAT BIG DOUBLE PROGRAMME
BEBE DANIELS in "TAKE ME HOME"
A delightful back stage story of merit
ADOLPHE MENJOU in "A NIGHT OF MYSTERY"
An unusual drama that will keep you guessing till the end
Com: DEAD EASY

Wednesday and Thursday Robert Armstrong in "CELEBRITY"
A wonderful Action Picture
Com: Newly Wed's False Alarm Serial: Scarlet Arrow

Friday and Saturday - Another Sensational Hit
A SUPER SPECIAL - Something new under the Sun
MARION DAVIES & WILLIAM HEINES in "SHOW PEOPLE"
The true story of Hollywood—Made by the Movies, and with Movie people Better than a trip to California. A combination of three pictures in one
Com: Is Everybody Happy A Kelly Color, "Baby Land"

Clocks and Watches

Typewriters, Scales & Gramophones Promptly Repaired. Picture Framing, Sporting Goods, & Camping Equipments.

P. H. Eadie, Phone 143
131 West Main St. Hawkesbury, Ont.

Just Out!—The New 1929 Models of the famous Rogers [BATTERYLESS] Radio

Completely Shatter all Previous Standards of
PERFECTION—PERFORMANCE—PRICE

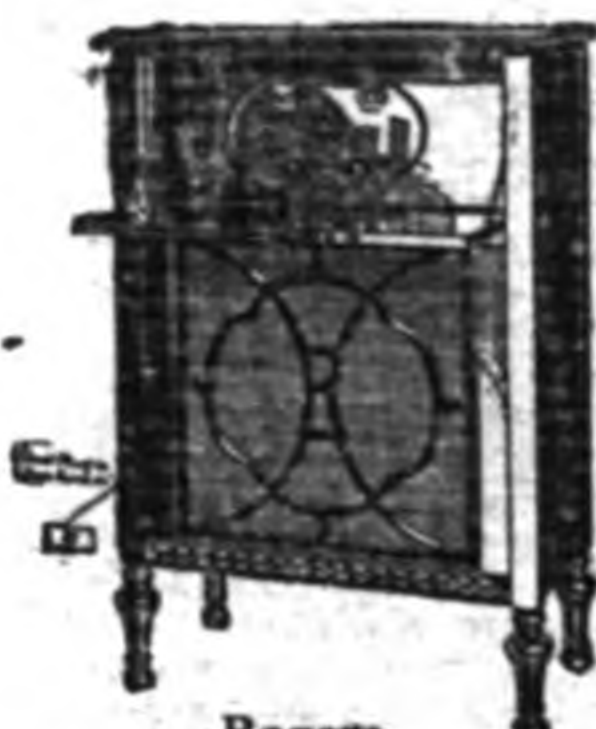
Now on Sale

An achievement only made possible by four years of exclusive concentration on Batteryless production for Canada only.

Now on Sale



Rogers "Four-Twenty" Table Model
A development of the famous Rogers Model "Two-Twenty". Single Tuning Knob operates Illuminated Drum Dial. Automatic Voltage Control, Rogers Output Filter, Phonograph "Plug-in" Jack. Genuine Walnut cabinet by Malcolm. Price complete (except Loud Speaker) \$165.00



Rogers "Four Hundred" Console
Same radio equipment as the Rogers "Four-Twenty" shown above, combined with the Rogers Symphony Speaker in a genuine Walnut cabinet by Malcolm. Price complete \$260.00

TO express the almost sensational advantages of these new Rogers-Batteryless Sets in terms as conservative as seems proper yet as emphatic and enthusiastic as is justified by the actual facts, is a difficult problem. Nothing to equal these marvellous values and remarkably low prices was thought possible. Here are a few of the features that you will find in the new Rogers-Batteryless Radio Models this season, at prices \$60 to \$110 less than last year:

- 1. New Illuminated Drum Dial**
—for increased visibility, greater ease and speed in tuning-in stations. Wavelengths clearly shown.
- 2. Non-Slip Tuning Control**
—gear drive with no possibility of slip or back lash, positive tuning action, finer tuning control.
- 3. Automatic Voltage Control**
—which maintains uniform voltage on the tubes, no matter what fluctuations may occur in the electric current. An exclusive Rogers-Batteryless feature.
- 4. Rogers Output Filter in All Models**
—provides greater clarity and fidelity of tonal reproduction. Improves the tone quality of any loud speaker.
- 5. Phonograph "Plug-In" Jack**
—in conjunction with the electrical pick-up unit this makes any old phonograph equal to the best and highest-priced phonograph of today.
- 6. Increased Selectivity without Tonal Loss**
—by means of improved Shielding and the new Rogers A/C Power Tube.

And—please bear in mind—that these are all new features in addition to the basic features built into the Rogers-Batteryless from the beginning and responsible for its early success.



Rogers "Four-Eighty" Table Model
A new Rogers-Batteryless Model designed for those who want the utmost in Radio reception. An extremely sensitive and selective Radio Frequency amplifier. Single dial tuning with illuminated dial. Automatic Voltage Control, Rogers Output Filter and Phonograph "Plug-in" Jack. Price complete (except Loud Speaker) \$275.00

Two hundred radio dealers placed orders for \$750,000 worth of these new 1929 Rogers-Batteryless Sets at first sight.

These first orders for Rogers-Batteryless Sets equal more than the total year's business of most electric radios.

Advance wholesale sales of this magnitude can only indicate one thing—a tremendous public demand for Rogers-Batteryless Sets this Fall.

New Low Price Level—\$60 to \$110 Less

This year's Rogers prices range from \$165 to \$395—a flat saving of from \$60 to \$110 plus all the added improvements.

These prices speak for themselves. We believe they represent the greatest dollar for dollar value in high-quality electric radio that has ever been offered to the Canadian public.

"First in the field—first in proven performance—first in value," is only true of one electric radio—the Rogers-Batteryless. Isn't that the kind of radio you want in your home?



Come in, see and hear these marvellous new models, make your selection and—start the new Radio season with a new Rogers!



Rogers "Four Hundred" Highboy
Developed this year as the result of a definite demand for a Rogers Highboy Model. Automatic Voltage Control, Rogers Output Filter and Phonograph "Plug-in" Jack. Genuine Walnut Cabinet. Price complete \$250.00
Also furnished in a Phonograph Combination Highboy to reproduce the new type records. Price complete \$325.00



Rogers "Four-Ninety" Console (Closed)
Same radio equipment as the Rogers "Four-Eighty" shown above, with improved Electro-dynamic speaker. Genuine Walnut cabinet by Malcolm. Price complete, \$395.00

JOHN McFAUL & SON

Main Street, Lachute

Your Xmas Spread



CHRISTMAS!—The greatest eventful feast of the year is almost upon us once more, so let us solve your problem in selecting fancy and tasty meats that make your table more attractive. Now is the time to order! Don't leave it to the last minute, just phone 136.

Jos. Speight,
Meat Market, Lachute.

Stockings! Stockings!

Who has the Stockings?

Just received 100 doz. in Cashmere, Silk, Silk and Wool from Kayser, Mercury & Penmans.

McFaul Bros. West End
THE QUALITY STORE

Saving Money!

From a business standpoint you are really not making any money unless you are saving some. Money you save is profit—the balance remaining after expenses have been paid. The habit of saving regularly EACH WEEK is certain to show you a profit.

This Bank Invites Your Savings Account. Interest Compounded Half Yearly.



THE BANK OF NOVA SCOTIA
ESTABLISHED 1832

Capital \$10,000,000 Reserve \$20,000,000
Total Assets over \$260,000,000

J. A. McLEOD, General Manager, Toronto

Not Broke But Badly Bent

And Jim's Motor Rattled Like an Old Corn Sheller

By FRANCIS FLOOD

In addition to the many other troubles and complications, both major and minor, which are incident to the job of crossing Africa on motorcycles, Jim and I encountered one more at El Obeld, Anglo-Egyptian Sudan. We were out of money. Broke. We were out of everything else as well, including clothes and patience, and our motorcycles were as badly "broke" as we.

It had taken more optimism than sense even to consider such a foolhardy stunt in the first place and we had believed we could skip across those four thousand miles of jungles and deserts in a couple of months or so. Instead, we fought the Dark Continent for nearly five months before we finally got across. And in the meantime we had bought gasoline at \$3.60 per gallon. We had chartered the camel caravans that had carried our baggage nearly 2,000 miles where it was all our motorcycles could do to carry themselves—and sometimes more than they could do. These expenditures had taken all our funds.

Considering the distance we had traveled, the only thing remarkable about our being broke in El Obeld was the fact that it had not happened long before. It wasn't as strange as it was inconvenient. Most of the Dark Continent was behind us, but the Nile Valley, one more desert and one more mountain range lay between us and the Red Sea.

We had bought our last supply of gasoline from the English government of Darfur at El Fasher and had agreed—with this same unfortunate preponderance of optimism over prophetic judgment—to pay for it at El Obeld. Our problem now was to buy more from the governor of Kordofan at El Obeld and promise him to pay for all of it when and if we should arrive in Khartoum. Our only hope was that governors might sometimes be as long on optimism and as short on sense as we.

We knew that Governor Parvis of El Fasher had wired the governor at El Obeld that we had started but that he didn't believe we would arrive for weeks, if at all. On account of our special British military truck convoy, however, in whose tracks we could follow quite easily, we made the four hundred miles in five days and surprised His Excellency out of all description. He was hospitable and interested, and as the governor of South Carolina said to the governor of North Carolina, just so did the Governor of Kordofan say to us: "Have just as many gallons of gasoline as you want." Jim said he probably reasoned that if we were the kind of men who could make that trip in five days we would be equal to paying the British debt. But I think that if he had reasoned at all he would never have extended our credit.

We next persuaded the Greek truck driver who had driven our military convoy from El Fasher to sell us three gallons of cylinder oil on time and to loan us five Egyptian pounds for running expenses to Khartoum. Then we started. We had had no mail for five months, not one single letter, and we hoped—the folly of optimism again—that there might be a few checks from some of my editors back in the United States. If so, all right; if not, well, first get to Khartoum. If we shouldn't be able to make Khartoum we would never be called upon to pay our debts.

And we might not. Jim's motor was rattling like an old corn sheller, I had let it run low on oil about two thousand miles back and burned out the connecting rod bearings. It was ruined as far as my running it was concerned, but Jim, the mechanic, had undertaken to nurse it along as far as it would hang together. He drove the cripple and let me take the other. At each French fort Jim had taken the motor apart and worried over the increasing amount of play that had always developed since the last fort. That is, he worried as much as his disposition would permit. Each time he would prophesy that it might get us to the next fort—and so far it always had. Since it had come thus far he scorned to send for a new bearing. We hadn't made a single motor replacement during the whole trip across the continent and now Jim said he wanted to give the game little one-lunged bikes a sporting chance to make their remarkable record a clean one clear across to Khartoum. With good roads and the most

careful of driving the clattering fragment of a thin bronze bearing might yet pull through. I'm not so sentimental about machinery as my partner is, but he was the mechanic and entitled to take his chance. We'd try it.

There is no road from El Obeld to Khartoum except the railroad, and a footpath beside the track made largely by the Mohammedan pilgrims in their perennial march to Mecca. Every good Mohammedan wherever he may live, must pay at least one visit to the holy city of Mecca, across the Red Sea, in Arabia, some time before he dies. Woe unto any Christian who may ever be found within the gates of that sacred Moslem city. But woe unto any follower of Allah, the only God, whose prophet is Mohammed, if he dies without at least attempting the pilgrimage to Mecca.

All the way across the Dark Continent we had found these zealous pilgrims forever on their long and weary march. Sometimes only a ragged old man begging his way along; sometimes an equally ragged wretch who could, when necessary, produce an occasional coin to buy his bowl of rice or calabash of millet cake. Some of these patient pilgrims were content to tarry here and there during the harvest or planting seasons and work for months to earn a few pennies to carry them a bit farther along their way, a bit nearer the holy city of Mecca. Sometimes we overtook a Moslemite of means who traveled in luxury, doing his thousand or three thousand miles on a camel with perhaps a slave or two to trudge along behind carrying his excess baggage and earning for his own and the camel's commissary. These black menials, slaves of a black master, often sold themselves into this voluntary service for the privilege of thus making the pilgrimage to the sacred seat of Islam, Mecca, the holy city.

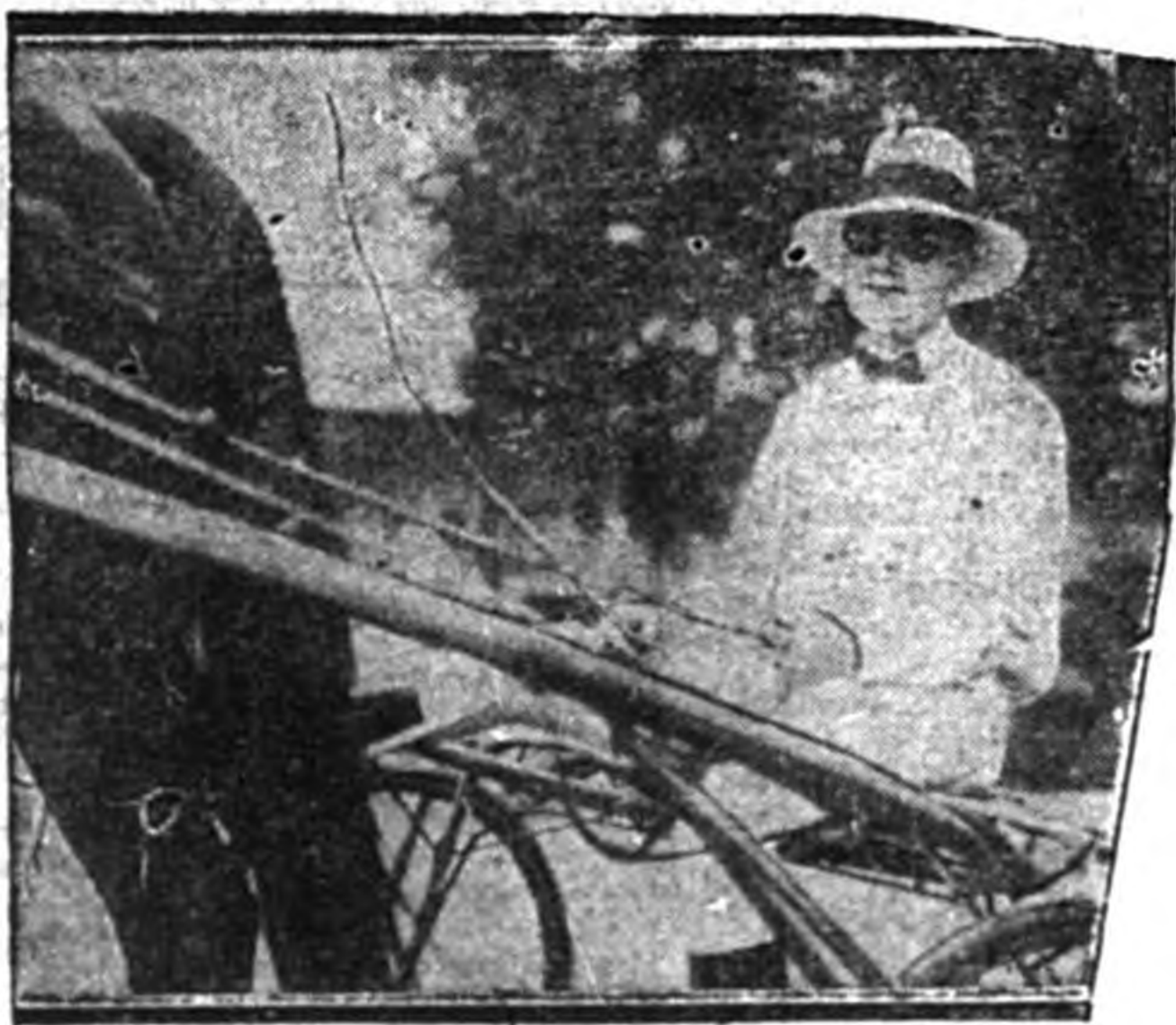
Even Jim and I discussed making the pilgrimage ourselves, until we learned more about its impossibility for us. Mecca is not for white men and especially for non-Mohammedans. We talked at some length with a good old Mohammedan teacher who was personally very kind to us and friendly. When we asked if he could disguise us, and if necessary vouch for our general harmlessness and conduct us on a sightseeing trip to Mecca and return, he drew an imaginary knife across his creased, black throat, and smiled. Mecca, the birthplace of the great prophet of Islam, Mohammed himself, allows no Christian to profane its sacred precincts even by gazing upon it from the most distant hills. The Holy Well of Zem Zem which Hagar is supposed to have found when her son Ishmael, cast out and wandering in the Arabian Desert, was dying of thirst, is located in the city of Mecca. Its waters are the most precious drink which even the thirst-ridden travelers of the desert may ever hope to have. But it is not for Christians.

From all parts of western and northern Africa, the parched and lonely desert trails of the desert were converging, and surprisingly heavy was this pilgrim traffic along the railroad track toward the east. At sunset and at other prescribed prayer times during the day, we saw all Mohammedanism go down on its knees toward Mecca.

We were in the Sudan during the month of Ramadan, the ninth month of the Mohammedan year when every believer is supposed to keep a strict fast from dawn of each day, or until a white thread can be distinguished from a black thread, until sunset. In the cities a huge drum is sounded or a gun fired at the moment when the daily fast begins and ends.

This fast is strictly and universally observed. Not only must the believer shun all food, but from dawn to sunset not one drop of water may pass his lips, and during those long, hot days in the arid, tropical Sudan it is a fearful price to pay. No Mohammedan may even swallow his saliva and if his hunger stimulates his saliva glands he may enjoy the moisture in his mouth but must eventually spit it out upon the ground, else he be accused of breaking the fast of Ramadan. And since his guardian angel is constantly at his right hand side to protect and care for him, the believer must therefore be careful that he spit to the left. During the month of

A Pleasant Way to Work One's Way



GIRL IS DRIVING HER WAY THROUGH COLLEGE

Helen Davis, 18, Californian, has had a successful season driving trotters on the western circuit and will be able to continue her college course with purses she has won.

Ramadan it is well to watch where one goes.

The efficiency of the Mohammedan laborer, clerk, and houseboy, low as it is in ordinary times is naturally lowered during Ramadan. This is caused not only by the weakening effects of the rigorous fast during the day, but quite as much by the equal extreme in revelry and feasting at night. As soon as the evening drums are sounded, the fast is broken with a bang. The food, already prepared, is of the very best that can be secured. And the drink is all too often much stronger than the water that would otherwise have satisfied by day. All night long the feasting and celebrating and general excesses continue—and after such a rigorous fast I would be the last to bid them nay. And when dawn finally comes and it is possible to distinguish a white thread from a black the followers of the prophet are ready for sleep. But then it is time to go to work.

Ramadan is especially trying for those who work as cooks for the English or other non-Mohammedans. They must prepare the food for their masters, serve the drinks, keep awake and continually go outside to spit out the saliva that just will form in their dry, parched mouths in spite of the Koran, Mohammed and the Crescent. If by any chance one should forget himself and indulge in a soothing drink of water, he must prolong his fast for one day after Ramadan for each such offense.

These faithful pilgrims made it easier for Jim and me on our own long march toward the endless east. It was they who constituted a considerable proportion of the traveling public who kept the caravan trails so plainly marked. They bore us over bridgeless streams, guided us through jungle trails, sweated beside us as we pushed through the soft, hot sands, shared their water with us on the desert caravan trails, and were always an inspiration to continue on our way. We were traveling for fun, they for faith; each impelled by an urge beyond the understanding of the other, but that at least we had in common. If they could struggle on, always a few miles farther, then so must we. If they were broke but carried on, then so must we. And we did.



THAT 12-MILE LIMIT

"Pop keeps saying he's waiting for his ship to come in, but that's just a 'saying' ain't it, mom?"

"Not now, but it was before prohibition, my dear."

Not Too Fussy

Middle-Aged lady wishes house-keeping in gentleman's or bachelor home.—Seattle Daily Times.

In the Golden Days

Facts About Our Autumn Tree Colorings Which Should Prove Instructive

By Marjorie Wathen Fox

If Mrs. Baldwin invited to afternoon tea Mrs. McBride, Mrs. Cummings, Mrs. Wood, and each of these guests were charming new gowns of the season's most fashionable shades. Mrs. Baldwin would know definitely and accurately that it was Mrs. Cummings who wore the powder blue; Mrs. McBride who wore the apricot; Mrs. Wood who wore the tomato-colored gown. But very few of us are anything like so definite in our knowledge of the beautiful autumn gowns worn by our tree-ladies. "The trees have changed their colors!" we say; or, "They have on their autumn foliage!"—and let it go at that.

All Canadians should be tree-lovers. Perhaps there is no country in the world that has more beautiful trees than Canada, such a variety of them. Trees give us—next to agriculture—the most of our wealth; they enrich the climate; they are one of the most important factors in the beauty of our scenery—therefore, we should not only love trees, but know them. But do we? Many Canadians do not even know the names of the trees in their own yards, along their own street in their own town, on their own farm, in the nearest woods.

Take this matter of the autumnal foliage. Which trees turn yellow? Which red? Which brown?

All the birches turn dull yellow.

The alms turn pure yellow, lemon-yellow or brown-yellow.

Maple leaves turn red, as a rule. Red maple—particularly young red maples, change to an intense scarlet, deepening to crimson. Sometimes we come upon a red maple in which one branch is a vivid red but all the rest green. Rarely do we find any all yellow leaves on a maple, though sometimes the ground-work may be yellow, but with crimson spots. In the sugar-maple, there is probably more yellow to be found, now and then the yellow changing to a brilliant orange; but the majority of the leaves of the sugar-maple are red, flaming to scarlet, though sometimes, too, we find a brilliant green with vivid blood-red spots. Indeed, the leaves of the sugar maple have often been likened to a painter's palette, and are perhaps the most varied and beautiful of our autumn leaves: One leaf may contain scarlet, several shades of yellow, orange, green, crimson, or a good half dozen tints and shades in between.

The autumn-dress of the horse-chestnut is a much more sombre one. Indeed, sometimes they fall with little change. But more often they take on a dull brown or yellow, the yellow perhaps merging to brown.

The beech is clear, golden yellow, and is amongst the few trees to which the leaves, after their change of color, may cling all winter. It is not unusual to find the leaves of young beeches that have turned brown.

The predominating note of the oak in autumn is brown, though this brown may vary to the various

shades of red and yellow-browns. The leaves of the red oak are much more brilliant than are those of other species of oak. Indeed, the red shades in the oak have a rich tint which seem almost peculiar to itself. The oak and beech are perhaps the last of the deciduous trees to lose their leaves.

Poplars turn a clear chrome yellow.

The leaves of ash trees go through a whole gradation of tints, from dark to light; first a sort of deep purple, bronze-purple and on into a reddish-yellow.

Willows may fall without change, or turn yellow.

Sumachs and dogwoods add much to the brilliancy of the autumn foliage: the dogwoods turning red and yellow, while the sumachs are often as brilliantly, or as richly red, as the most beautiful and vivid maple.

While yellow doubtless predominates amongst our autumn trees, red is certainly the outstanding note of shrubs and low bushes.

Autumn in Canada may well be called the "Festival of the Leaves." There should be added to the "Seven wonders of the world" an eighth: the autumn foliage of forest trees in Eastern Canada. "I have been nothing in Naples, Rome, Switzerland, Norway, India," said a world traveler, "to compare with the golden autumn of the Maritime Provinces, Ontario, Quebec—particularly in a dry autumn when the colors are most brilliant." And another traveler, just returning to Canada after some years of absence, kept gazing almost speechless with surprise and delight from the windows at one side of his railway-coach to those on the other and finally exclaimed "This must be something special they're putting on for me—I do not remember that it used to be so glorious as this!—Why 'It's Fairy Land!'" Then he told of how coming through the Matapedia valley he actually thought one mountain was on fire, so vividly red was its autumnal foliage. On that very trip I was prosaic enough to take out my note-book and endeavor to chronicle definitely and specifically the various colors that were to be seen from the car-window, amid the autumn foliage through which we passed that day. There were no names in any dictionary to designate some of the colors. But I did see: what I could best describe as amber, lemon, chrome, gold, butter-cup, orange-yellow, orange, orange-brown, bronze, olive, almond and many others in between these. And added to the color touch was beauty of motion, beauty of symmetry in the leaf-form.

Why They Change Color

Have you ever seen a branch or a few leaves of vivid red on a tree in mid-summer? Or in later summer? I have, and used to wonder as to it for I had been taught that frost turns the leaves red, yellow, etc. It was quite customary to heave a envious sigh when these appeared in late summer or early autumn and say, "Oh, dear! Is it possible that it's autumn so soon. There's been frost already—see those red leaves!" Of course most of us have now learned that frost has little, or nothing to do with the autumn change of color.

The average life of the leaves of our Canadian trees is four months. During all this time these little affairs which we designate as "leaves" are busy at work. Each is a miniature laboratory or manufacturing concern turning out important products which are necessary to the healthy life of both plants and animals. The leaf receives the raw material for the manufacture of these products from the air about it and from the soil. The matter from the air is received through the little pores of the leaf—stomata, with which the leaf is covered; and the water, sometimes containing much mineral substance, comes from the soil in the form of sap up through the mother tree, via the little leaf stem, and so on into the leaf-carried through the network of veins to every part of the leaf's surface.

So long as the leaf is in the sunshine; receives carbonic-acid gas from the air; receives water from the roots, it can go on doing this work: making chlorophyll—the green pulp of the leaf. But when anything happens to prevent this and chlorophyll can no longer be formed the leaf begins to turn yellow—"put on their autumn dress" as children love to say. And the cause is not the frost but rather, that:—

The sunlight has become less intense; the water supply from the

HER LIFE THREATENED



Mozzarella Lain, telephone girl, who is testifying against rum-runners in New York, is strongly guarded by federal agents.

roots is being interfered with—the tree no longer making sap; or because the pores of the leaves have become clogged by some mineral matter, left there by the water brought from the soil or perhaps by exposure of the leaf's surface to the dust and dirt of the season, and so the leaf can no longer do its work: its usefulness is over.

To get a proper understanding of this process by which leaves change their color and then drop from the tree we must know that in some wonderful way this material—chlorophyll, which has been manufactured and stored in the leaves, has the unique power of changing the carbonic-acid gas received from the air and the water received from the roots over into starch, sugar, etc., which the mother tree slips back from the leaf as food for her twigs, branches, trunk, and most of all for her baby buds being formed before the leaf falls; and also to separate the carbonic-acid gas into carbon and oxygen, sending the latter into the air as fresh, invigorating, food for animals and man. When the leaf can no longer manufacture more chlorophyll to accomplish these wonderful things the mother-tree keeps on drawing out all the food products in the chlorophyll already stored in the leaf, so soon all the valuable substance is gone: the chlorophyll is disintegrating. Some scientists simply explain the change of color for the process is not properly understood—by saying that the blue of the disintegrating chlorophyll passes out in the food products and leaves only the yellow—the blue and yellow forming the green of the leaf. Others, however, claim that the yellow, orange, brown, etc., now appearing in the leaves is from the mineral substance, left behind when the other constituents of the chlorophyll have been absorbed.

It is generally recognized, however, that the red coloring of leaves is the result of an entirely different process than is the yellow, etc.; the explanation for the red being: when the vitality of the leaves of certain trees begin to fall a liquid red dye is formed which stains all the leaf. Evidently conditions may be such that this dye can be formed in parts of a tree even in summer or in very early autumn, as has been the case when the untimely bit of red now and then surprised us amidst an otherwise green foliage.

The falling of the leaves starts in Canada—at least in the East and Northeast, about the twentieth of September. The great fall comes sometimes between the seventeenth and twenty-seventh of October.

However we attempt to explain the autumn coloring of leaves we know for a certainty that when they change their color and fall their work is over. They have given their life back to the mother-tree from which they first received it. Theirs is a sacrificial death. Fitting, therefore, that their dying time should be their most beautiful time: they die in glory, in color. They "pass out" in a veritable Hallelujah chorus. Let us catch this sublime note in our "Festival of the Leaves."

Back With the Duds

Boss—"Well, did you read the letter I sent you?"

Office Boy—"Yes, sir; I read it inside and outside. On the inside it said, 'You are red,' and on the outside it said, 'Return in five days,' so here I am."—Junior Achievement Magazine.

In these days it is customary for the composer to outlive his songs.—Newman Flower.

SMATTER POP—

He Has a Quiet Efficiency.



Irrigating Dream Comes True

By FRANCIS FLOOD

A few years ago I was a homesteader in Wyoming trying to build an irrigated farm out of a collection of shale hills and bogging alkali bottoms on which the government had dared us to make a living. Sometimes, after a hard day's work herding ditch, water down the steep sides of my little alfalfa fields, half of it washed and the other half high and dry, I would clump over to the shack of a neighbor as dejected and as ragged as I, throw my shovel and rubber boots into a corner and discuss farming in general and irrigation in particular.

We would pity ourselves, that much was sure. Then we would compare our rough, raw little fields lying somewhere above or below the crooked canals that wound about among the sagebrush hills with our idea of what a real irrigation district should be. Eventually, before the evening was over, we would enthusiastically picture in our imagination the perfect project, the gum boot farmer's paradise, and describe it in detail to get our minds off our own.

When Jim and I reached the Senar Dam across the Blue Nile in the Anglo-Egyptian Sudan—believe it or not—we saw it, just as I had specified. There is the irrigation engineer's dream come true; there is the gum boot farmer's paradise.

First we visited the dam itself, that huge concrete barrage that stops the Nile in its tracks. Nearly two miles long from end to end, it takes an hour to walk the length and back of this great highway across a conquered river. On the one side presses the captive lake, fifty miles long, sufficient water to supply the needs of the city of New York for a period of two years. Below, on the other side is the torrent loosed through the roaring sluices and boiling away so far, far down that even the comic opera donkeys shambling along the highway on the crest are as frightened as the stern Sudan squires whose bales of freight they bear, as nervous as the clucking women and the bare, black children scurrying like fate along the centre of those concrete heights.

breakfast," ordered this merry engineer from Merrie England, and he shouted toward the brick kitchen in the rear, "Boy, pass breakfast for three."

Then he considered a moment, looked us over again, muttered half to himself, "No meal for five months," and shouted again to the kitchen, "Boy, pass breakfast for five."

My American accent and his English ear had confused "mall" for "meal." I put him right. "But never mind correcting your kitchen boy," Jim suggested. "Let him carry on."

"You surely didn't think we'd had no meal for five months did you?" I questioned.

"No. And I don't believe you've crossed Africa on those motorcycles either," he admitted. "The one I earned your breakfast and I thought two such big ones deserved a double order."

We were only ninety miles from the postoffice in Khartoum, where we were sure there was a sidecar full of mail, our first since we had left the west coast fringe of civilization nearly five months before and yet this English engineer was begging us to stop a day with him so he could show us his irrigation project. He succeeded, and it was worth the delay. Considering how badly I wanted my mail that shows what I think of the famous Gezira irrigation district.

That afternoon our friend and a fellow-engineer took us over as much of the project as they could. We couldn't see it all. The main Gezira area is about 55 miles long with an average width of some 15 miles, running parallel with the river, the whole as level as a football field. Since it was almost a desert before the water was applied it was entirely free from vegetation and little or no clearing had to be done. This block of 300,000 acres which is at present under irrigation is only one-tenth of the three million level acres in the Gezira between the Blue and White Niles which may easily be brought under irrigation cultivation later.

Briefly, the history of the Gezira development is this: Attention was first called to the possibility of irrigating this great plain between the two branches of the Nile in 1901. First it was clear that existing native rights could not be protected unless a register of ownership of land was available. This was difficult because



HAS SECURED 4,000 AUTOGRAPHS

Collection made by Antonio Hauptman, an Italian, includes 60 maharajas, 51 cardinals, 300 diplomats and 400 princes and kings.

There are a million tons of concrete in the big barrage designed to pass 15,000 cubic yards of water per second through the sluices, or twenty per cent. more than the greatest known discharge of the Blue Nile in its flood. And yet one man can weigh the water out and control the flow of that entire stream as easily as a housewife opens the faucet in her kitchen sink.

A main canal, 100 miles long, leads off from the reservoir above the dam and marches straight and true the length of the great project, with a steady fall, just as the ground slopes itself, about four or five inches to the mile. Leading off from the main canal are five distributing canals and, strictly at right angles to these, as straight and as regular as a city's streets run the major channels, one every 300 yards, each designed to water about 90 acres of land, or enough for three 30-acre units.

For miles and miles and miles, Jim and I rode our motorcycles over this flat and level land, the whole checked off into a perfect chart of even, regular squares by the black banks of the canals. There are no fine homes, no fences, and no trees. There are no paved highways, no school houses, and no green grass. It is all a new country. Its future is all before it just as ten thousand years of a dry, dead past are behind it.

We found one neat little frame bungalow beside a huge headgate and stopped, early in the morning to inquire the road to Khartoum. A young Englishman in the brick uniform of an infirmary came to the door. I explained in the best English that my American "education" could produce that we had just driven those two battered old motorbikes "Rough" and "Tumble" all the way from the west coast of Africa and were in a hurry to get to Khartoum "because we haven't had any mail at all for five months and we're going to get some there."

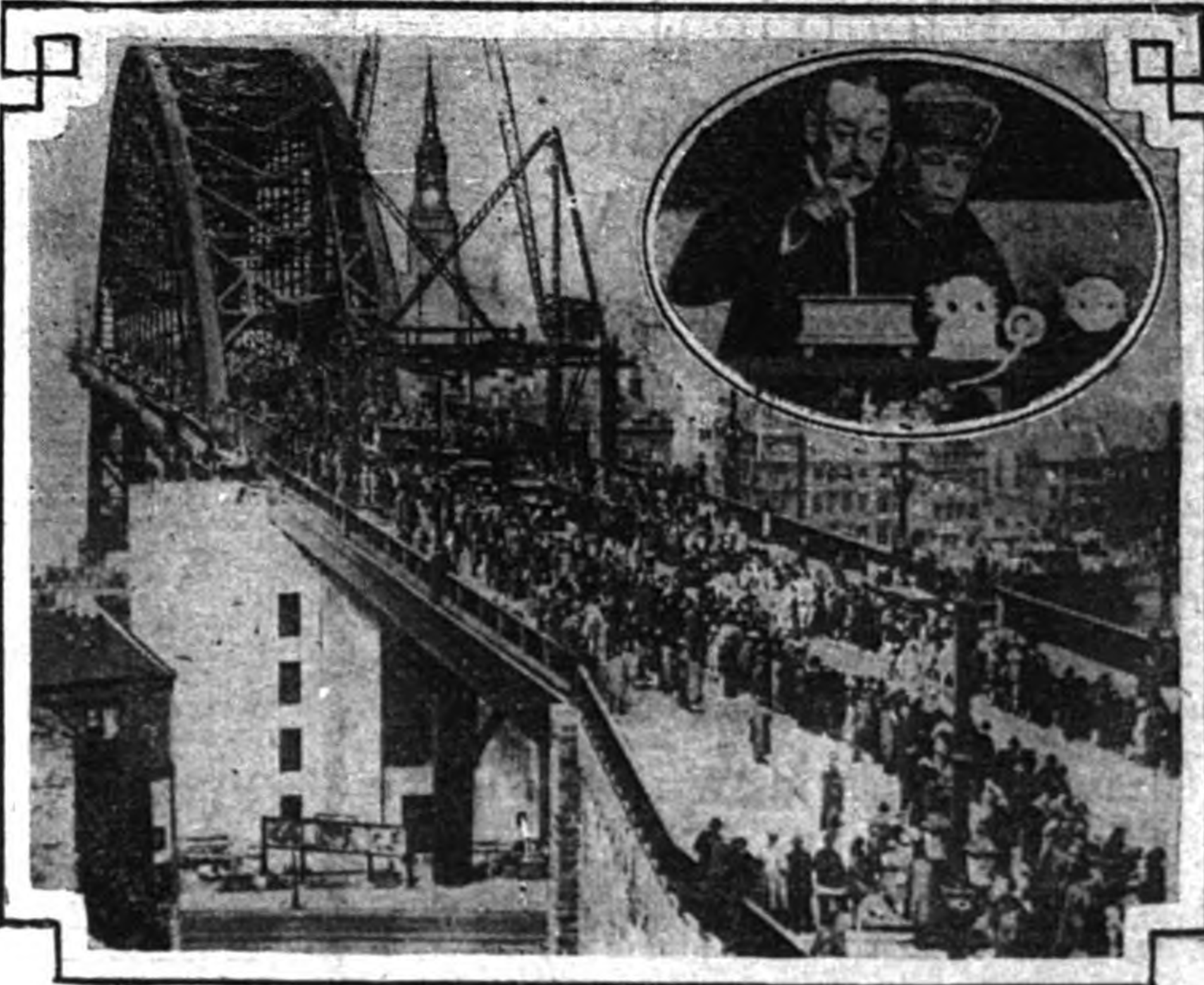
"You'll come right in here and have

no native really owned any land but yet he had a historical right to cultivate certain little patches because his fathers had done so before him. Furthermore the plain had never been surveyed and the whole was so level and so regular there were no landmarks or boundary stones by which the natives could even identify their claims. It was surveyed and at every minute of latitude and longitude from poles were erected with cross vanes on which are stamped the degrees and minutes of latitude and longitude. Travelling over the flat Gezira is like sailing on the ocean and we navigated in minutes and degrees in exactly the same manner.

The management of the area was entrusted to the Sudan Plantations Syndicate. The Sudan government were to be responsible for the financing and building of the dam and the major canalization. The syndicate became responsible for the minor canalization, management of the whole enterprise and for financing the tenants. The tenants were to supply the labor as cultivators. The cotton crop was to be divided into portions of 25 per cent. to the government, 25 per cent. to the syndicate, and 40 per cent. to the tenant, and all other crops to the tenant. The British government guaranteed an original loan of \$15,000,000 for financing. The dam was started in 1914 but was stopped on the outbreak of the war. After the war the loan was doubled and construction started again. The final full cost was about \$50,000,000 which includes canalization. If someone were to dig three canals from New York to San Francisco the total length would be about equal to the mileage of the canals and field channels on the Gezira scheme, or 2,386 miles.

The government took forty years lease from the registered owners of all land within the scheme at an annual rental of about fifty cents per

Their Majesties Open New Connecting Link



BRIDGE OVER THE TYNE OPENED BY KING GEORGE

One of the finest bridges in England has been erected at Newcastle-on-Tyne at a cost of \$6,250,000. The royal cortege is seen passing over it. Inset: Their majesties at the opening.

acre. The land is then re-allotted to the actual owners who are cultivating tenants on plots of 30 acres each, as near their original holdings as possible. The theory is that no man can handle more than one 30 acre unit. If he originally held 90 acres he may nominate his sons or relations as tenants on the other two units. So far, of the 8,000 tenancies of 30 acres each, about 5,000 have been taken by owners themselves and the remaining 3,000 by people already resident in the area.

It is a good proposition for the tenant-owner. He gets 50 cents per acre rent and is entitled to farm 20 acres as near as possible to his original land. On each 30 acres he may grow ten acres of cotton and ten acres of green crop for cattle or grain for his own consumption. Instead of relying on the precarious rains he gets regular water for which he pays only as much as if he lived along the Nile bank and we were getting it from an ox-drawn water wheel. He has the best cotton seed distributed to him, he gets cash advances at low interest and he gets plowing machinery to plow his land. He gets expert supervision in his cultivating and his marketing. In fact, he gets so much that he is buying fine automobiles and living on a scale a thousand times higher than his ancestors have ever lived before him.

The soil of the Gezira is a stiff loam containing over fifty per cent. of clay. It rapidly becomes impervious to water so that no seepage occurs through the canal banks. The land is cultivated by machinery well ahead of sowing time. This is done by the syndicate with cable plows drawn back and forth between two tractors, one at either end of the field. The seed is a long staple Egyptian cotton exclusively and is dibbled in at the rate of about 25 pounds per acre.

The rows are about 36 inches apart and the plants at 20 inch intervals. The seed is sown on the tops of the ridges. When picking is finished, all cotton stalks are cut down and burned as a precaution against pests.

The yield is about 300 pounds of long staple lint cotton per acre. This makes an addition to the world cotton production of some 20 million pounds of Egyptian cotton annually, and the development of the Gezira has only begun. What effect this and similar, and even larger, irrigation projects farther down the Nile may have on the U. S. cotton surplus production remains to be seen. At any rate it is well worth watching.

Easy-Going People

More good-nature is not the end for which the world exists. Nor is it the law by which we should control our conduct. There is a "good-natured" tolerance of evil in other men, by which we help them to their sins, and become their passive accomplices. There is "good-natured" lying, which seems to say what is pleasant rather than what is true, and it undermines social truthfulness. There is a "good-natured" endurance of encroachment upon rights, which we should guard, not for our own sake so much as for that of society. And there is a "good-natured" avoidance of honest testimony against the world's evils, which reduces us to mere ciphers in the battle for the kingdom of God. There is need for all the really "good-natured," the courtesy, the cheerfulness, the brotherliness, we can muster. But for this vicious "good-nature," which seeks only the pleasant and the easy, neither earth nor heaven has room or need.

Enjoying Autumn Glory of Canada's New Park



BEAUTIES OF NATURE IN THE CANADIAN WEST

On the portage from Kingsmere Lake to Long Island Lake in the Prince Albert National Park, Saskatchewan.

Delhi to Invite Bids on Air Line Across India

Egypt to Karachi Section, First Link of Route, May Start Service in April, 1929

Simla, India.—An important stage has been reached in the development of an air-mail route across India by the approval of the Assembly's Standing Finance Committee to the government of India's proposals to call for bids soon for the operation of three main sections. A weekly plane service between Egypt and Karachi, subsidized by the British government, is expected to be established by April, 1929.

An internal service, in three sections, from Karachi to Rangoon, is the next objective. It is intended that this shall form a connecting link in the England-Australia air route. The three sections will be: Karachi to Delhi, Delhi to Calcutta, and Calcutta to Rangoon. Preparations for the ground organization between Karachi and Calcutta are well advanced and it is understood a start will be made on the Calcutta-Rangoon section as soon as sufficient funds are in hand.

Bring London Nine Days Nearer
As soon as the through route from Karachi to Rangoon is established, the air mail from England will be delivered in Delhi in seven days, at Calcutta in eight days and at Rangoon in nine days, compared with sixteen, seventeen and nineteen days by the present sea route.

It is anticipated that the Karachi-Delhi section will be ready by the fall of 1929. Three-engined aircraft of the approved British type of construction will be used. The government of India proposes, if funds permit, eventually to extend the London-Karachi service to Bombay.

The Finance Committee, in agreeing to the proposals, suggested that, following the English practice, the

Benefits

The sage relishes what is without savour. He avenges the injuries he receives by benefits. He begins by easy things when he meditates difficult things; by small things when he meditates great.

The Lap of Fortune

Ben Franklin said: "To be thrown upon one's own resources is to be cast into the very lap of fortune."

Canada's Native Clowns



QUEBEC BABY BEARS BATTLED FOR A LOLLYPOP

"Kid" Cub and "Bruin" Bruin, two young bruising bears, who staged a one-round bout before cheering tourists in northern Quebec. Ringside seats were free. The purse, a lollipop, was awarded to "Kid" Cub.

"The Black Bear is just a sort of canny, backwoods clown, waiting for nothing but a full tummy and complete freedom from contact with men armed with rifles. In fifteen years spent in the wilderness I have had more than my share of opportunities to get acquainted with Bruin; and to my mind he is not a bad neighbor, except for his ingrained propensity for investigating camp storerooms. At this, he is altogether too adept, and he goes at his work like a group of Bolsheviks looting the home of a wealthy member of the bourgeoisie. When a bear gets through smashing around in a lumber-camp storeroom, the easiest method of cleaning up the wreck is to touch a match to the works and stand clear.

"Bruin is on his toes all the time. There is no record of any hunter ever finding a bear asleep, except during the period of annual hibernation. In his normal state of health he is fully as alert as a modern burglar alarm, and he can get away from a standing start in a manner that would turn Nurmil green with envy."—Kenneth Lee in "Forest and Stream."

Panic-Mongers

Bryngwyn James in the Pall Mall (London): It is the commercial and industrial panic-mongers who have done as much in recent years to retard the recovery of British trade and industry from the blows inflicted on it by the war and its consequences. Their blatherings have been broadcast to the ends of the earth, and their sour bread has been cast upon the waters—and unfortunately found after many days. Is it a matter for wonder that in many parts of the Empire and in many foreign countries there is consequently a tendency to believe that the Old Country is done for?

National Extravagance

Saturday Review (London): It is one of the standing wonders of the day that the luxury trades of Great Britain continue to flourish, while her basic industries founder in the slough of depression. Those enterprises on which the real and ultimate wealth of the nation depend are sunk deep in distress, but the extras, the frills and fancies, increase and multiply exceedingly. This situation of all jam and no bread cannot continue indefinitely; it is utterly uneconomic and must sooner or later come to catastrophe.

government should participate in any profits over and above a certain percentage after making due provision for depreciation.

To Add Ceylon Later

Ceylon, in the near future, will be linked up with existing air-mail services, according to official advice, which say a connection will be made first with America and subsequently with Australia. In the former case it is hoped to effect a saving of one to three days, while, with the latter country, a reduction of approximately three days is expected.

The postal authorities in Simla are waiting to avail themselves of the Cairo-Karachi air service, but at present the saving of time will not be appreciable to Columbus owing to the long railway journey between Dhamshakodi and Karachi.

Two Hands Free

Girl—"Let's drive in the park."
Boy—"Now, let's park in the drive."
—Ghost.

Reputation

How many people live on the reputation of the reputation they might have made.—O. W. Holmes.

Bring Electrical Joy to Your Home this CHRISTMAS

Take Advantage of this Special Offer

Between Dec. 1st. and 18th., we offer all appliances valued at \$50. or more, on terms of from 10 to 18 months, AT THE STRICT CASH PRICE, without added interest. Just pay \$5. down, for your choice of Washing Machine, Vacuum Cleaner, Range, Ironer or Pumping Outfit.

And Please Your Friends With Electrical Gifts

No gifts are more acceptable, none give greater convenience and service, none are more moderately priced. Electric Irons, Toasters, Air Heaters, Curling Irons, Percolators, Table Lamps....a full range of labor-saving appliances....something suitable for everyone, awaits your selection at our Branch Stores.

**Gatineau Electric Light
Company Limited**



"VICTORIA" Coffee

Served in leading hotels and restaurants

DIRECT FROM PLANTATIONS

LAPORTE MARTIN LIMITEE

One Sale at Victoria Independent Stores

Lachute Marble and Granite Works

We deal in Foreign and Domestic Marble and Granite, first class work and the best material, in all latest designs, always on hand. Satisfaction guaranteed in all kinds of Cemetery work, Monuments, Headstones.

W. M. Scott, Proprietor

SIMONDS

MACHINE KNIVES

SAWS

CANADIAN PACIFIC

STANDARD TIME GOING EAST

No. 426 daily, due at Lachute 8.30 a.m.
No. 422 daily, due at Lachute 10.46 a.m.
No. 430, Saturday and Sunday only, 4.33 p.m.
No. 424, daily, due at Lachute 8.18 p.m.

GOING WEST

No. 421, daily, due at Lachute 9.44 a.m.
No. 428, daily, due at Lachute 7.12 p.m.
No. 425, daily, due at Lachute 1.04 a.m.
No. 427, Saturday and Sunday only, due at Lachute 2.47 p.m.

For further particulars apply to J. S. GILES, Town Agent, Lachute.

Fess Holden Morgan Automatic Oil Burner

Installed in hot water, steam or hot air furnaces or boilers

Economy - Safety Comfort

Sold by J. D. LEMAY,
Insurance Agent,
Lachute, Que.

APPLICATION TO THE LEGISLATURE

Canada, Province of Quebec, District of Terrebonne.
Public Notice is hereby given that the Town of Terrebonne, a body politic and incorporated, 7 Edward VII, Ch. 75, and its amendments, will make application to the Legislature of the Province of Quebec, at its next session, for the passing of an Act ratifying the By-Law No. 333 adopted by the Council on the 19th. of June 1922, authorising a loan of \$102,000.00 and also to correct and validate any irregularities, or illegalities which may be found in the said By-Law and also in the "procès-verbaux" of the Council dated: 5th, 17th, 26th, of December 1923, 9th and 18th, of January 1924, and other purposes.

E. S. MATHIEU, Mayor.
O. G. Vézina, Secretary-Treasurer.
Terrebonne, November 23th., 1923.
D-21-4.

MONUMENTS

I wish to remind the public generally that I am prepared to supply monuments of any size, quality or description on shortest possible notice. Re-lettering & adjustments of stones already erected will be carefully attended to by H. J. Hammond, Monumental Works, East Ward, Lachute.

Order your PERSONAL Xmas Cards NOW!

WANT ADS

HOUSE TO RENT.—On Robert St., Apply to Wm. J. Deacon, Lachute, Mills.

WANTED.—Second hand double harness. Phone 30 r 1-2, to P. Goyette Brownsburg, D-7-1.

FOR SERVICE.—A Registered Pure Bred Poland China Boar, imported direct from the W. T. Rawleigh Co., Freeport, Illinois, U.S.A. Apply to ROBERT TRINEER.

Robert Trineer, Rawcliffe, Que. d7-3-p.

PUBLIC NOTICE

Our prices for custom sawing for this coming winter will be \$5.00 per thousand for soft wood and \$6.00 per thousand for hardwood.

DAWSON BROS.

D-7-2. Lakefield, Que.

FOR SALE.—One cutter in first class condition. Phone 101 r 1-1.

D-7-1-P.

WANTED.—A team of horses, one used to work, not too old and also one to purchase for his feed. Apply to J. W. Cousineau, Phone 211, Lachute. D-7-1-P.

LOST.—At Beech Ridge, a heifer 3½ years old (Ayrshire). Party having same please telephone to Stewart Smith, Phone 131 r 5, Lachute and receive reward.

HONEY AND APPLES FOR SALE.
The best of honey and apples from the Laurentian Fruit Farm on the Brownsburg Road. Call 119 r 2-2 or secure your supplies through most of the town stores.

CHURCH NOTES

BAPTIST CHURCH

Dalesville 11 a.m.
Brownsburg 2.30 p.m.
Lachute 7 p.m.
Evangelist A. E. Turkington will conduct all services.

LACHUTE UNITED CHURCH
Rev. A. G. MacKinnon, B.D., Minister
Sunday, Dec. 9th, 1923.
11.00 a.m., Rev. John Macaskill, B.D., of St. Andrews East.
7.00 p.m., Rev. Mr. Wadsworth.
Sunday School 10.00 a.m.
E. Settlement Service 3.00 p.m.

BROWNSBURG UNITED CHURCH
Rev. T. C. Cassidy, Pastor
Services, Dec. 9th.
11 a.m. and 7 p.m., The Pastor.
10 a.m., Sunday School.
7 p.m., Friday, Choir Practice.
A Welcome to All

PRESBYTERIAN CHURCH
December 9th.
Lachute Sunday School 10 a.m.
Worship 11 a.m.
Evening Worship 7 p.m.
Brownsburg 4 p.m.

LACHUTE BOWLING LEAGUE

Game Dec. 4th.

Independents	Gas & Oil
R. J. Fulton 111	133 244
M. St. Jacques 141	115 256
A. Decoste 135	143 173 461
J. Cunningham 124	124
Ed. Dion 155	156 179 490
H. Saube 146	160 306
D. Gauthier 128	127 255
	2126

G. Muir 107	107
E. Lafortune 170	151 143 464
L. Urthain 136	121 124 381
R. Inglis 140	150 144 434
M. Wilson 127	112 138 377
R. Rozon 139	134 273
	2036

Independents Gain 90.
Dec. 6, Bankers vs. Les Brasseries 8 p.m.

A friendly game was played Wednesday, Dec. 5th, between the Brownsburg all stars team and the Lachute Bowlers.

Brownsburg All Stars	
C. Harding 152	192 178
S. Thompson 129	116 129
I. Carpenter 159	182 190
J. Lambertson 154	147 125
J. Donaldson 121	132 115
	2181

Lachute Bowlers	
E. M. Jones 107	105
J. Millar 171	90
Jim MacKimmie 123	142 140
Roy Fraser 177	157 123
A. Langille 164	120 146
Bill MacKimmie 115	
Geo. Calder 91	
	1972

IN MEMORIAM.

McADAM.—In loving memory of Mrs. David McAdam, formerly Matilda Blair, who was called away from us on Dec. 10, 1883. Remembered with sad thoughts and fond recollections of a loved one absent from us all today. The vision of her face shall never perish from our memories as the years pass away, and although we miss her sadly, she is near to us in loving memory and longing, which often brings a silent tear. If God had only spared her to see her three loving sons, James, William and John, now trustworthy employees of the C. P. R. Her loving daughter Sarah passed away June 6th, 1912, leaving two small children, Warren and Ruby O'Brien. Mother and daughter are sleeping side by side in Ordensburg Cemetery, and their loved ones await the judgment call, when we shall meet again. Inserted by her husband, D. McAdam, and family.

PLAN FREE COURSES IN BUTTER MAKING

Free courses in English for makers of butter and cheese and courses for candidates for inspectors' positions will be given from November 26 to December 21 at the dairy school in St. Hyacinthe. Two courses in French have also been arranged, the first being from January 8 to February 3, and the second from February 12 to March 9 next.

An elementary education is the only qualification required. The courses are free, the students being obliged to pay only their board while in St. Hyacinthe.

This Year's Christmas in Europe

Special Sailings to
England—Ireland—Scotland—
France—Belgium

It will be a wonderful treat to yourself and to the folks at home. You will enjoy your trip to the utmost.

Lapland Dec. 9
Baltic Dec. 10
Régina Dec. 13

For complete information, phone, write or call J. S. GILES, Agent, Lachute.

**WHITE STAR LINE
CANADIAN SERVICE**



IN THE TELEPHONE BUSINESS this man is called a "trouble-shooter," which may sound like sport but it isn't for him.

Any hour of the night he may be roused from sleep. Somewhere the line is down and it is up to him to fix it. Right away.

Usually the line is down because there has been a storm. It isn't much fun to cling to the top of a pole with a zero gale taking your breath away.

FINDING THE BREAK in the line is not as bad as it used to be. It used to mean that men had to trudge along through the storm, perhaps for miles, until the bad spot was found. Today there are delicate instruments which can locate the spot within a few rods from an office many miles away.

They are so accurate that if there is a break in the 180 miles of line between Toronto and Sarnia, a man can sit in a building in Toronto and locate the spot within a pole's length or so. Or a man can sit in a building in Montreal and find a break anywhere between there and Quebec.

He can tell the trouble-shooter almost the very pole to go to because every pole now is numbered.

BUT THE TROUBLE-SHOOTER has to do the actual job and it means more than losing sleep or braving bad weather. It calls for very high technical skill.

Big cables are simply lead containers holding hundreds of tightly packed wires, each fine as a hair. When the cable is burnt out for a stretch, or is opened, there is a fine looking mess. It looks like the stuffing of a hair mattress.

Each of these hundreds of fine wires has to be connected again to its mate in the other half of the cable. If you can imagine yourself fingering those wires at two o'clock of a stormy wintry morning you will realize how good the trouble-shooter has to be at his job.

STORMS COST MONEY as well as discomfort. The telephone system has over 675,000 miles of wire strung on poles stretching across 23,000 miles of country and every storm hits some part of the system. A big storm can do a great deal of damage.

Sleet has cost the telephone company as much as a million dollars in one year. Sometimes one storm means spending more than \$100,000 without delay.

There is no time to call the directors together. The job has to be done and the money must be spent.

The money is ready because the telephone company has followed a policy of making definite provision for such emergencies.

And the job is done because the telephone business has men and women, like the trouble-shooter, alive to the meaning of service and eager to keep the telephone in the front rank of Canadian progress.



Published by The Bell Telephone Company of Canada to tell you something about the telephone business and the people in it.

229

"What Every Woman Knows"

A Four Act Comedy by John Barrie
Auditorium, Lachute
FRIDAY, DECEMBER 7th., 1928
at 8.15 sharp

Admission

50 cents

Jersey Cream
Rich Colour
Fine Flavor
35ct. a pint

The Watchman,

And Ottawa Valley Advocate.

Jersey Cream
Is Easily Whipped
Phone your order to
LOCHABER DAIRY
K. McOuat, Phone 122.

VOL. LIII.

LACHUTE, QUE., DECEMBER 14, 1928

NO. 48

Your Wants Supplied in -

Lumbering tools, Chains, Axes, Saws
Pumps, Pipe & Fittings, Window
Glass, Putty, Paints, Radio Batteries
and General Hardware.

T. McOUAT & SON

Founders, Machinist.

Lachute Mills, Que.

LACHUTE DAIRY
Bradford & Matthews, Props.
MILK and CREAM
delivered daily.
Phone your order to No. 74.

COMING EVENTS

DON'T FORGET the Annual Bazaar, of the Ladies' Guild of St. Simeon's Church, in the Auditorium, on Friday, Dec. 14th. Fancy work, Home-made Cooking, Candy & many articles suitable for Xmas presents. Come and see our surprise table. Doors open 3 p.m. Tea served.

A Dance will be held in McArthur's Hall on Saturday, Dec. 15th, at 8 p.m., sharp. A bed valued at \$15.00 will be raffled. Those buying tickets for raffle, admission to dance free.

The Regular Baptist Sunday School Brownsburg, are holding their Xmas entertainment on Saturday, Dec. 22. Everybody welcome.

On Thursday, December 20th, at 7.30 p.m., there will be an entertainment given in Gibb's Hall, Lakefield. The programme will consist of two plays, songs, dialogues and recitations together with a Christmas tree for the children.

The Congregation of St. Andrews United Church, will hold a Tea-Meeting in the Town Hall, St. Andrews E., on Friday, Jan. 18th, and in the evening the members of the Y. P. S. will give a three act comedy entitled "The Blundering Mr. Brown."

DALESVILLE.

Miss Ethel Dixon spent the week-end at her home.

Rev. Mr. A. Turkington spent last week visiting friends in Dalesville.

Mr. and Mrs. Lorne Tomalty, of Lachute, spent the week-end in Dalesville.

Mr. and Mrs. Leslie Tomalty spent Sunday at the home of Mr. and Mrs. D. McPhail.

Mr. and Mrs. R. S. Silversen visited at the home of Mrs. E. Burke on Sunday last.

Mr. H. Butt, of Montreal, spent the week-end at the home of Mr. and Mrs. Godfrey Dixon.

Mr. and Mrs. Chas. Walker and son of Lachute, spent Saturday at the home of Mr. and Mrs. J. S. Dixon.

Mr. and Mrs. Gordon Tomalty and family also Mr. and Mrs. B. Steele and family spent Sunday at the home of Mr. and Mrs. D. Dixon.

Don't forget to keep the date open for the Dalesville Christmas Tree entertainment on Dec. 24th. Program commencing at 7.30 o'clock.

THE LATE KENNETH C. SMITH.

It is with deep regret we record the death of Kenneth C. Smith, of Saskatoon, Sask., who passed away on Friday last, after a short illness of scarcely more than a week, from flu, contracted while visiting his brother, at Lucky Lake.

Deceased was the eldest son of Mr. and Mrs. Wm. S. Smith and was born in Beech Ridge, 39 yrs. ago. Leaving for the West in his early manhood, he has since resided in and around Saskatoon. He was employed by the Mutual Life Insurance Co., and a member of the Masonic Order. He leaves to mourn his loss a loving wife and two children, also his parents, Mr. and Mrs. W. S. Smith and two brothers Stuart, of Beech Ridge, and Ross, of Lucky Lake. The funeral took place on Monday last in Saskatoon.

THE LATE WILLIAM YOUNG.

Word has recently been received of the death of Mr. William Young, of Greenway, Manitoba. His death was due to a relapse after a severe attack of pneumonia.

Mr. Young was born at River Rouge, four miles from St. Andrews East, Que., his mother being Janet McOuat, daughter of the late John McOuat, of Burnside Farm, Lachute. About 1890 his father, Mr. Thos. Young, with his whole family moved to Manitoba and settled at Greenway, where they have resided ever since.

In his private life Mr. Young, was faithful, industrious and fond of his home and his friends. He will be greatly missed on the homestead and in the neighborhood, where he has lived so long.

He leaves to mourn three sisters, Margaret, Jessie and Mary, on the home place at Greenway and a fourth, Mrs. Mustard, in Kansas. Two other sisters died previously.

To them all we extend our sympathy.

Say Friends.

There is only a few days left to Christmas and we know what trouble you have in thinking of what best to give your loved ones at this season of the year. Now if you will call on us, your troubles will be over, because we have secured such a large assortment of pretty things in endless variety, that you will be bound to see just what you want. So don't delay, but come along and see for yourself.

FRANK E. EARLE, Jeweller.
Jousses Old Stand
Main Street, — Lachute.

LOCAL NEWS.

Miss Reta Jones, of Mabel, spent the week-end in Lachute.

Miss Hilda Woods spent the week-end at her home in Dunany.

Miss Hilda Donaldson spent the week-end at her home in St. Philippe.

Mr. Howard Morrison, of Montreal, visited friends in town over the week-end.

Mr. Victor Woods spent the week-end the guest of Mr. and Mrs. Norman Woods.

Miss Jessie Dobbie, of Montreal, visited friends in Lachute over the week-end.

Miss Elizabeth MacKimmie is spending a few days with friends in Montreal.

Miss Willow Lavery, of Montreal, was the week-end guest of Mrs. W. K. McArthur.

Mr. Wilfrid Swanson, of Winnipeg, was the week-end guest of Mr. and Mrs. Geo. Stanforth.

Laurentian Lodge, No. 14, L.O.O.F., will meet in McArthur's Hall, on Friday, Dec. 28th, and Jan. 4th, instead of Tuesday evening.

Mr. Jas. Armstrong, of Hill Head, returned home on Saturday from a two weeks' visit, the guest of his daughter, Mrs. Dr. Farmer, of Trenton, N. J.

The great annual Ball, of the Lachute Fire Brigade, will be held on New Year's Eve, Monday, Dec. 31st. Bear the date in mind, and come enjoy the usual excellent time.

Drop in and see our \$1.00—\$1.50 and \$2.00 Tables. Many articles, 3 times their value will be found on these tables.

Earle's Jewelry Store.

Mr. Omer Paquette wishes to inform the public that he has just received a large and varied assortment of Fancy Articles, Chocolates in special boxes, also good assortment of Cigars, Cigarettes all put up ready for nice Christmas presents.

As we will be very busy next week on our Special Issue "Canada First," we would ask that all news and correspondence be sent us as early as possible. If you have any visitors or items of local interest, just phone 27 and we will be pleased to publish them.

One dollar invested in a year's subscription to the improved Family Herald and Weekly Star of Montreal will bring the farmer better dividends than one hundred dollars in the bank. The farmers' wives, daughters and sons, get free, the best magazine extant.

A full house greeted the members of the Lachute Literary and Dramatic Society at their entertainment in the Auditorium on Friday last, when they admirably rendered the four-act play of J. M. Barrie, entitled "What every Woman Knows." Although the play was not as humorous as some of the Society's former representations the audience entered heartily into the story and followed closely the many interesting incidents, brought out so well by the participants.

We cannot refrain from expressing general appreciation at the whole-hearted manner in which all the players assumed their different roles for the characters gave ample scope and though difficult to fill, they carried off their parts as real actors. And should present occupations fail they would find no difficulty in securing positions at any of our leading theatres, for we have often paid more and not seen as good. The Society are certainly to be commended for the splendid work they are accomplishing in furnishing these plays for the public, and creating a fund for the furtherance of any good object that comes before them.

CAST — (In order of appearance)
Alick Wyllie - Father, Mr. Geo. L. Thomson.
James Wyllie - Son, Mr. John MacKimmie.
David Wyllie - Son, Mr. W. Blakley.
Maggie Wyllie - Daughter, Mrs. W. Fraser.
John Shand - Student, Mr. R. C. Rodgers.
Comtesse de la Briere - Mrs. Geo. Leggett.
Lady Sybil Tenderden - Miss Ruby Bishop.
Charles Venables - Cabinet Minister, Mr. L. P. Webster.



Private Greeting Cards.

Perhaps you have forgotten your Private Greeting Cards. If so it's not too late to get them. Call in at the Watchman Office and look over our selection. We can print them for you on short notice.

ANNOUNCEMENT

Another Bumper Number

The Watchman takes pleasure in announcing a Christmas Supplement, which will appear in the mails with the next week's issue. This enlarged edition, extra copies of which will be on sale in the town, takes the caption of "Canada First." It is a fruit of the Editor's constant faith and optimism in this Dominion, and of pride in his own particular community; it represents, besides, just another effort to give our readers the BEST, in accordance with Watchman standards.

Following the success of our Industrial Number, of Christmas 1927, we anticipate an equal enthusiasm for this "Canada First" edition; and we trust that it may disseminate in like manner a healthy publicity for Lachute—for its activities, its attractions, its leading men—factors in this town of which The Watchman is justly proud.

The Editor recommends this issue as a message and greeting to distant acquaintances. Send a copy to an old town-boy, who may not be a subscriber; mail a paper to your overseas friends; it will give them much pleasurable information about this country you live in; and it will show them, above all, that you belong to a thriving and ambitious community. Look out, next week, for the Watchman's seasonal message and greeting, in this "Canada First" edition of your home town paper.

THE LATE S. A. FILION.

Death has again claimed one of Grenville's prominent citizens in the person of the late Sydney A. Filion, who died suddenly on Wednesday morning, from acute indigestion. Mr. Filion had been in the best of health, and was in his office, as usual on Tuesday, but took ill Tuesday evening.

He was Secretary-Treasurer of the village Municipality, Township of Grenville Municipality, and of the Catholic School Board, and as such was the directing spirit of each of these bodies. His knowledge of legal matters was such, that it will be impossible to replace him, and to the public at large, he was ever an adviser and helper. He was Mayor of Grenville for several years, and had been requested several times to let his name go before the Convention as Standard Bearer for the Liberal Party. He was Crown Lands Agent for this district, and was one of the "best known" men in the County. Mr. Filion was in his 58th year. He leaves his widow, one son, Fred; five brothers, Arthur of Sault Ste. Marie; Rev. Father John, S. J., of Regina; James and Augustus, of Winnipeg; Adolphe, of Montreal, and three sisters.

The funeral will be held from his residence at Grenville on Saturday the 15th, at 9 a.m.

CUSHING.

Mr. Jas. Morrison, of Hawkesbury, spent Wednesday here as a guest of Mr. and Mrs. Geo. Nicholls.

Mr. D. G. Greig, of Montreal, spent the week-end with his family at Greece's Point.

Miss Doris Leroy spent a few days recently in Montreal, where she was a guest of Mrs. Cleland.

Mr. W. Matthews, of Stardale, also Mr. Geo. Nicholls and T. Weir attended the funeral of the late Mr. Matthews at Lachute last Friday.

Mr. E. J. Mahoney, of Montreal, spent last week-end as the guest of his brother-in-law, Mr. W. H. Robert at Monalea.

Miss Pearl Dawson, of Stonefield, was a guest of her sister, Mrs. C. F. Watson last week.

BOWLING.

A Brownsburg Bowling team motored to Montreal to renew old acquaintances with the Sun Life Bowling Club on Saturday last and although beaten by 36 pins were not by any means disgraced, for the bowling on both sides was of a high type as the total number of pins downed will show.

After the game the "Sun" Team entertained their visitors at the Queen's Hotel, and all partook of an excellent supper. Afterward a trip round the city which is in the throes of Xmas shopping, was quite enjoyed by all. A safe and good trip home ended a most enjoyable day's outing. A return game is anticipated for next Saturday.

Below are full scores:—

SUN LIFE				
MacDonald	172	146	195	513
Costigan	132	156	192	480
Cameron	149	170	189	508
Webb	156	138	151	445
Cole	191	166	181	538
800 1774 908 2484				
BROWNSBURG.				
Gardiner	142	191	172	505
Proulx	151	206	145	502
Reid	177	157	173	507
Diotte	154	149	168	471
Kettye	123	158	182	463
744 861 840 2448				

NOTICE

Orders were received by the Proprietor of Rex Theatre, Lachute, not to allow children under 16 years of age, to enter theatre. These orders must be fulfilled.



Fancy China

Popular Prices.

W. BANFORD & Son

Main Street,

Lachute

Order your
Christmas
Groceries
NOW!



Cream of the West Flour

J. D. Campbell,

Phone 50

Christmas Greeting Cards

Pyrex Ware
Enamel Ware
Pocket Knives
Razors
Smoking Outfits
Electric Irons
Electric Toasters

Kodaks
Albums
Note-paper
Candy
Golf-Sticks
Tennis Goods
Chinaware

Choice Selected Fruits and Groceries
for the Christmas table.

Fruit Cakes

Plum Puddings

Phone 66

W. D. McOuat



YOU

won't have this
trouble if you
use the

MAPLE LEAF

Anti-Freeze
for your

Radiator

GEO. Y. DEACON

FORD DEALER, HARDWARE

Lachute, - Que.

EVERYTHING TO BUILD ANYTHING

J.W.

COTTINGHAM

LIMITED

THE YELLOW SEVEN. THE WISDOM OF RABAT-PILAI

BY EDMUND SNELL.
ILLUSTRATED BY
R. M. STANTFIELD

BEGIN HERE TODAY

Captain John Hewitt is Commissioner of Police at Jesselton, British North Borneo. His sister, Monica Viney, is engaged to marry Peter Pennington, who is detailed by the government to apprehend Chai-Hung, leader of the Yellow Seven, a gang of Chinese bandits. Van Daulen rides to Jesselton with the news of the murder of Domberg, the Dutch manager at Kasih-ayer. Rabat-Pilai, chief-of-staff to Pennington, hates Chai-Hung bitterly.

NOW GO ON WITH THE STORY

Van Daulen turned to the Commissioner. "Captain Hewitt, I must appeal to you. I've come a long distance to-night to inform you of the seriousness of the position in our territory, not to answer absurd questions."

"Sorry! I thought you two had possibly met before. Van Daulen, this is Pennington. He's responsible for any action taken against Chai-Hung and consequently entitled to ask what questions he chooses. Have you fixed up a room anywhere?"

"I expect there's room for me at the Rest-House, thanks."

"Well, drop in any time after ten tomorrow and we'll talk things over. I'm sorry about poor Domberg. Good night."

He was barely out of earshot when Hewitt swung round on Pennington. "Rather a blow to your theory, what?"

"Not in the least!" "You'll never admit when you're wrong," persisted the Commissioner sadly.

"And you'll never admit when I'm right. By the way, keep young Van Daulen in Jesselton as long as you can. I shall be running up to Kasih-ayer tomorrow."

Hewitt drained his glass and made off down the passageway to his room. "I'll do my best," he shouted back over his shoulder, "but Van Daulen's inclined to be impetuous."

"Peter," Monica demanded when they were alone, "why do you go out of your way to quarrel?"

"I don't." "But you do, dear. The way you tackled that poor fellow, who'd ridden goodness knows how many miles, made me feel positively uncomfortable. He was dead beat, you know."

"I wonder who discovered the fine metal point in the pen-holder—and decided it had been smeared with poison?"

"You haven't been listening. I don't believe you heard a word I said." He drew her to him.

"Dear little woman, I've been listening most patiently, but you see it's utterly impossible for you to understand my motives. I'm a queer, jumbled-up piece of machinery, sometimes actuated by reason, sometimes by a sort of sixth sense which Nature gave to me when she presented me with Chinese eyes. That's why I'm here now, it's exactly why your brother sent for me, and it's why I sometimes talk as I do. I'm not like that with you."

"I should hope not indeed!"

"Nor with Jack or Dawson—or even that prince of scarecrows Rabat-Pilai. Do you remember what I was saying before Van Daulen came in? Somebody at Kasih-ayer's in league with Chai-Hung—and I've got to put my finger on him and keep it there. It might be Vance, Whittaker, their chief watchman, their Tamil apothecary; it might, on the other hand, be Van Daulen. I jumped on him right away when, as you say, he was dead-beat. Why? Because at such a time he was less likely to be on his guard."

"You've no earthly reason to suspect him."

"Except," said Pennington dreamily, "that when he stooped to put that pot of yellow paint away a corner of his tunic dipped into it!"

Monica's brain reeled.

"But—" "He came away without bothering to change. Perhaps you didn't notice, but the bottom corners of his coat curled—and the bulk of the stain was on the under side."

"It's still purely conjecture. He might have gone right up to the sign to examine it—and brushed his jacket against it."

"He might—if he'd troubled to inspect it with a ladder. The Yellow Seven, if you remember, was painted on the side of Domberg's house—and Domberg's bungalow is built on piles ten feet or more above the ground."

She caught both sides of his coat and forced him to look at her.

"Do be careful, Peter, for my sake." He ran his fingers caressingly through her curls.

"There's no need to be anxious," he said, "for I shan't want to be so very alone. Rabat-Pilai will be hovering in the shadows. Say! have you the remotest idea what the time is?"

She shook her head and there was a wistful look in her eyes.

"It passes so quickly when you are here—and so slowly when you're away on these wretched expeditions. Come back soon, Peter dearest; promise me you'll come back soon." And Peter Pennington promised.

"Evening, Van Daulen!"

The Dutchman started, almost falling back down the steps of his own veranda. Curled in a chair, a cigaret



Van Daulen paused with one boot half off.

between his lips and a half-filled tumbler resting in the cavity in the arm, lay Chinese Pennington.

"Oh! good evening! Thought I'd left you behind in Jesselton."

He blundered past Pennington, found a seat and began unlacing his boots.

"D'you intend stopping here?"

"If I may."

"Certainly—delighted, of course. No need to offer you a drink, I see!"

Two diagonal slits were all that was visible of the Englishman's eyes. "No thanks. I brought my own!"

Van Daulen paused with one boot half drawn off—and stared hard at his guest.

"You—brought—your—own—whisky?"

The Dutchman choked something back in his throat and discarded the boot. He was evidently ill at ease for, while endeavoring to operate the second pair of laces, he got them hopelessly knotted.

"My boy made you pretty comfortable, I hope?" he jerked out without looking up.

"Brought my own!"

Van Daulen sprang to his feet, a ludicrous figure in one riding-boot and a gray sock.

"Confound it all, Pennington; this is too much of a good thing!"

"And—added the man with the Chinese eyes—"in case I have occasion to write anything—I've taken the additional precaution of bringing a fountain pen!"

The Dutchman stood for some moments, clenching and unclenching his fists, then dropped heavily back on to his seat.

"If I thought for one moment you meant to imply anything by these extraordinary breaches of etiquette—I'd pitch you and your damned servant into the garden."

Pennington moved a cushion to a more comfortable position.

"I assume that you don't intend to take any particular precautions yourself?"

The lace broke.

"Such as?"

"Keeping a close watch on the cook-house, seeing that your razor isn't tampered with, setting a reliable watch on the house at night, questioning all strangers found wandering on the estate."

"It occurs to me," retorted Van Daulen, "that if you were to leave estate affairs to those who understand them—and occupy yourself solely with the rounding up of the Yellow Seven, you'd be rendering the island a better service."

"You want me to go out and find Chai-Hung?"

"Most certainly."

"I prefer to wait for him here."

"You'll have to wait a long time."

"D'you really think that? I happen to know that Kasih-ayer is the identical spot selected by the Yellow Seven as offering a suitable stretch of coast-line to aid them in their future plans. They polished off poor Domberg; that won't help them much while Vance, Whittaker and yourself are alive."

Van Daulen crossed the floor in his socks and poured himself out a stiff helping of neat spirit.

"Why didn't you put up at Vance's or Whittaker's?"

"Because," said Pennington sweetly, "I had a notion Chai-Hung had selected you for his next victim. I made a most interesting discovery while you were away this afternoon. I succeeded in running to earth a pot of bright yellow paint, a tin of black enamel and two brushes."

Van Daulen spun round on his heel. "Where?" he demanded thickly.

"Buried a couple of feet down in a neatly boarded recess under your own house."

"Under—my—house?"

Van Daulen leant heavily on the rail.

"May I see those brushes?" he inquired suddenly.

"I'm afraid that's impossible. You see, I sent them down to Hewitt by a special messenger over an hour ago. They've a finger-print expert down there—and paint's a thing that can be easily rubbed off."

There followed a long period of silence during which a lithe, brown-skinned scarecrow, with an ear and eye missing and a mouth slit at either side so that its owner wore a perpetual grin, emerged from the living room and hung a lighted oil lamp on a hook above the table. The Dutchman—still leaning over the wooden rail, filling his pipe from a bag of tobacco—observed the fall of darkness without turning his head. The servant paused on his way out, stared deliberately at Pennington, reciprocated the broad wink that he received—and disappeared.

"That stuff couldn't have got under here without somebody knowing it," said Van Daulen.

"That is my contention. Whoever was responsible for the crime had an accomplice in the house."

The other grunted. "Appears to lie between my boy—and myself."

"So I took the liberty of arresting the boy."

"The devil you did!" (To be continued.)

Styless by ANNETTE
Paris—New York



TRULY PRACTICAL

A style that entirely covers the dress is shown in apron Design No. 417. The pattern for this attractive apron cuts all in one piece, and can easily be made in a hour or possibly less. After it is cut out, simply edges to be piped or trimmed with braid, and pockets attached. Think of it! Printed satin, blocked gingham, cretonne, striped percale and pongee are appropriate, serviceable and inexpensive. Pattern in sizes 36, 40 and 44 inches bust measure. The 36-inch size requires 2½ yards of 36-inch material with 9¼ yards of binding. Price 20c in stamps or coin (coin preferred). Wrap coin carefully.

HOW TO ORDER PATTERNS.

Write your name and address plainly, giving number and size of such patterns as you want. Enclose 20c in stamps or coin (coin preferred); wrap it carefully for each number and address your order to Wilson Pattern Service, 73 West Adelaide St., Toronto. Patterns sent by return mail.



His Favorite Course
Golf Enthusiast (at dinner)—"What is your favorite course?"
Gourmet—"All of 'em—from soup to nuts."

"How did Muriel get tanned so?"
"She was out in a spanking breeze."

Minard's Liniment for Asthma.

Ideal Speed Track Found by Irishman

L. T. Scott Told Malcolm Campbell of Mysterious, Flawless Runway in Sahara Desert

Racer Will Fly To Course

London.—Captain Malcolm Campbell, who gained the motor speed record on Daytona Beach in February, only to lose it in April to Ray Keech, proposes to make a long journey to a remote and desolate place in his determination to recapture the honor.

Setting out immediately in a Moth airplane for a secret spot in the middle of the Sahara, Captain Campbell will inspect what is described by its discoverer as the world's ideal speed track. If he finds that it comes up to expectations he will not hesitate about taking his Blue Bird racing car and all the necessary equipment to that out-of-the-way place.

Captain Campbell has given up the idea of making another attempt on the speed record at Daytona Beach. He aims at reaching 220 miles an hour, and he says it would be impossible to attain that speed on Daytona or any other beach.

"The slightest wind would cause sand ripples which would play havoc with a car travelling at so fast a speed," he declares.

A young Irishman, Leonard T. Scott, is the discoverer of this "world's ideal speed track," the exact location of which, for some purpose, is not being disclosed. But it is stated to be nearly 1,000 miles from the coast, beyond the Atlas Mountains, and hundreds of miles from the nearest town.

Mr. Scott, who is one of the few men who have trekked across the desert from Arun to the Niger, says that it is a great plain of sand with surface as smooth as a billiard table, except for some parts of it that are littered with tiny pebbles. Native labor would have to be employed for a number of days to clear a course twelve miles in length by 150 feet wide.

"This plain stretches for 400 miles without even a shrub to break the monotony of the landscape," says Mr. Scott.

The place is so remote from civilization that Captain Campbell would have to transport his car, his mechanics and his supplies of gasoline and oil by motor lorries and camels over hundreds of miles of desert. Water would have to be conveyed to the spot from an oasis on the northern fringe of this vast sterile stretch of sand. This oasis would be Captain Campbell's headquarters.

Captain Campbell intends, if the preliminary survey is satisfactory, to make his attack on the speed record late in December, when, according to Mr. Scott, the temperature at midday does not exceed 100 degrees Fahrenheit and the early morning air is even chilly. The place is not wind swept and the surface of the sand always smooth.

The racer says his test would be checked up by representatives from the French official motor organization. The French military authorities also would be asked to provide special patrols to protect the camp against roving bands of brigands which overrun that part of the desert.—N.Y. Times.

Millions Killed in this War

Ottawa, Canada. — Another victory in the war against insect pests is claimed by the Entomological Branch of the Canadian Federal Department of Agriculture. The location of the latest victory is the prairie provinces—Manitoba, Saskatchewan and Alberta. Recent official reports state that there is just now a general freedom from insect pests in Western Canada. Grasshoppers which, in former years, have done a share of damage to the crops, have been found scarce this year. The red backed cut worm which has a predilection for the sugar beet crops grown extensively in Southern Alberta has been smitten hip and thigh by the entomologists, who are constantly engaged in war to the death. The Bertha army worm, which feeds on western alfalfa crops, has been attacked relentlessly with a resultant casualty list totalling millions.

The scenes of battles in this war are not limited to Western Canada, but extend throughout the Dominion. There have been engagements with the peach moth, with the corn borer and with insect pests of many varieties. No quarter is given by the scientists in the fight. It is a war which the Kellogg Treaty does not affect, and one in which poisonous gases and lethal powders are used without regard to whatever objections may be laid down by the Hague or any other tribunals.

Mike was an Irish laborer earning good money in Yorkshire, and not caring to spend his money on beer, he bought a watch and guard, though he could not tell the time. It was amusing to watch his frequent glances of pride as he was wheeling the barrow. One day his workmates saw him coming on the street, and for a lark told a newcomer to ask Michael the time. "Can you tell me the time?" he asked with courtesy. Michael pulled out his watch, looked at it, then turning it round with face to the questioner, he exclaimed: "Would yer believe it?"

First-crop Japan teas are admittedly the finest that come out of the land of blossoms. "SALADA" Japan green tea is comprised only of first-crop leaves.

"SALADA"

JAPAN TEA

Fresh from the Gardens

Making Broad-Fronted Advance

Ottawa, Canada.—The record wheat harvest of Canada, aggregating more than five hundred million bushels, draws attention to the fact that agriculture is still the Dominion's leading industry, but the remarkable progress which has been made in recent years in the development of her forest, mineral, water-power, and other resources shows that Canada instead of confining her energies to a few extractive industries is making a broad-fronted advance in many fields of activity.

Ranking second to agriculture in value of products, the forest industries loom large in Canada's economic structure. The growth of pulp and paper production in recent years has been rapid and spectacular and since 1926 the Dominion has been the world's greatest newsprint producer. The erection of new mills and additions to present producers indicate that the Dominion's total will be further increased in the immediate future. The effect of expansion in this as in most of the other industries engaged in the development of the Dominion's natural resources is seen in the growth of towns and cities and in the springing up of new communities.

An increasing demand for lumber for export and a slight increase in price have brought about a general improvement in the lumber industry.

The mining industry is thriving. Exploratory and prospecting operations are being carried on in practically every province of the Dominion.

The development of Canada's water power resources continues apace. Notwithstanding the gigantic undertakings which have been completed in recent years new projects are adding to the total installations year by year.

The expansion of the forest and mining industries, in which hydropower is playing a large and increasing part, has contributed to the demand for more electrical energy.

The year 1928 marks a period of rapid growth in the economic structure of the Dominion and on every hand there is evidence of the progress being made in exploration development and production.

Minard's Liniment for Grippe.



Poet—"You said in your paper, the other day, that poverty is no crime." Editor—"Well?" "And yet you decline my verses simply 'cause you say they're poor!"

Schoolmaster—"Give me a good example of coincidence." Bright Boy—"My father and mother were married on the same day."

TORONTO HOTELS

Elliott and Victoria

Church & Shuter Sts. 86-Yonge St.

In the Shopping District

California

this winter

SUNNY land of
fruit and flowers,
where living is a joy
the whole year
'round.

Variety and beauty!
Mile-high mountains.
—smooth beaches—

orange groves, pepper trees and palms.
World cities—quiet retreats. Every sport
—every day.

"California Mid-Winter Escorted Tours—21 days—all expense. On the way—Indian-dance, Grand Canyon, Phoenix, California and Yosemite. Return through Feather River Canyon, Royal Gorge, Colorado Springs and Denver. Leave Chicago Saturdays, January 5-19, February 2-16, March 2-16, 1929. Ask for details."

F. T. Hendry, Gen. Agent, Santa Fe Ry.
604 Transportation Bldg., Detroit, Mich.
Phone: Randolph 5748

—take it!
It's Safe



The nurse tells you to take Aspirin because she knows that it is safe. Doctors have told her so. It has no effect on the heart, so take it to stop a headache or check a cold. For almost instant relief of neuralgia, neuritis, rheumatism; even lumbago. But be sure it's Bayer—the genuine Aspirin. At druggists, with proven directions for its many uses.

Aspirin is a Trademark Registered in Canada



ASPIRIN



HEINTZMAN & CO.

PIANO

When in Toronto, call at our Ware-rooms, to see these wonderful instruments—Upright—Player—and Grand Pianos—or write for Illustrated Catalogue and Price List

Heintzman Hall
195 Yonge St., Toronto

Phoenicia Relics

Explorer to go 900 Miles in Jungles in Quest of A "Lost City" to Test Theory that the Ancient Traders Reached America

An expedition into the jungles of Brazil is about to start up the Rio Aripuana in quest of relics of a lost city which Brazilian tribes reported, and which some say may have been built by Phoenician colonists in antiquity. J. Tozzi Calvo, an explorer who recently sailed from New York to join the expedition before it sets out up the 900-mile river from the jungles of Central Brazil, said he was convinced that Phoenician influences would be found in the vestiges of the ancient settlement in the Brazilian forest. He will be in the jungle eight months, and his party will consist of eight members, including a radio operator. One of the party will be Mrs. Calvo.

The Phoenician theory is based on the maritime achievements of that ancient nation of navigators. Credited by Columbus himself, the theory has bobbed up again and again, although such speculation nowadays is usually regarded as incapable of proof, and by most anthropologists as scarcely deserving sober consideration. And yet we know of the voyage of Hanno, a Carthaginian navigator who virtually circumnavigated Africa with a fleet of sixty ships and some 30,000 men.

Likewise, one of the books of the Bible records how Solomon and Hiram, the latter King of Tyre, sent out a fleet manned by Phoenician seamen, and how after a three-year voyage to Ophir and other places, they returned laden, according to the Biblical manifest, with gold, silver, precious stones, ivory, almug wood, apes and peacocks. According to the Biblical account in the Book of Kings, they brought back gold to the amount of 420 talents (52,500 pounds, Troy weight). This Ophir gold was stored among the materials for the temple. Jehoshaphat, who a century after Solomon attempted to send a fleet to Ophir, was foisted by the shipwreck of his flotilla.

SITE OF OPHIR UNKNOWN.
The location of Ophir perplexed geographers for centuries. Several early map makers definitely placed Ophir at Haiti or Peru. Columbus discovered abandoned gold mines on the Hayna River in Haiti. These were excavated in the form of pits which looked as though the mines had been worked in ancient times and caused the discovery to surmise that he had found the identical mines from which King Solomon had procured his gold for the building of the Temple of Jerusalem. In 1514 the King of Spain sent out forces for the fresh working of these same gold mines, and Peter Martyr, the early historian, declares that Hispaniola produced in his time 500,000 ducats of gold.

The Phoenician "Tarshish ships," the "East Indiamen" of the ancient world, were speedy and seaworthy craft. Their cargoes consisted of the wares of Egypt, Babylonia and India. The Arabian caravan trade passed through the hands of Phoenician middlemen on its way to Greece. Phoenician colonies were founded in Sicily, Malta, Cyprus, on the Atlantic Coast in the vicinity of Gibraltar, and a large part of Northwest Africa was colonized from Phoenicia. At Tarshish, in what is now southwest Spain, they established fisheries and worked mines. They breasted the ocean and brought back tin from the Tin Islands, now known as the Scilly Islands, off the coast of Cornwall.

That Phoenician navigators may by chance have reached the Western World and left indications as one of the elements in the peopling of prehistoric America is a presumption that has been advanced many times. In 1783 Ezra Stiles, an early President of Yale, delivered an address before Governor Trumbull and the General Assembly of Connecticut in which he held this view. The Hebrew seal of Yale University is attributed to him.

Curiously, at about that same time, a German professor named Hadelich wrote an essay in which he declared that medieval rabbis make mention of Brazil-wood. He states that, centuries before Columbus, Talmudists already knew of the existence of a continent like America, and that Ophir was Peru. Indeed, it was a belief entertained by many distinguished Hebrew scholars that Ophir must be in America.

SOME EARLY THEORIES.
Robert Stephan, sponsor for the Paris Hebrew Bible of 1540, was one of these. In the first quarto edition of Parker's Bible, printed at London in 1659, in Psalms 45:9, which alludes to Ophir, is this marginal note: "Ophir is thought to be the Llande in the West coast, of late found by Christopher Columbus, from whence at this day is brought most fine gold." The same note occurs in the Bishops' Bible of 1572, and also in the 1635 edition. Many of the early Spanish ecclesiastics shared this belief, and located El Dorado either in Peru, Haiti or elsewhere in Middle America.

Alexander von Humboldt was among those who advanced the Phoenician hypothesis. He believed Ophir might possibly have been in Panama, where much gold was formerly found. Many of these writers cite the fact that Japanese Junks, Polynesian proas and Viking ships may from time to time have reached American shores,

so there is no reason to doubt that the Phoenician "ships of Tarshish" may also have reached Peru or Haiti. In 1874 an inscribed stone was unearthed in the fields of Signor Costa of Parahyba, Brazil, the characters of which were declared by several savants to have been Phoenician. But there have been so many spurious relics found, such as those recently said to have been unearthed in the caves of France, that doubt was cast on the find.

However, the theory will not down. Two years ago Dr. von Hauch, an Austrian explorer, said Ophir was in Peru, and that the gold mines from which the Phoenician sailors of King Solomon brought gold to Palestine had been located there. He asserted that he had met in the Pampas del Sacramento members of an Indian tribe of pronounced Jewish appearance, and that there was a legend current in the tribe of a land of gold known as Ophira, situated on the River Hualla, to which white men went generations ago and carried off large quantities of gold.

THE GOLD OF THE INCAS
An expedition of the Field Museum of Natural History of Chicago in 1922 explored the gem-producing localities of Brazil and the ancient gold-producing districts of the region. Gold was plentiful among the Incas of Peru and the Aztecs of Mexico. Among the natives of Panama, Costa Rica and Ecuador there were beautifully designed and cleverly executed objects of gold. Many of these were made by combined casting and welding. Delicate filigree work and interlaced or inlaid combinations of gold and silver objects were of native workmanship.

The object of the present Brazilian expedition, which is attempting to find Phoenician influence in the jungles of that country, is not lacking in scientific support. One of the foremost American ethnologists of the present century, Zelia Nuttall, in a volume published by the Peabody Museum at Cambridge in 1904, stated that "the role of the Phoenicians as intermediaries of ancient civilization was greater than has been supposed, and future research will show that America was colonized in part by Mediterranean seafarers."

As recently as last year A. Hyatt Verrill, who for years has been engaged in research for the Museum of the American Indian, stated in his book on "The American Indian" that "on the tropical eastern seaboard, in the Antilles and northeastern South America, we find Indians wholly distinct from either the United States tribes or the Central American and Western South American tribes. Many of these are strikingly Semitic in appearance and still adhere to Semitic customs." He points out that there is no one distinct Indian type over North and South America, some resembling Japanese, some Tartars, some Mongolian. "Others," he says, "might well be Hebrews."

The varied nature of the imports other than gold in the Biblical inventory of the Ophir cargo warrants the supposition that the ancient treasure-trove may have been gathered in more than one region. The ivory and apes are virtually certain to have come from Africa, but who shall say whence came the gold?

So far, the theory of Phoenician contact with America has been conjectural only, and unsupported by any indubitable evidence. Whether the present expedition will find actual traces remains to be seen.—N. Y. Times.

Government Aids Amateurs

Seeks Uninterruption in Low Wave Work

Montreal—The Canadian government in its endeavor to give the amateur transmitting radio man all opportunities to experiment, has already done extensive work to enable him to carry on uninterrupted when the new radio convention goes into force on January 1. According to this convention, made last year at Washington, it is necessary to have the consent of other countries before any Canadian amateurs can operate with as much freedom as in the past with these foreign lands.

The first step, taken early in August, was to write to the two telegraph companies in the Dominion, the Canadian National Telegraph and the Canadian Pacific Railway's Telegraphs, and get their consent to allow amateurs the freedom of sending such experimental and personal messages as would otherwise not find their way over telegraph wires. Both concerns wrote to Commander C. P. Edwards assuring him of their cooperation to help the amateur in this way.

Commander Edwards then had letters sent to all British dominions, the United Kingdom, the United States, Portugal, Philippines and a number of other South American and European countries through the Department of State at Ottawa. "We are the first country to have done this for the amateur," the commander stated in Ottawa. "We want the amateur to be able to go right ahead with his work when the new convention comes into force."

Aviator George Stork has started on a flight around the world. Stork and Byrd are showing the way to the other fowls of the air.—Nashville Southern Lumberman.

Japan Makes Modern Progress



NEW BRIDGE AT TOKIO

Great steel structure in Japan connects Tokio prefecture and the Saltama prefecture. It cost 800,000 yen. This picture was taken during the opening ceremonies.

New Sleeve-Valve Engine Developed by Ohio Inventor

Massachusetts Institute of Technology Co-operates—Embraces New Idea

A four-cycle automobile engine with a single sleeve valve has been developed in the automotive research laboratory at Massachusetts Institute of Technology in co-operation with its inventor, Luther A. Gaw of Cincinnati, the Technology Review announces.

Engineers for years have sought to perfect an engine with a single sleeve-valve, a problem which presented many technical obstacles. Engineering development of the new engine, which has a remarkably simple single sleeve-valve of fewer parts than any other four-cylinder engine, has been going on in Technology's automobile research laboratory for more than a year under the direction of Prof. Dean A. Fales.

The basic idea of the Gaw single sleevevalve has been proved practical in laboratory research and in operation of one of the experimental engines on road tests covering more than 10,000 miles, Professor Fales reported. The engine, he stated, marks a notable advance in the design of sleeve-valve motors.

The outstanding feature of the new engine is the simple sleeve-valve of light steel tubing, which slides between the cylinder wall and the piston, being operated vertically and without rotating motion by a ball-bearing

rocker arm and positive cam mechanism. The motor is conventional in appearance and the valve mechanism is readily accessible through removable plates on the side of the crank case.

Three patents have been granted Mr. Gaw covering the single sleeve design, the positive cam driving the sleeve, and the type of head embodied in the motor. The sleeve is so constructed that no harmful burning occurs around the edges of the ports, the simple up-and-down reciprocating motion of the sleeves giving a sharp opening and cut-off. The sleeve is light and capable of being operated at high speeds. Further power advantages are made possible by the relatively fewer working parts.

Such is the design of the camshaft that it may be built extremely rigid, thereby eliminating torsion or twisting that is said to occur in the eccentric shafts of some sleeve-valve motors. The compact combustion chamber with the exhaust port on a lower level than the intake, is said to give unusual turbulence to the entering gas and makes possible what is known as a stratified charge—a condition where the new gas forms a layer at the top of the cylinder next to the spark-plug and the unexhausted gas remains between it and the piston top. Because of the compact combustion chamber the engine has a very high compression ratio.

The new engine is virtually noiseless and in road tests has shown economy in fuel and oil consumption.

NECESSARY ADJUNCT

Customer: "Pretty high rent for a one-room apartment."
Realtor: "But it includes a two-car garage."

Canada's Naval Economy

Ottawa Citizen (Ind. Lib.): With the expansion of Canadian maritime commerce, and Canada's growing enterprise in markets abroad, new measures may have to be taken to protect Canadian interests; but it would be utter extravagance to rely upon naval strength for Canadian defence. More might reasonably be done to co-operate with Great Britain for mutual aid, but whether it should be through the navy, or the more effective establishment of airways across Canada, is another question. The present policy of the Department of National Defence, to maintain a small, but efficient, naval service is along sound lines. It is probably in accordance with the views of the Government's own naval advisers.



Deceived Him

"Why that girl is absolutely deceitful."
"Listen man, don't tell me that, I know her well."
"Well, her teeth are false."

Another Liner to Visit Lonely Tristan da Cunha



Loneliness has always been the lot of peoples in isolated communities, but it is doubtful whether any place in the Western Hemisphere can compare with the little island of Tristan da Cunha—the "farthest outlying sentinel of the British Empire"—for complete isolation and detachment from the rest of the world. This island, the largest of a small group lying almost in the middle of the South Atlantic Ocean, on practically a straight line from Buenos Aires, is off the regular route of ocean-going vessels, and is rarely visited except by an occasional cruising liner. Last year the Empress of France on her South American-Africa Cruise touched at Tristan and landed supplies and

trinkets as gifts from the passengers and King George and Queen Mary of England to the 150 inhabitants, and in 1929 the new Canadian Pacific S. S. "Duchess of Atholl," after having cruised among the West Indies and down the Eastern coast of South America, will visit Tristan for a few hours to bring cheer, solace and supplies to the islanders, then steam away to continue her South American-Africa Cruise which leaves New York January 22nd, 1923, for a voyage of 104 days.

Tristan da Cunha was named after a Portuguese admiral, who discovered it in 1506. Formal possession in the name of Great Britain was taken by troops from the transport "Falmouth" on August 14, 1810. The island may

one day occupy a prominent place in world affairs, for it is ideally located as a stopping-off place for transatlantic airplanes should a regular air service between South America and Africa ever be established. The "Duchess of Atholl" will call, also, at Rio de Janeiro, Buenos Aires, Cape Town, and Durban, South Africa, with side trips to Africa's interior; Dar-es-Salaam, Zanzibar, Mombasa, and ending with Egypt, the Mediterranean, Paris and London. Incidentally, the "Duchess of Atholl" is a 20,000-ton ship, the largest ever to reach Mont-

The Cabin at Singing Water

"Oh," cried the Girl "Stop! Please stop!"

They were at the foot of a small levee that ran to the bridge crossing Singing Water. On the left lay the valley through which the stream swept from its hurried rush down the hill, a marshy thicket of vines, shrubs, and bushes, the banks impassable with water growth. Everywhere flamed foxglove and cardinal flower, thousands of wild tiger lilies lifted gorgeous orange-red trumpets, beside pearl-white turtle head and moon daisies, while all the creek bank was a coral line with the first opening bloom of big pink mallows. Bank jewel flower poured gold from dainty cornucopias and lavender beard-tongue offered honey to a million bumbling bees; water smartweed spread a glowing pink background, and twining amber dodder topped the marsh in lacy mist with its delicate white bloom. Straight before them a white-sanded road climbed to the bridge and up a gentle hill between the young hedge of small trees and bushes, where again flowers and bright colors rioted and led to the cabin yet invisible. On the right, the hill, crowned with gigantic forest trees, sloped to the lake; midway the building stood, and from it, among scattering trees all the way to the water's edge, were immense beds of vivid color. Like a scarf of gold dung across the face of earth waved the misty saffron, and beside the road running down the hill in a sunny, open space, arose tree-like specimens of thrifty, magenta poke-berry. Down the hill crept the masses of color, changing from dry soil to water growth.

High around the blue-green surface of the lake, waved lacy heads of wild rice, lower cat-tails, bulrushes, and marsh grasses; arrowhead lilies lifted spines of pearly bloom, while yellow water lilies and blue water hyacinths intermingled; here and there grew a pink stretch of water smartweed and the dangling gold of jewel flower. Over the water, bordering the edge, starry faces of white pond lilies floated. Blue flags waved graceful leaves, willows grew in clumps, and vines clambered everywhere.

Among the growth of the lake shore, duck, coot, and grebe voices commingled in the last chattering hastened splash of securing supper before bedtime; crying killdeer crossed the water, and overhead the night hawks massed in circling companies. Betsy climbed the hill and at every step the Girl cried, "Slower! please go slower!" with wide eyes she stared around her.

"Why didn't you tell me it would be like this?" she demanded in awed tones.

The cabin of large, peeled, golden oak logs, oiled to preserve them, nestled like a big mushroom on the side of the hill. Above and behind the building, the trees arose in a green setting. The roof was stained to their shades. The wide veranda was enclosed in screening, over which wonderful vines climbed in places, and around it grew ferns and deep-wood plants. Inside hung big baskets of wild growth, there was a wide swinging seat, with a back rest, supported by heavy chains. There were chairs and a table of bent saplings and hickory withes. Two full stories the building arose, and the western sun warmed it almost to orange-yellow, while the graceful vines crept toward the roof.

The Girl stood and looked around her with amazed eyes. The floor was pale, yellow wood, polished until it shone like a table top. The casings, table, chairs, dressing table chest of drawers, and bed were solid curly maple. The doors were big polished slabs of it, each containing enough material to veneer all the furniture in the room. The walls were of plaster, tinted yellow, and the windows with yellow shades were curtained in dainty white. She could hear the Harvester carrying the load from the wagon to the front porch, the clamour of the barn yard; and as she went to the north window to see the view, a shining peacock strutted down the walk and went to the Harvester's hand for grain, while scores of snow-white doves circled over his head. She stepped on deep rugs of yellow goat skins, and glancing at the windows on either side, she opened the door.

Outside it lay a porch with a railing, but no roof. On each post stood a box filled with yellow wood-flowers and trailing vines of pale green. A big tree rising through one corner of the floor supplied the cover. A gate opened to a walk leading to the driveway, and on either side lay a patch of sod, outlined by a deep hedge of bright gold. In it saffron, cornflowers, black-eyed Susans, golden-rod, wild sunflowers and jewel flower grew, and some of it, enough to form a yellow line, was already in bloom. Around the porch and down the walk were beds of yellow violets, pinks, moss, and every tiny gold flower of the woods.—From "The Harvester," by Gene Stratton-Porter.

Silence is the most fragile thing
In all the world, I take it,
For if you merely speak its name
You're sure to break it.

Teacher: "What is the plural of penny?" Bertie: "Twopence."

DIAMONDS

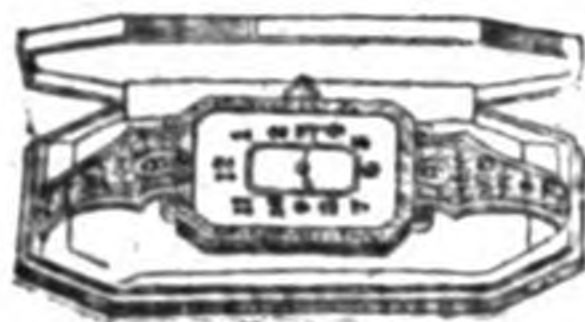
Guaranteed flawless blue white stones in green white and combination settings.

Buy here and we can save you about 1/4 of what you intended to spend.

Other Dependable Merchandise—Waltham and Standardized Watches—Waterbury Clocks—Waterman, Parker and Eversharp Pens and Pencils—Rogers and Community Silver. Beautiful attractive Xmas gifts from houses that are acknowledged to be the best in their line.

With an enlarged store and greatly enlarged stock, we are in a position to serve you better. We invite you to come and look over our stock. Some interesting bargains on our priced tables.

Frank E. Earle
Main Street,
Lachute.



Cash Central Meat Market

WHOLESALE & RETAIL

All kinds of Choice Meats, Fish, Vegetables and Fruits in Season. Also all kinds of Canned Goods, Butter and Lard.

We sell cheaper because of no book-keeping charges.
Phone 55 F. P. O. Box 26.

Adolphe Raymond,
Main St. Lachute

Perfect Fit Guarantee

Why not have your clothes made to your measure. Besides our regular line, we have now a hundred different patterns, all English fabrics, to make Suits and Overcoats.

French Cleaning a Specialty

Geo. Licop, Main St. Lachute.

Winter Goods!

Just think of it! Winter is here and you will be wanting some of the following—
STANFIELD'S UNDERWEAR
HEAVY WORKING PANTS
MACKINAW COATS
HEAVY RUBBERS, ETC., ETC.
You can't better our prices anywhere and our Assortment is complete.

John McFaul & Son, Main St.

Five Roses Flour
Feed, Hay, Coal,
and Salt.

Beef Scrap, and all kinds of Hen Feed.

R. Hamilton, Main Street.
Phone 240. Lachute.

USEFUL XMAS PRESENTS

are more appreciated

What will be more acceptable to any member of the family than -

Slippers, Overshoes, Moccasins, Skating Boots, Evening Slippers, Pyjamas, Mitts, Gaiters, Club Bags, Scarfs, Silk Handkerchiefs, Neck-Ties, Shirts, Gloves, Fancy Hosiery.

W. G. Staniforth,
Main St., Tel. 65.

The Watchman

AND
OTTAWA VALLEY ADVOCATE
Published at Lachute every Friday.
J. S. Giles, Editor & Proprietor.

FRIDAY, DEC. 14th, 1928.

Subscription Rate per annum.
In Canada—\$1.50.
In United States—\$2.00
Notices of Entertainment, Concerts, Announcements, etc., 10 cents per count line. Minimum 50c.—if billed 60c.

(Note:—All locals advertising any event from which there are financial proceeds will be charged at the above rate.)

Card of Thanks, In Memoriam Notices, Births, Marriages and Deaths 30 cents.

With each verso additional—25c.
Want and For Sale advertisement. 10 cents per count line, minimum 50c.—if billed 60c.

Note:—When estimating, count every six words or fraction thereof as one line.

Legal Advertising—\$1.08 per inch. Subsequent insertions—\$1.12 per inch.

COOLIDGE BREAKS THE PEACE

President Coolidge has had a wonderful press during his tenure of office, and the press of his country has been a powerful factor in "selling" him to the people of the United States. But a few more incidents like that of his Armistice Day speech and Mr. Coolidge will be sold. It was the speech of a jingo and wool worthy the type of politician who sings—

"We don't want to fight.
But by jingo if we do.
We'll get the ships, we have the men,
We've got the money, too."

The slight paraphrase of the old song is justifiable and might have been composed by the man who sits in the White House. He seems to have forgotten that only a few short years ago, Britain and the United States were fighting shoulder to shoulder in defence of civilization, as they believed, that the blood of both nations' sons was shed and mingled in the soil of Europe, and that poppies grow redder "over there" to-day because the blood of red-blooded sons of both great countries was poured out for the sake of others. It would almost appear as if there were some sinister influence behind the man who made the speech. It was one that the builders of warships and all the instruments of death would approve but one that the conscience of humanity will condemn. It would surprise nobody if the rewards for the speech were the presidency of the United States Steel Company when White House days are over.

There has probably never been such hostile feeling existing between the United States and Great Britain as now, due to the Coolidge speech. Even during the revolution when the American colonists threw off the yoke of England, there was in the motherland much sympathy with and for the rebels who stood for the principle of no taxation without representation. But public feeling in Britain is deeply moved by President Coolidge's utterances and it may take a long time before the suspicions he has aroused regarding the Imperialistic trend of his country will be allayed. There are two factors that will give the friends of peace in both countries assurance that even a Coolidge may not be able to destroy the goodwill that both peoples bear to one another. One is that Mr. Coolidge is to be succeeded by a man who knows and loves England in Mr. Hoover. The other factor is that the people of both countries are peace-loving and that they regard war and strife between these two great branches of the Anglo-Saxon family as unthinkable.

CORRESPONDENCE.

Lachute, Que., October 1st, 1928.
His Worship the Mayor and Members of the Lachute Town Council, Lachute, Quebec.

Dear Sirs:—
The Lachute Literary and Dramatic Society, which has for its aim to provide wholesome entertainment for the residents of Lachute and vicinity, and to use the proceeds gained from such entertainment for the benefit of the Town, have purchased a hospital bed and a stretcher, two articles which were felt to be necessary and useful. In order that they might be of the greatest use to the largest number of people we thought it would be best to donate them to the Town, and be kept under your supervision.

We are not desirous of making the gift with any specific terms or attachments, but would like to suggest a few rules to provide for the necessary care and safe returning of the articles.

Re. Stretcher:—That in all cases of transportation to or from Montreal or other places, that the parties using the stretcher should pay the necessary express charges, and that it be returned to the Town Hall not later than 36 or 48 hours after taking it away. The Council if it deems fit may charge a nominal rental fee, but would suggest that a definite charge be made for unnecessary delay in returning.

Re. Bed:—
1. That it be given out only under doctor's orders.

2. That a small fee of \$1.00 per week or thereabouts be charged, but in needy cases the discretion of the Council may be used.

3. That the bed be not taken from one place to another without the knowledge of the Town authorities.

4. That the fees collected from the use of these articles be used for necessary repair, and keeping of articles in a sanitary condition.

The rules outlined above are merely suggestive and are not in any sense obligatory, and you are at liberty to make any active ruling you may deem fit.

If these articles are of use to the people of Lachute, the Society will feel that its services are well repaid, and would be pleased to add to this equipment as there is need. We would appreciate any suggestions whereby we could contribute in any way to the welfare of the Town. Trusting we can be of service.

Yours very truly,
The Lachute Literary and Dramatic Society

Per HENRY COUSENS,
Chairman of Special Committee.

ST. ANDREWS EAST CONSOLIDATED SCHOOL EXAMS.

Grade X, Latin.
Bessie Woods 76, Ruth Bradley 52.
Grade IX, Spelling & Dictation.
Elizabeth Wales 90, Jean Brown 90.
Margaret Canning 86.

Grade VII, Geography.
P. Doig 80, J. Wales 78, N. Bradley 63, A. Hooker 67, N. Bradley 67.

Grade VI, Arithmetic.
B. Perks 93, E. Cowan 88, L. Bradley 61, M. Hamilton 55, E. Gates 60.

Grade V, Geography.
G. Wales 90, J. Watson 81, P. Doig 56, B. Muir 52.

Grade IV, Writing.
H. Robertson 70, E. Morrison 67, Eva Morrison 65, E. Robertson 62, D. Burwash 60, J. Funchion 60, E. Harris 58.

Grade III, Writing.
Freda Wales 94, Victor Billingham 82, Ernest Woods 89, Daniel Muir 30, Albert Thompson 80, Frank Williams 78, Frances Macaskill 78, L. Gates 74.

Grade II, Spelling & Dictation.
Elizabeth Hamilton 84, Kenneth Parker 82.

Grade I, Part II, Arithmetic.
Dorothy Funchion 100, Raymond Blair 99, Harold Maxwell 98, Freda Parker 91, Lloyd Parker 70, Harry Hooker 82.

CHATHAM CONSOLIDATED SCHOOL EXAMS.

Grade X, English.
Class I.—Howard Tomalty 84, A. Monk 80, Jessie Murdoch 80, Ruth Campbell 78.

Class II.—Phyllis Campbell 74, A. Morrow 61, George Connelly 61.

Class III.—Willie Mason 54.

Grade IX.
Class I.—Gladis Gilmour 73, Jessie Murdoch 68, George Stewart 64, Agnes Elliott 61, Wilma Tomalty 61.

Class III.—Lillian White 58, Agnes Duncan 58, Herbert Graves 58.

Grade VIII, English.
Class I.—Eira Roberts 87, Earle MacGibbon 84, Jean McOuat 81, E. Gilmour 80, Clinton Murdoch 79.

Class II.—John Seary 69, Kenneth Murdoch 66, Myrtle Campbell 65, G. McQuaig 65, Frank MacGibbon 62, Stanley Seary 60, Charlie Kennedy 60.

Class III.—David Dolphin 57.

Grade VII, Arithmetic.
Honours.—Herbert Graham 96.
Class I.—Eleanor Campbell 81, C. Murdoch 77.

Class II.—Margaret Galbraith 72, Stanley Jackson 70, Erwin Martin 68, Marjorie McOuat 60.

Class III.—Gilmour McLeod 54, N. Beckingham 51.

Grade VI, Scripture.
Honours.—Annie Williams 98, Alberta Dixon 97, Monica Roberts 95, Doris McOuat 93.

Class I.—Doris Bourne 80, David Kennedy 77.

Class II.—Chris Devine 66, William Hazel 66, Sydney Seary 65, M. Murdoch 64, Archie Morrow 61, Eva Hazel 60, Alvin Connelly 60.

Class III.—Violet Hewitt 56, Ida Stewart 51, Lloyd Roberts 51.

Drop in and see our \$1.00, \$1.50 and \$2.00 tables. Many articles 3 times their value will be found on these tables.

Earle's Jewelry Store.

WHERE SUMMER SMILES

Summer weather lingers on Canada's Pacific Coast. Victoria and Vancouver are fanned by balmy breezes and bathed in mellow sunshine. Motoring is a joy; golf and other outdoor pastimes a delight in this ideal environment. Thousands flock to the Coast each winter to bask in its wonderful climate and the Coast knows how to welcome them and make them feel at home.

Canadian National train service is the favoured route to this pleasant land. Convenient from all eastern points, it takes the traveller through all the great Western cities and crosses the magnificent Canadian Rocky Mountains at the lowest altitude and on the easiest gradient; yet always within sight of their loftiest peak.

Full details may be obtained from any Canadian National Railways' Agent, or from the City Ticket office.

STANDARDS OF LIVING IN RURAL SECTIONS

There was a time during the middle ages when the manor and its inhabitants produced nearly everything required for their own use. As time went on, however, new modes of living called for materials which only trade with other countries could supply. Similarly a change in this respect has passed over the rural population of Canada, since the days of Confederation particularly, for at that time, agriculture was a much more self-sufficing industry than it is now. Nearly everything used by the family was supplied from the products of the land. Since that time farming has changed from a means of subsistence into a business requiring perhaps the most expensive plant necessary avocations chiefly because much of the equipment of a farm must be purchased elsewhere.

This is the result of modern civilization which promotes interdependence of one set of human beings upon another, and the exchange of the wealth of nations with each other. The question of how to acquire this wealth, and to hold it absorbs the attention of nations and individuals of the exclusion of higher ideals.

But the important question is not as much to acquire wealth, as to know how to use it. Wealth to secure its fullest benefit, must be so used as to procure higher standards of living in the home and its surroundings, medical attention, education and general community life.

Because wealth may bring better house furnishings, better surroundings, more leisure, or even greater opportunities for culture and education, however, is no security for higher standards of living unless there is present with it a keen understanding of the importance of supplying the higher wants of intellect and mentality in human life.

M. ELIZABETH McCURDY,
Prov. Con. Publicity Committee
Quebec Women's Institute.
December 10th, 1928.

SCOUT NEWS.

The regular meeting was not held this week, but a special meeting, for the purpose of repairing toys, may be called before next regular meeting of Wednesday 19th.

It is not too late yet; if you have any toys that are not needed, let a Scout know, and they will be collected immediately.

The troop was very pleased and grateful on receiving a cheque from Sir George Perley as a donation to aid in our work.

The competitions stand as follows:—

Wolf Patrol,—37 points.
Crow Patrol,—33 points.
Fox Patrol,—30 points.
Bull-Dog Patrol,—30 points.

The whole Dominion is talking of the great improvement in the Family Herald and Weekly Star, Montreal. At \$1 a year or three years for \$2, it is the farmer's highest dividend paying investment, and the family circle gets with it the best of all magazines free.

Business and Professional.

DR. W. M. HOOPER,
Dental Surgeon
Office in the McFaul Bldg.
Main Street, Phone 209.

DR. G. A. CLUNIE, L.D.S.
Surgeon Dentist
Office over Banford's Store
Here Every Day
Main Street, Lachute, Que.

CONSULT
CHAS. CALDER & CO.
Concerning
Insurance of any kind.
COURT HOUSE, LACHUTE.

Z. N. RAYMOND, L.L.B.,
Notary Public
Money to loan. Farms for Sale.
Bell Telephone No. 106 w.
Main Street, Lachute, Que.

E. M. JONES,
LIFE INSURANCE
Representing
The Imperial Life Assurance Co.
of Canada
Phone 202 J. LACHUTE, QUE.

GAETAN VALOIS, L. L. L.,
Notary
Money to loan on security
Depositor of the late J. E. Valois,
notary's papers.
LACHUTE, P. QUE.

J. F. LAVIGNE, B.A.,
Notary Public.
Municipal, Provincial and Victory
Bonds Handed
Telephone 178.
Opposite Post Office
Main Street, Lachute, Que.

P. A. LEGER,
Barber and Hair-dresser
next to "Rex" Theatre
Main Street, Lachute,
Clean and efficient service.

DR. J. O. TOUCHETTE,
Veterinary Surgeon
Box 62, Phone 206.
Prompt and Efficient Service
is always ours.
LACHUTE, P. QUE.

ALCIDAS LAURIN,
Builder and Contractor
Estimates given on House or Barn
Construction.
Agents for all kinds of Farm Implements.
PHONE 246 J.
GRACE ST., LACHUTE.

MISS M. V. SLATER
JEWELLERY, SILVERWARE
WATCHES & CLOCKS
CUT GLASS & FRENCH IVORY
Wedding Gifts of Taste
Watch, Clock and Jewellery repairs
MAIN STREET, LACHUTE.

LAURENTIAN LODGE NO. 14,
L.O.O.F. LACHUTE
Meets every Tuesday night at 8 p.m.
in McARTHUR'S HALL.
R. A. Giles, Noble Grand,
H. Cunningham, Rec. Sec'y., Lachute
Visiting Brethren always Welcome

The SNOWDRIFT FAIRY
a fairy you can believe in — Lady of the house

these Biscuits are as Light, White and Tender as if touched by Magic.

Our Mills produce the finest flour for household use. The grinding and refining are both regulated scientifically to combine the Gluten and Starch content in proper proportion to make a perfect flour for successful home-baking.

High Patent Manitoba Hard Wheat Flour

SNOWDRIFT FLOUR
Makes Lovely Bread & Biscuits

STANDARD MILLING CO., OF CANADA, LIMITED
TORONTO, MONTREAL, QUEBEC, SAINT JOHN, HALIFAX

The Following Dealers sell Snowdrift Flour
G. A. LOWE, Grenville. FRS. COUSINEAU, St. Scholastique.
ST. JERUSALEM FARMERS' CLUB, Lachute

LACHUTE BOWLING LEAGUE.

Game, Dec. 6th., 1928.

BANKERS vs. LES BRASSERIERS.

E. Middleton	136	181	165	482
F. Filion	103	162	133	410
K. Elliott	142	145	155	442
W. G. Hardie	156	163	100	419
W. R. McCormick	127	110	110	347

2100

G. Delorme	119	84		203
A. Larocque	178	98	188	464
A. Leclair	127	114	139	380
E. Bernier	156	173	188	517
P. Couvrette	78	69		147
A. Lafortune			101	101
H. Lefebvre			96	96

1908

Bankers Gain 192.

Game, Dec. 11th., 1928 - 8 p.m.

BANKERS vs. GAS & OIL.

K. Elliott	132	142	133	407
E. Middleton	108	109	130	347
W. G. Hardie	157	100	182	439
R. Filion	103	143	155	401
W. R. McCormick	156	119	108	383

1975

L. Rozon	199	117	169	325
R. Inglis	116	123	111	350
L. Urbain	137	143	135	415
M. Wilson	120	137	118	375
G. Muir	112			112
E. Lafortune		154	186	340

1917

Bankers Gain 58.

Independents vs. Ayers Ltd., Dec. 13th., at 8 p.m.

Bankers vs. Lachute Bowlers, Dec. 20th., at 8 p.m.

BROWNSBURG.

The Ladies Auxiliary of the Brownsburg United Church held a very successful Sale of Work and Home-made Cooking on Saturday, when the sum of \$263.00 was realized.

The Young People of the Baptist Church intend holding their Christmas entertainment in the Methodist Church, on the evening of Dec. 19th. An offering will be taken and a good time expected.



STANDARD TIME GOING EAST

No. 426 daily, due at Lachute 8.36 a.m.

No. 422 daily, due at Lachute 10.46 a.m.

No. 430, Saturday and Sunday only, 4.33 p.m.

No. 424, daily, due at Lachute 8.18 p.m.

No. 421, daily, due at Lachute 9.44 a.m.

No. 423, daily, due at Lachute 7.12 p.m.

No. 425, daily, due at Lachute 1.04 a.m.

No. 427, Saturday and Sunday only, due at Lachute 2.47 p.m.

For further particulars apply to J. S. GILES, Town Agent, Lachute.

ST. ANDREWS EAST.

Mr. Neve was in Montreal on Monday.

Mr. C. S. Wales was in Montreal last Monday.

Mr. W. Irvine spent the week-end at the home of Mrs. G. Jeffrey.

Mr. Geo. Simpson and Mr. William Simpson were in St. Andrews on Saturday.

Miss Barclay and Miss Vida Brophy were in Montreal for a few days last week.

Mr. Allan McQuat and Miss Helena Rodger were married on Saturday. We wish them much happiness.

Rev. G. C. Wadsworth preached in the United Church last Sunday. He is leaving to take up a charge in Winnipeg.

Col. Evans with his daughter Margaret (one of this season's debutantes) was at his home here over the week-end.

Mr. Dawson left on Monday for Toronto, where he will spend the winter with his daughter, Mrs. Earle Shephard.

Mr. Arthur Fournier had an accident on the road one day last week. In turning out to avoid hitting a pedestrian his car skidded. It ran over an embankment, near the Post Office, and turned completely over.

Mr. Fournier jumped out just in time to avoid taking a dip in the river along with the car. It is quite an accomplishment to know at sight when the water is too cold for a bath, and Mr. Fournier is to be congratulated on making the right decision in such a hurry.

NOTICE

Notice is hereby given that the Corporation of the parish of Sainte Therese de Blainville will apply to the Legislature of the Province of Quebec, at its next session and will pray:

A. For the annulment of the subdivision of number 831 of the plan and book of reference of the cadastre of the Parish of Sainte Therese de Blainville, said subdivision approved on November 27th., 1914 and creating 6383 lots of subdivision with the said lot No. 831, to wit: from 1 to 6383:

B. For bringing to life again the said number 831 of the plan and book of reference of the Parish of Ste Therese de Blainville, as it was before the subdivision;

C. For confirming and making valid and good, a certain contract of sale of the said number 831, passed between the Corporation of the County of Terrebonne and Alexandre Gosselin on June 21, 1918 and consequently all entries made upon the said lot at the Registrar's office for the County of Terrebonne, since June 21, 1918.

Signed: J. P. BELAN, Agent

D-21-4.



"Rex" Theatre

14-15 — SPECIAL
Marion Davies and William Heines in
SHOW PEOPLE
Com: Is Everybody Happy
Oddites: Baby Land

Sunday Only

Karl Dane and George K. Arthur in **BROTHERLY LOVE**
Fast — Funny — Furious — A Rip-Roaring Satire on modern prison life.
Western Featurette: Yukon Gold
Com: Bicycle Love
Serial: Mark of the Frog

Monday and Tuesday

FORGOTTEN FACES
Featuring Clive Brooks, Mary Brian, Baclanova, William Powell, Jack Liden. A melodrama that defies Forgetfulness.
Com: Chilly Days
Oddites: Secrets of the Sea

Wednesday and Thursday

Ether Ralston & Hobart Bosworth in **THE SAWDUST PARADISE**
With everything in it that makes good entertainment.
Serial: Scarlet Arrow
Com: Look Pleasant Please

Friday and Saturday

JOHN GILBERT in **THE MASKS OF THE DEVIL**
With Alma Ruben, Theodore Roberts, Ralph Forbes.
A Godless man, a loving woman, the drama of the quest of a soul.
Com: Smith's Restaurant
Pathe Review

Coming Soon — NAPOLEON — Pola Negri in ACTRESS

W. Banks and R. Colman in TWO LOVES

Clocks and Watches

Typewriters, Scales & Gramophones Promptly Repaired. Picture Framing, Sporting Goods, & Camping Equipments.

P. H. Eadie, Phone 143
131 West Main St. Hawkesbury, Ont.

Your Xmas Spread



CHRISTMAS!—The greatest eventful feast of the year is almost upon us once more, so let us solve your problem in selecting fancy and tasty meats that make your table more attractive. Now is the time to order!—Don't leave it to the last minute, just phone 136.

Jos. Speight,
Meat Market, Lachute.

Stockings! Stockings!

Who has the Stockings?

Just received 100 doz. in Cashmere, Silk, Silk and Wool from Kayser, Mercury & Penmans.

McFaul Bros. - West End
THE QUALITY STORE

Here and There

1914
"An average of 1,558 cars per day have been loaded with grain by the C.P.R. since the middle of September," said J. G. Sutherland, head of the transportation department at Winnipeg. This means about 2 1/2 million bushels moved daily—a record never before approached.

The International Dog Sled Derby that is one of the outstanding attractions of the winter sport season at Quebec City will take place from February 21 to 23. It has been announced. The course is 120 miles in length and famous "mushers" from all parts of the country compete.

President Calles of Mexico, has purchased 176 prize British Columbia hens for stocking his farm near Mexico City. He paid \$5,550 cash for these birds, all of which have a record of more than 300 eggs a year and all of which are White Leghorns. The purchase was made through two agents of the president who came up from Mexico for this purpose.

An ingenious machine for the repair and maintenance of railroad tracks has been experimented with for some time by the Canadian Pacific Railway, it is reported. A gasoline motor generates power for an electric metallic arc welder and a grinder. These in turn build up and smooth out worn sections of rail near joints. It can operate anywhere on the lines, quite apart from any outside source of electric power.

Remember your friends this Christmas by a Personal Greeting Card. Call in and order them now at the Watchman Office. Orders filled the same day.

Here and There

Work on the erection of the Union Basin Pulp and Paper Company's plant at Hantsport has begun, together with work on the railway siding connecting the plant with the main line of the Dominion Atlantic Railway.

Shipping beer by tank cars is an innovation alike for the brewing industry and railroading. A London brewery is now using insulated and refrigerated glass lined tanks containing 4,300 gallons to ship beer to their Montreal bottling plant. The tanks are the same as those used to ship milk in bulk, but have the addition of a safety valve to release pressure in excess of twelve pounds that may be generated in transit.

Maple products have almost equalled Canadian apples in popularity as souvenir presents from Canadians to their friends in the old country, states J. R. Martin, manager of the foreign department of the Canadian Pacific Express. Christmas shipments got under way at an early date this season, he said, the urge of the express companies to express Christmas presents early having a marked effect.

Another story of a bull moose attacking a man comes from Banff, Alberta, where the Mercury reports. "One of our local prospectors was tramping through the hills some miles from Banff, when he looked forward and saw a bull moose coming rapidly towards him. He took to the timber pronto, and afterwards discovered that Mr. Moose had established his herd of three or four cows in a secluded spot near and was not going to permit the approach of any strangers."

Just Out!—The New 1929 Models of the famous Rogers [BATTERYLESS] Radio

Completely Shatter all Previous Standards of

PERFECTION—PERFORMANCE—PRICE

Now on Sale

An achievement only made possible by four years of exclusive concentration on Batteryless production for Canada only.

Now on Sale



Rogers "Four-Twenty" Table Model
A development of the famous Rogers Model "Two-Twenty". Single Tuning Knob operates Illuminated Drum Dial. Automatic Voltage Control, Rogers Output Filter, Phonograph "Plug-in" Jack. Genuine Walnut cabinet by Malcolm. Price complete (except Loud Speaker) \$165.00



Rogers "Four Hundred" Console
Same radio equipment as the Rogers "Four-Twenty" shown above, combined with the Rogers Symphony Speaker in a genuine Walnut cabinet by Malcolm. Price complete \$260.00

To express the almost sensational advantages of these new Rogers-Batteryless Sets in terms as conservative as seems proper yet as emphatic and enthusiastic as is justified by the actual facts, is a difficult problem. Nothing to equal these marvellous values and remarkably low prices was thought possible. Here are a few of the features that you will find in the new Rogers-Batteryless Radio Models this season, at prices \$60 to \$110 less than last year:

- 1. New Illuminated Drum Dial**
—for increased visibility, greater ease and speed in tuning-in stations. Wavelengths clearly shown.
- 2. Non-Slip Tuning Control**
—gear drive with no possibility of slip or back lash, positive tuning action, finer tuning control.
- 3. Automatic Voltage Control**
—which maintains uniform voltage on the tubes, no matter what fluctuations may occur in the electric current. An exclusive Rogers-Batteryless feature.
- 4. Rogers Output Filter in All Models**
—provides greater clarity and fidelity of tonal reproduction. Improves the tone quality of any loud speaker.
- 5. Phonograph "Plug-In" Jack**
—in conjunction with the electrical pick-up unit this makes any old phonograph equal to the best and highest-priced phonograph of today.
- 6. Increased Selectivity without Tonal Loss**
—by means of improved Shielding and the new Rogers A/C Power Tube.

And—please bear in mind—that these are all new features in addition to the basic features built into the Rogers-Batteryless from the beginning and responsible for its early success.

New Low Price Level—\$60 to \$110 Less

This year's Rogers prices range from \$165 to \$395—a flat saving of from \$60 to \$110 plus all the added improvements.

These prices speak for themselves. We believe they represent the greatest dollar for dollar value in high-quality electric radio that has ever been offered to the Canadian public.

"First in the field—first in proven performance—first in value," is only true of one electric radio—the Rogers-Batteryless. Isn't that the kind of radio you want in your home?



Come in, see and hear these marvellous new models, make your selection and—start the new Radio season with a new Rogers!



Rogers "Four-Ninety" Console
(Closed)
Same radio equipment as the Rogers "Four-Eighty" shown above, with improved Electro-dynamic Speaker. Genuine Walnut cabinet by Malcolm. Price complete, \$395.00



Rogers "Four Hundred" Highboy
Developed this year as the result of a definite demand for a Rogers Highboy Model. Automatic Voltage Control, Rogers Output Filter and Phonograph "Plug-in" Jack. Genuine Walnut Cabinet. Price complete \$250.00
Also furnished in a Phonograph Combination Highboy to reproduce the new type records. Price complete \$325.00

JOHN McFAUL & SON
Main Street, Lachute

Nile Valley Farmers Also Need Relief

Oldest Methods in Agriculture Still Practiced in This Fertile Valley

By FRANCIS FLOOD

From its source to its delta, the Nile is a river of wonders. It is 3,800 miles long, only 400 miles shorter than the Mississippi-Missouri, the longest river system in the world. In the rain-soaked jungles of east central Africa, lies Lake Victoria, the source of the Nile. This lake is 2,000 square miles larger than Lake Superior, and Lake Superior is credited with being the largest in the world. No matter how you figure that out, Lake Victoria remains as some lake. It is nearly 4,000 feet above sea level, and the equator runs smack through its middle. What a source for a great river!

I don't know whether the Nile River was built simply to drain Lake Victoria or whether that huge lake, high and mighty on the equator, was built simply to provide water for the Nile River. At any rate the two make a good team, and during the centuries since the children of Israel built pyramids along the banks of the lower Nile they have grown to depend on each other and to know just what may be expected. So accurate is their teamwork that the annual overflow in Egypt, 3,000 miles from the lake, occurs within a few hours of the same time each year and rises to within a few inches of the same height. After flowing 1,500 miles through the Nubian Desert without one single tributary and then settling down to a steady fall of about two inches per mile for a few hundred miles farther, it finally spreads out and dumps Lake Victoria into the Mediterranean Sea through a delta 150 miles wide extending all the way from Alexandria, Egypt, to Port Said.

As explained last week, the particular part of the Nile Valley which Jim and I visited while on our motorcycle trip across Africa was the triangular "V"-shaped area between the Blue and White Niles, which come together at Khartoum, Anglo-Egyptian Sudan. This is just about exactly halfway between the source and the mouth of the Nile. The five million acres of land in this immense "Gesira" which is the Sudanese for "island," surrounded by the two Niles offer two extremes in agriculture. That part of the flat, dry plain which is not artificially watered is most barren and desolate and the "farming" is most primitive indeed; and that part which is now irrigated by water from the mammoth Sennar Dam across the Blue Nile is the most beautiful irrigation project I have ever seen. The one is an exhibition of the most ancient agriculture in the world on pitiless, arid lands; the other is the last word in modern engineering on the perfect project.

But between these two extremes is another interesting type of farming. It is irrigation, but after the fashion of the ancients. Huge water wheels, called "sagias," erected along the banks of the Nile lift water from the river and pour it upon the ground. The sagias are most crude in construction, without any improvement even in the breed of cattle which have operated them since the day of old King Tut. They are simply a great wheel which protrudes out on its heavy wooden axle beyond the river bank and over the water below. An endless chain of skin buckets is mounted on the wheel. These buckets dip into the water, fill and then slowly rise to splash into a trough made of a hollowed tree. This trough dumps into a little ditch which constitutes the "main canal" of the particular "farm" being irrigated from this sagia. The wooden axle is geared to a massive overhead sweep and the cogs in the gear wheels are simply long wooden pegs driven into the logs which constitute axle and sweep respectively.

Every sagia is exactly the same, and the tens of thousands of these cumbersome water lifters that creak and groan all day the length of the Nile Valley are exactly the same as were used a thousand years ago. The heavy wooden axle that extends from the sweep to the edge of the water is so high above the ground that the oxen can barely step over it and yet no one apparently has ever tried to figure out any way to lower it closer to the ground. Each time around, hour after hour, day after day, and for century after century these oxen

approach the high wooden axle, pause a moment, and then struggle over the top with a tremendous effort—and they will probably continue to do the same for years to come.

Sometimes there are dozens of these sagias lined up along the banks of the Nile as close together as they can be operated, each dumping its little stream of water into the same "main canal" which may finally carry so much water as to lead back from the river for a half mile or more. Fortunately the land is almost perfectly level and the slope toward the river is so very slight that by dyking the little head ditch only a few inches above the ground level at the water's edge it will carry away for a quarter or a half-mile back into the fields beside the river.

Cotton, grain, vegetables and date palms are cultivated on the little fields watered by these sagias, with cotton the greatest crop. The landlord receives one-tenth, the owner of the sagia wheel receives another tenth, and the man who furnishes and feeds the cattle for running the sagia receives one-third. The remainder of the little crop of cotton belongs to the tenant. The farmer must, thus, give approximately one-half of the crop for his land and water. A little farther down the Nile, just below Khartoum, the farmer must give half the crop for the sagia wheel and the cattle alone, in addition to his rent and whatever labor charges he has.

While the land watered by these clumsy sagia wheels for so many hundreds of miles along the Nile River must total quite a sizeable aggregate acreage and furnish a livelihood for thousands and thousands of families, the area thus watered and farmed is slight compared to that watered by pumps. The level land, the deep soil, and the convenient water supply is a combination that several large farming syndicates have taken advantage of. The chief estate of this kind is the Sudan Plantations Syndicate, north of Khartoum, where some 3,400 acres of long staple American cotton are grown annually.

On this estate cotton is grown on a three course rotation of one year cotton and two years fallow. Native tenants farm the land which is divided into 30 acre blocks, a unit for one tenant. Of these 30 acres, ten are sowed each year to cotton. The syndicate arranges for the land and the water supply, supervises the cultivation and marketing the crops, carries out the canalization and erects necessary buildings, and takes 50 per cent of the gross yield. The land on this estate is steam ploughed and ridged on behalf of the native tenants and the cost of this work is charged against the tenant's share.

In the Gesira itself, some 20,000 acres are cultivated yearly to cotton under pump-irrigation. The land is expropriated from native owners by the government and a yearly rent of about 50 cents per acre is paid. The cultivation is carried out on a partnership system between the native owners, the government, and the Sudan Plantations Syndicate. The government takes 35 per cent of the crop for the rent and the water supply. The syndicate acts as agents in supervising cultivation and marketing and takes 35 per cent. The native provides the labor and takes 40 per cent. The making of the small laterals and the dividing of the 30 acre unit into ten acre patches is carried out by the tenant, and he is charged with the actual cost of steam plowing and ridging done by the syndicate.

The ridges are about thirty inches apart and the cotton seed is put in holes about 15 inches apart on the sides of these ridges in the dry, along toward the latter part of July. About five bushels of seed are used on each ten acre block and when the plants are a few inches high they are thinned and two left in each stand. It takes a man a day to thin an acre. The land is "fassed" twice; that is, gone over with the short handled, heavy, iron, adze-like hoe. After the second "fassing" the crop is "paraded" with a crude native plow. This is simply running up the ridges so that the plants are brought from the sides of the ridges to the middle. From 14 to 16 waterings are given during the growing season, from late July until March.

Cotton picking begins early in January and is finished by the first of May. A picker will pick from 50 to 70 pounds per day, but they work a short day, and the cotton does not open in the Sudan with regular flushes and is somewhat hard to pick. Pickers are paid anywhere from one-third to one-half a cent a pound.

A Lovely Armful



PETS SEEN AT THE KING CHARLES SPANIEL SHOW

Little Joan Sherlock with Mrs. A. H. Bradley's lovely litter of prize pups, which were prime favorites at the exhibition in Hudson place, Victoria, London.

The average yield for a long period of years on these pump irrigation farms has been about 400 pounds of lint cotton per acre.

Thus, even in the Valley of the Nile itself, farming is a tough enough proposition even where water may be had from the river. It is even more precarious farther inland where the farmers must depend upon the scanty rainfall entirely for their little crops of millet and wheat. And in-between these is still another class. These are the unfortunate whose ancestors did not live in the vicinity of a well, nor yet along the river and who themselves, therefore, must continue in the same fashion. Perhaps by ridging up small dykes along the lower ends of their fields to hold what rain may fall they can raise a few bushels of grain each year. But they have no well, and during the long dry season must get all their water from the river no matter how far away it may be.

A missionary at Khartoum told of one Sudanese friend of his who operates a dairy eleven miles out of town. His well is dry most of the time and he must drive his cows to Khartoum to water—every other day. The cows graze along the road on their way to water, and it takes them a long, long day to get their drink and return. They stay at "home" one day and the next they must start on the long dry trek for their water again. This enterprising dairyman also has a few donkeys which he waters every fourth day. He uses them to carry a kind of oil meal out from Khartoum to his farm for the cows. His wives and children carry the milk into town on their heads. That is dairying under difficulties but the man's father and his grandfather and ancestors for untold generations have lived on that same place and he must stay there himself until he dies.

The age of some of these ancient holdings is demonstrated by the wooden crosspieces across the top of the well. A beam of hardwood across the top of the hole acts as a sort of pulley against which the rope runs when drawing up a leather bucket of water. After years and years this rope will cut a groove which through the generations becomes deeper until in time the beam will be so nearly severed as to require a new beam placed above it. I saw one well in the Gesira above which three large posts had already been cut nearly in two and the fourth, laid above the other three, was already showing the marks of the rope. For hundreds of years this well must have been in daily use and yet the only improvements about this ancient home were a few round mud huts inside a compound built of straw. And if I ever have a grandson and he should follow my trail through the

Valley of the Nile he will probably find the same collection of rude mud huts, and somebody's grandsons wearing the grooves a little deeper in that fourth cross stick. Such is life in the Sudan.

Canada's Tobacco Production

Ottawa, Canada.—Production of tobacco in 1928 totalled 40,956,375 pounds from 43,138 acres. Of the total output the province of Ontario accounted for 32,265,850 pounds from 32,654 acres; Quebec, 8,546,325 pounds from 10,363 acres and British Columbia 164,200 pounds from 116 acres.

There has been a very substantial increase in the production of tobacco in Canada in recent years. In 1921 the total output was 13,248,962 pounds from 16,621 acres, an increase in seven years of 27,707,413 pounds in production and 26,517 in acreage. Since the preference of 49 cents per pound on Canadian tobacco given by the British Government went into effect in 1923 Canadian growers have found a ready market in Britain for their exportable surplus, which now totals about 7,000,000 pounds annually. The prospects for the tobacco industry in Canada are encouraging.



"Knockers now brazenly proclaim joints that were formerly kept under cover."

TRUE LOVE

Young Man: "Sir, I wish to marry your daughter?"
Father: "Have you seen her mother?"
Young Man: "No I haven't, but I am sure I would prefer your daughter."

"Does your husband give you an allowance, or do you ask him for money when you need it?"

Public Must Wait for Television

Premature Stimulation of Enthusiasm Deplored by Raycroft—He Says Seeing by Radio Remains an Experiment

A new factor now entering the radio situation is threatening complications, according to Louis B. F. Raycroft, Vice President of the National Electrical Manufacturers Association. This, he contends, is because the public is expecting another kind of broadcasting service known as television. He calls attention to the fact that the Federal Radio Commission is even now considering the formulation of regulations to govern this field of endeavor.

The great public interest in television is founded upon exaggerated reports of brilliant laboratory demonstrations rather than upon the actual practical status of this field, which is as yet entirely unprepared for commercial development," said Mr. Raycroft. "A diligent study of the subject leads to the inevitable conclusion that the premature stimulation of public enthusiasm in television is misleading and dangerous to the progress of radio because there is no means of satisfying the demand for reliable home television equipment. Television remains a laboratory experiment, with a number of major and vital problems still unsolved. There are certain specific technical obstacles to practical television which cannot be overcome unless a fundamental and original invention or inventions are made, and no technically qualified observer will predict whether they will be made within twenty-five, ten or five years, or even less.

In appraising the commercial future of television we must not overlook the fact that we are still limited to sending crude subjects, consisting of a few hundred image points," said Mr. Raycroft. "Building more elaborate transmitters is quite feasible, but this involves the utilization of enormously increased frequency bands for the transmission of the resultant signal. If every broadcast station were shut down and the entire radio broadcast band given over to a single television service, the 1,000,000 cycle ether space thus made available could accommodate the transmission of an image equivalent to that obtained with a home motion picture projector and the cost of the experiment would stagger human imagination.

Problems Challenge Imagination.

"I do not wish to imply in any sense of the word that television will never be accomplished or that its numerous problems are beyond the ingenuity of the inventor. My position is merely that the methods now being employed do not offer a reasonable hope that television will ever be more than a laboratory experiment.

"Only when we learn to combine visual impressions in the same manner that sound impressions are molded into a single audio frequency permitting us to abandon the method of sending an electrical impression successively for every point of the transmitted image each sixteenth of a second, an entirely new phase of the situation will be entered upon. In the absence of some such invention, which effects the essential conservation in carrier channels necessary to make television practical, it is an injustice to the public at large to encourage it to expect television in the immediate future and a duty to warn it that, rapid as has been recent progress, television is now only in the status of development that aviation was in 1910 and the motor car in 1905," said Mr. Raycroft.

"Here, then, is a business which has grown up within the electrical industry at a rate of speed unequaled by any other industry in the entire history of civilization. It has 'by no means' reached its full growth. It may confidently be predicted as a billion-dollar business within the next few years, rendering public service to the entire nation in general and to every individual family in particular, with a universality of contact, alive, compelling and immediate, without rival in any other present means of communication between man and man, however distant one may be from the other."

Many a man is generous to a fault who is mighty stingy with his virtues.

Low Waves Link Canadian North With Ottawa

Transient Government Dispatches from Heart of City to Hudson Straits

DISTANCE IS 1,100 MILES

Schedule Throughout Day; Handle Private Traffic

Montreal.—The whole of Canada is kept in daily touch with the farthest of her northern inhabitants through the radio apparatus assembled on the top floor of an inconspicuous building in the heart of Ottawa, amidst the clanging of street cars and the tooting of automobiles. Here the Department of Marine and Fisheries have their radio installation, which is in daily contact with Cape Hope's Advance, Ungava Bay, Hudson Straits.

Signals come in with enough volume from this far north point to be put on the loudspeaker and be heard through most of the three-story building. A short-wave receiver, especially adapted by Canadian Government radio men to the particular needs of this reception, brings in the signals from the 500-watt station overlooking the Hudson Straits. A similar 500-watt transmitter stands in front of the Ottawa operator to transmit the orders and questions from the various government departments to the far north. It is a matter of 1,100 miles in a straight line from Cape Hope's Advance to Ottawa. The stations are on the air every day from 10 a.m. to 5 p.m., during which time much government information relative to work on the Hudson Bay development is handled. The government can keep minute tabs on all movements up there and can give orders for the biggest and smallest undertakings, yet it is unable to actually send ships or planes up there without the lapse of considerable time.

The station at Cape Hope's Advance is in touch with numerous other stations, both governmental and private, in that district. It handles correspondence with Ottawa for all of them. One mining enterprise on Baker Lake, Chesterfield Inlet, 750 miles west of the station, keeps in constant touch with it, relaying its messages through this government station to Ottawa and thence to its headquarters in Toronto. Another mining exploration company has its own station at the entrance to Chesterfield Inlet on the western shore of the Hudson Bay and keeps in direct contact with Ottawa. Wave lengths in the neighborhood of twenty-three meters are used by these northern stations to keep in touch with the Dominion's capital.

Canada and the West Indies

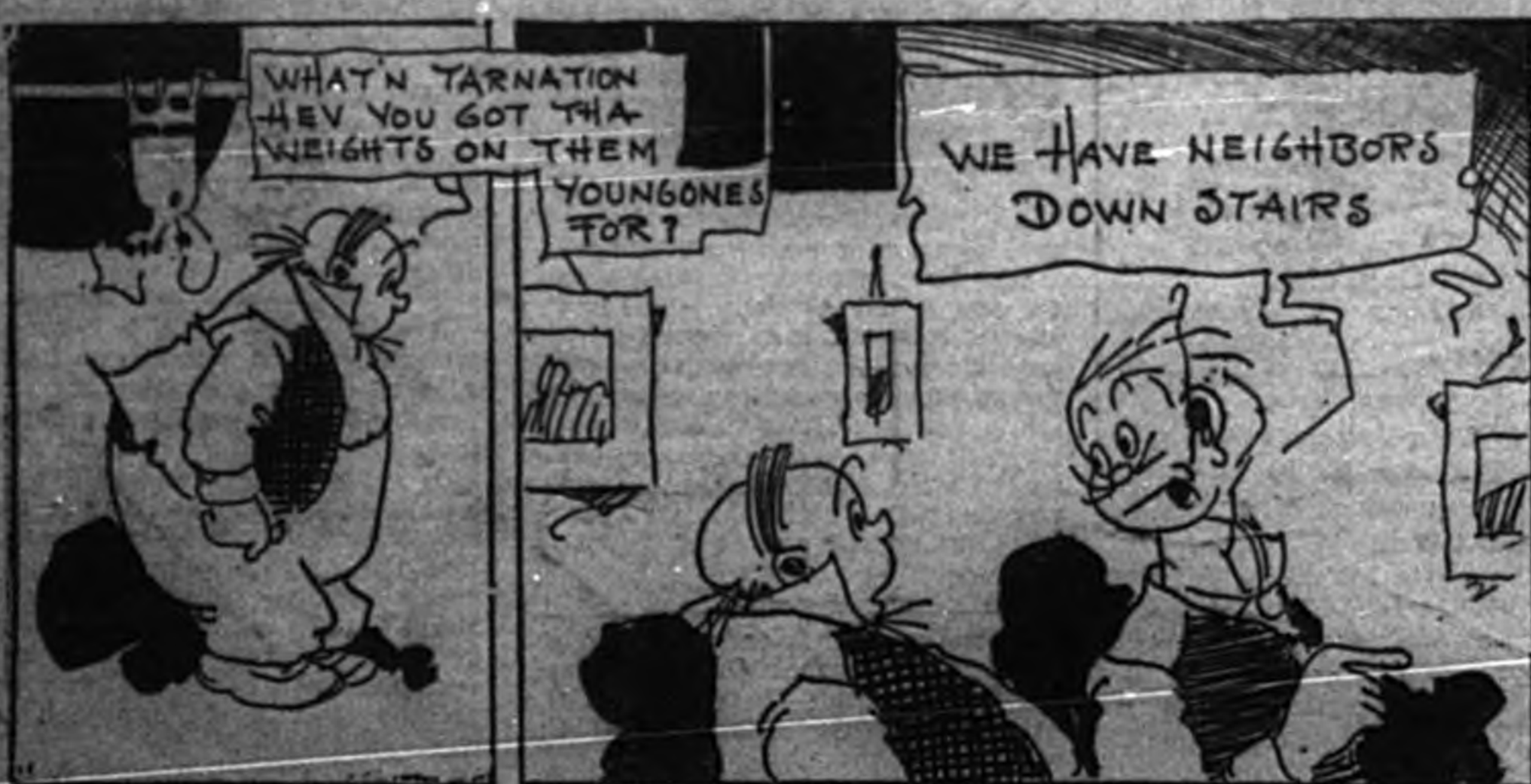
Jamaica Mail (Kingston): Canada and the British West Indies view with satisfaction the development that has taken place in the cur of trade between the Dominion and these colonies under the wider Trade Agreement. . . It is safe to assume that with the first direct cargo of fruit to Canada further evidence will be forthcoming of the 100 per cent. sentiment which is behind the Trade Treaty—both on the part of Canada and the British West Indies. In bananas alone it is computed that the volume of West Indian trade with Canada should be increased by at least one million pounds.

"England has spread through the world: Parliaments, railways and factories, co-operative societies and safety bicycles, 'afternoon tea', the practice of athletic sports, child welfare work, Boy Scouts and Girl Guides, the jury system, the Salvation Army, high class tailoring and Gilbert and Sullivan operas."—H. A. L. Fisher.



You've Heard of 'Em.
Prospective Bug Tenant — "What kind of a house is that?"
Bug Landlord—"A block house, of course!"

S'MATTER POP—



He Expects The News To Start A Riot.

Hoarseness!
CLERGYMEN
TEACHERS
SINGERS
and others subject to Throat Irritation
will find grateful relief in—
VENO'S LIGHTNING COUGH SYRUP
Children Love VENO'S Syrup. FAMILY SIZE 75¢ PER TRIAL SIZE 35¢ BOTTLE U.S.

Four 'Death Ships' Adrift Two Years in Pacific, Sought

Shipping Men Expect to Find Waterlogged Japanese Hulks, With Victims

Port Townsend, Wash.—The waterlogged hulks of four Japanese "death ships," missing almost two years from home ports, are drifting somewhere in the north Pacific, and mariners gaze daily across the gray wastes, expecting the lost craft to turn up. According to hydrographic records it is now time for them to escape the ocean eddies.

Five fishing vessels, each manned by about twelve men, were blown out to sea in a typhoon which raged off the Japanese islands in December, 1926. Almost a year later, in November, 1927, one of the ships, with its tragic freight of bodies, came drifting up the Washington coast. It was

the Ryoei Maru. The ship was towed into Puget Sound by the steamer Margat Dollar. An examination here quarantine officers revealed the fact that, in a desperate effort to live, some of the crew had turned cannibal.

A few days later another of the wandering fishing craft was sighted off the coast. But the freighter that discovered the hulk in her drift, not knowing her tragic story. Four of the vessels, stoutly built to resist the Pacific storms, still drift somewhere between the Pacific coast and Japan, shipping men believe.

Charts of the United States Hydrographic Office here indicate that these ships may drift for years in one of two great 1,000-mile current circles of the north Pacific. One of these circles flows southward down the west coast of North America, the nauwings out into mid-ocean and finally turns north along the coast of the Orient. Hydrographers estimated that the Ryoei Maru drifted 20,000 miles in endless zigzags and circles to reach the Washington coast.

There are two such eddies in the north Pacific. One lies to the west of Hawaii, the other to the north. Both are off the main steamer lanes. A vessel, whirling into either might drift there for years without being sighted, but it is estimated two years ought to bring a floating object close to the west coast of the United States or Canada.

The most essential factor in breaking an airplane record is to shatter nothing but the record.—Weston (Ore.) Leader.

Assam teas are known by experts as the finest teas grown—a fact which explains why Red Rose Orange Pekoe has become so deservedly popular in Canada. For Red Rose Orange Pekoe is chiefly composed of Assam teas, which accounts for its distinctive quality and value. Every package guaranteed.

ASK YOUR LOCAL DEALER FOR Canadian Artist's Series Christmas Cards
Beautiful Hand-Coloured Christmas Cards designed by Canada's Leading Artists. Twelve especially attractive Cards with charming and appropriate sentiments may be purchased at a considerable saving in boxed assortments at 50c, \$1.00, and \$1.50.
Published by
ROUS & MANN, LIMITED
172 BAYVIEW ST., TORONTO

HELP FOR THE FARMER

FARM BOYS — WHAT ARE YOUR PLANS FOR THE FUTURE? Do you intend to run your own farm; to practice the best farm methods; to raise better crops and better stock; to keep your farm in the highest state of fertility; to make the farm pay? Unless you do, what satisfaction is there in farming? Now is the time to lay the foundation of your life's work; to learn something of soils; fertilizers; drainage; plant and animal diseases; insect pests; varieties of grains, roots, and fruits; breeds and types of animals; marketing of farm produce; carpentry; blacksmithing; dairying, etc. Get an insight into the innumerable problems that every farmer has to face and should know about.

?? HOW ??

By Taking Some of the Winter Courses at THE ONTARIO AGRICULTURAL COLLEGE, GUELPH — ONTARIO

These courses are designed to meet the requirements of boys who cannot spend a longer period at the College.

REDUCED RAILWAY RATES

Send for the Short Course Calendar outlining the various courses.
G. I. CHRISTIE, B.S.A., D.Sc., President. A. M. PORTER, B.S.A., Registrar.

AVOID WINTER ILLS AND DISCOMFORTS



SPEND WINTER IN THE WARM CLIMATE OF

THE SOUTH

The Gulf Coast

Rich in legend and history. Luxurious hotels, apartments and cottages. The Pan-American, all-Pullman train, leaves Cincinnati 10:20 A. M. daily and arrives at Gulf Coast point next morning.

Florida

Splendid through train service from Detroit, Cleveland, Indianapolis, Cincinnati and Louisville daily on The Flamingo and The Sunland. Diverse route includes Gulf Coast one way. Same cost.

New Orleans

Every day is "holiday" — every night is "carnival" in New Orleans. All sports. Historic shrines. Excellent hotels. World famous restaurants. Reached in less than 24 hours from Cincinnati on The Pan-American.

California

The most fascinating way to go "abroad at home" is to follow the sun to the Pacific Coast. The Pan-American connects with finest western trains at New Orleans. Liberal stop-overs allowed. No extra fares.

FREE INFORMATION AND SERVICE

H. B. Potter, T. P. A., L. & N. R. R., GFD&N
605 Transportation Bldg., Detroit, Michigan.
Send me illustrated literature about: ☐ Florida; ☐ Gulf Coast; ☐ New Orleans; ☐ California. Also quote winter fares.

Name _____

Address _____

LOUISVILLE & NASHVILLE R. R.



Likes 'em Wild

Jim Raby is caretaker at the Banff Zoo. He claims that as a dancing partner a timber wolf is "par excellence." He does not recommend it as being proficient in ballroom etiquette, but he does say, "After watching many dances I am sure that a wolf would be nothing new in a ballroom except in appearance." Jim is a wise-cracker.

(Photo by Canadian Pacific.)

WHEN YOUNG GIRLS GROW PALE AND THIN

Dr. Williams' Pink Pills Should be Taken to Enrich the Blood

When girls grow weak, pale and thin, parents should not neglect these symptoms; to do so means danger. The girl in her teens cannot develop into robust womanhood without an abundant supply of rich, red blood in her veins. It is the lack of this that is the great trouble with nine girls out of ten. Dr. Williams' Pink Pills have achieved world-wide fame for their remarkable blood-making properties. In these pills there is vigorous health, with glowing cheeks and sparkling eyes for every weak, pale girl. The value of the pills in cases of this kind is shown by the statement of Mrs. Winnifred Rutty, Barton street west, Hamilton, Ont., who says:—"About two years ago my eldest girl got into very bad health. I took her to a doctor who advised having her tonsils removed, saying this was the seat of the trouble. We had them removed, but it did not help her, and she seemed to have absorbed so much poison from the trouble that she did not pick up at all. She could neither eat nor sleep, and what food she did take did not digest. Then she developed a cough that kept her awake at night, and went down in weight to 95 pounds. A neighbor said to me, 'You have tried so many things why not try Dr. Williams' Pink Pills?' I got some and before she finished the second box she began to show improvement. She continued the use of the pills for some time and is now in the pink of condition, able to work and play, and eat and sleep with all her old-time vigor. These statements can be verified by neighbors who watched her restored from ill health to perfect health."

If your medicine dealer does not keep these pills you can get them by mail at 50c a box from The Dr. Williams' Medicine Co., Brockville, Ont.

Unemployed Who Want to Work

Toronto Mail and Empire (Cons.): There are many workers in Britain who have been suffering from lack of steady employment. These are not people who do not want to work. The experiment of bringing unemployed men from Great Britain to Canada to assist in harvesting the Western grain crop that was made this year showed there were thousands of British workers willing to try their hands at a kind of work of which they had had little or no experience. A large proportion of these men, too, proved capable of doing that work and a substantial percentage of their number has remained in Canada. Unquestionably there are among the unemployed in Great Britain many people who would make excellent settlers in Canada, who draw unemployment insurance but who could hardly be expected to save out of that insurance sufficient money to pay their own fares and the fares of other members of their families to Canada.

LONG SLEEP MAKES BABY HAPPY AGAIN

"Our baby kept waking us several times a night, until we started giving him a little Castoria after his last nursing," says an Iowa mother. "He slept soundly from the first night and it made him look and feel worlds better." Baby specialists endorse Fletcher's Castoria; and millions of mothers know how this purely-vegetable, harmless preparation helps babies and children, with colic, constipation, colds, diarrhoea, etc. The Fletcher signature is always on the wrapper of genuine Castoria. Avoid imitations.

Trade With the B.W.I.

Saskatoon Star-Phoenix (Lib.): Despite the fact that the commercial treaty between Canada and the British West Indies has been in force since 1925, trade between the two countries has by no means reached its fullest capacity. . . . Canada apparently is not yet importing from the West Indies the volume of bananas, oranges and grapefruit which this country can absorb, nor are Canadian manufactured articles becoming popular in the West Indies as rapidly as expected. Marketing conditions, however, are being improved and organizations created which will tend to popularize the products of the two countries with each other. . . . It is worthy of note that already Canadian butter is displacing the United States product there.

BABY'S OWN TABLETS ALWAYS IN THE HOME

Once a mother has used Baby's Own Tablets for her little ones she always keeps a supply on hand, for the first trial convinces her there is nothing to equal them in keeping children well. The Tablets are a mild but thorough laxative which regulate the bowels and sweeten the stomach, thus driving out constipation and indigestion, colds and simple fevers and making teething easier. Concerning them, Mrs. Saluste Pelletier, St. Dumas, Que., writes:—"I have used Baby's Own Tablets for the past ten years and am never without them in the house. They have always given the greatest satisfaction and I can gladly recommend them to all mothers of little ones." The Tablets are sold by medicine dealers or direct by mail at 25 cents a box from The Dr. Williams' Medicine Co., Brockville, Ont.

Secrecy Increases Divorces in Britain

Law Prohibiting Newspapers Publishing Court Details Dismays Its Supporters

London.—Divorce has proved so popular under the law forbidding the newspapers to publish court details that the President of the High Court has been compelled to appoint two assistants for the Michaelmas term. This country, which was once one of the hardest nations in the world in which to obtain a divorce, has observed a steadily increasing number of applicants since the new law shrouded the cases in secrecy. There are 800 divorce actions filed for hearing during the two-month Michaelmas term, an increase of 300 over the last term.

Church people, who supported the new law on the theory that publication of details of broken-up family life could serve no useful purpose, are coming to believe that they have helped to create a Frankenstein monster which may do more to encourage divorce than to hinder it.

A further complication in the divorce situation is seen in the announcement that shortly there will be launched an agitation for the right to divorce on such grounds as separation owing to penal servitude, chronic alcoholism and temperamental difference. The only grounds upon which divorce can now be obtained in England is adultery.

Some strange and unusual matrimonial tangles will worry the judges this season. The secrecy law has encouraged so much collusion in getting divorces that it has been announced that the judges will not accept as absolute corroborating testimony a confession of a husband.

Minard's Liniment for Backache.

Advertisement says that the secret of police is money in the bank. At least, it's the secret of balance.—Arkansas Gazette.

Paradox: The candidate for Vice-President either gets the job and has nothing to do, or loses the job and goes to work.—Detroit News.

Women may not always keep their agreements, but they certainly keep their compacts.—Arkansas Gazette.



Indigestion

What most people call indigestion is usually excess acid in the stomach. The food has soured. The instant remedy is a -alkali which neutralizes acids. But don't use crude helps. Use what your doctor would advise. The best help is Phillips' Milk of Magnesia. For the 50 years since its invention it has remained standard with physicians. You will find nothing else so quick in its effect, so harmless, so efficient.

RED ROSE TEA "is good tea"

Red Rose Orange Pekoe is the best tea you can buy
In clean, bright Aluminum

Long Life!

British Centenarian Advises 2-Pint Nightcap as Preserver

London.—England, like Canada, treasures its centenarians and carefully records their birthdays in the press. Their views on the causes of longevity, though differing so widely as to be in sum almost meaningless, are quoted exhaustively.

One of England's most popular pre-corn law citizens is Michael Commerford, 105 years old, who looks on life's evening star from the austere security of the Ide Hill Poor House. An English "poor law institution" is not a cheery place for most people, but Michael, as the oldest inhabitant, has privileges.

The rheumatism which has attacked his lower members has entitled him to sit all day in a chair in the sun. Meanwhile his upper faculties enable him still to talk fluently, gesture eloquently and light his pipe every two minutes.

Also, he has his prescription for longevity. Here it is: "Two pints of hot special ale every night at bedtime."

Break Colds with Minard's Liniment.

DO YOUR STUFF
Just "do your stuff"—don't run a bluff. Or let ol' hardship "stall" you. Or play your hand with too much "sand." Or life will surely "call" you! Just forge ahead, and don't go dead. Or be too "wise" and "knowing." And put your heart in what you start. And gamely keep on going.
—J. E. Hungerford.

Personally we crave luxuries, but we have never seen a \$5000 funeral that we wanted.—Dallas News.

The whole problem is how to trim the war debts without trimming the war creditors.—Dallas News.

**Flashing Eyes
Laughing Eyes
Downcast Eyes**
Eyes tell Your Character
The prettiest of smiles—or frowns—
or a sigh.
Never can compete with the charm of the eyes
Brown eyes for strength—Blue for generosity—Gray eyes for jealousy—Sparkling eyes indicate beauty, yes, and good health, too! Do your eyes sparkle? Are the whites clear or are they tinged with yellow—indicating an out-of-order condition—due to constipation? If so, you need
BEECHAM'S PILLS
Try a regular daily course for a short period. Your eyes will soon tell the story of improved health.
A Vegetable Product
Read about Character from 12 Years in Future Beecham Advertisements. B-11

Classified Advertisements

ARTIST SUPPLIES

ARTIST BRUSHES, COLORS, PAINTS, CANVAS. Complete line artist materials. Write for catalogue Christmas cards for hand coloring. C. R. Crowley Limited, 1335 St. Catherine West, Montreal.
\$1.15 PER POUND UP. TWENTY- one samples free. Stocking & yarns, Dept. 1, Orillia, Ont.

"It is true that personalities and partisanship are out of place in the pulpit, but that is not because it is the pulpit—but because they are out of place anywhere among gentlefolks."—The Rev. Charles Francis Potter.

Fewer accidents are caused by traffic jams than by pickled drivers.—Norfolk Virginian-Pilot.

\$18.25 OCEAN FARE TO CANADA

for the

Wives and Families of British Subjects

Children under 17 years—FREE

Apply at once to

CANADIAN SERVICE

Cunard and Anchor-Donaldson Lines

Cor. Bay and Wellington Sts., Toronto.
—or nearest agent

CANCER FREE BOOK

Sent on Request
Tells cause of cancer and what to do for pain, bleeding, odor, etc. Write for it to-day, mentioning this paper. Address Indianapolis Cancer Hospital, Indianapolis, Ind.

The First Dose Relieves the Cough

And there are 66 doses in a 15-cent bottle! Pleasant to take and instant in action in every kind of Cough, Relieves Bronchitis, Croup and Whooping Cough. Prevents "Whooping" and Pneumonia. Excessively irritated throat, the "Buckley's" is sold by all druggists and grocers.
W. E. Buckley, Limited,
162 Market St. Toronto 2

BUCKLEY'S MIXTURE

Acts like a flash—a single slip proves it

For Every Pain

For cuts, bruises, sprains, stiff joints, and other pains, use Minard's. Relieves, soothes.

MINARD'S "KING OF PAIN" LINIMENT

A Friend to Women



Lydia E. Pinkham's Vegetable Compound

LYDIA E. PINKHAM MEDICINE CO., Lynn, Mass., U.S.A.
and Cobourg, Ont., Canada.

Make Your Home and Friends Happy ELECTRICALLY This Christmas

For your Home - this wonderful offer

Until December 18th, we offer all appliances valued at \$50. or more, on terms of from 10 to 18 months, AT THE STRICT CASH PRICE and WITHOUT ADDED INTEREST. Simply choose your Washing Machine, Vacuum Cleaner, Range, Ironer or Pumping Outfit, pay \$5. down and have it delivered Christmas Eve or sooner.

For your friends - these useful gifts

Gladden the hearts of relations and friends with well chosen electrical gifts. Wide choice at prices that fit into Christmas-stretched budgets. Make up your gift list from the array of Irons, Toasters, Percolators, Table and Floor Lamps, Air Heaters, Heating Pads, Curling Irons, etc., on display at our Branch Stores.

Gatineau Electric Light Company Limited



"VICTORIA" Coffee
LAPORTE MARTIN LIMITEE
you'll like it too!
One of the "VICTORIA" Quality Products!

One Sale at Victoria Independent Stores

Lachute Marble and Granite Works

We deal in Foreign and Domestic Marble and Granite, first class work and the best material, in all latest designs, always on hand. Satisfaction guaranteed in all kinds of Cemetery work, Monuments, Headstones.

W. N. Scott, Proprietor

At H. Whissell's Cash and Carry

This is not a Sale, but our week after week prices.

- | | |
|--------------------------|------|
| MIXED CANDIES, 1 lb. | 13c. |
| MIXED CANDIES, 2 lbs. | 23c. |
| CUT MIXED PEELS, 1/2 lb. | 15c. |
| SHELLED WALNUTS, 1 lb. | 48c. |
| SHELLED WALNUTS, 1/2 lb. | 25c. |
| TOMATOES, 2 lbs. | 15c. |
| C. LEAF SALMON | 35c. |
| CORN FLAKES | 43c. |
| BUFFALO MATCHES | 10c. |
| CANADA C. STARCH | 25c. |
| DENSON C. STARCH | 12c. |
| MAGIC, 1 lb. | 34c. |
| CAMPBELL SOUP | 12c. |
| SALADA, 1 lb. | 35c. |
| IODIZED SALT | 12c. |
| CLARK BEANS, 3 lbs. | 35c. |
| ICING SUGAR, 2 lbs. | 12c. |
| GRANULATED SUGAR | 64c. |
| B. SUGAR | 6c. |
| CORN SYRUP, 10 lbs. | 6c. |
| CORN SYRUP, 5 lbs. | 35c. |
| TOILET PAPER, 8 | 25c. |
| SEEDLESS RAISINS, 2 lbs. | 25c. |
| PRUNES, 2 lbs. | 25c. |
| MATTHEW SYRUP | 15c. |
| JONAS EXTRACT, 2 lbs. | 25c. |
| COCOA, 1 lb. | 35c. |
| COCOA, 1/2 lb. | 15c. |
| COCOA, 1 lb. | 28c. |
| BRONDS, 2 lbs. | 43c. |
| CASORIA | 25c. |
| MINARD LINIMENT | 75c. |
| ASPIRIN | 70c. |
| CHOICE DATES, 2 lbs. | 70c. |
| PREPARED | 20c. |
| LUX | 11c. |
| CHOICE ORANGE PEKO TEA | 62c. |
| VERY BEST | |

Closes Open at 9 a.m.

H. Whissell,
Bathurst Street, Lachute

Fess Holden Morgan Automatic Oil Burner

Installed in hot water, steam or hot air furnaces or boilers

Economy - Safety Comfort

Sold by J. D. LEMAY, Insurance Agent, Lachute, Que.

APPLICATION TO THE LEGISLATURE

Canada, Province of Quebec, District of Terrebonne.
Public Notice is hereby given that the Town of Terrebonne, a body politic and incorporated, 7 Edward VII, Ch. 75, and its amendments, will make application to the Legislature of the Province of Quebec, at its next session, for the passing of an Act ratifying the By-Law No. 333 adopted by the Council on the 10th of June 1922, authorizing a loan of \$102,000.00 and also to correct and validate any irregularities or illegalities which may be found in the said By-Law and also in the "procès-verbaux" of the Council dated 1st, 8th, 17th, 20th, of December 1921, 9th and 18th of January 1924, and other purposes.
E. S. MATHIEU, Mayor.
Oscar Vezina, Secretary-Treasurer.
Terrebonne, November 23rd, 1923.
D-21-4.

MONUMENTS

I wish to remind the public generally that I am prepared to supply monuments of any size, quality or description on shortest possible notice. No lettering & alterations of stone or metal erected will be carefully attended to by H. J. Hammond, Monumental Works, East Ward, Lachute.

Order your PERSONAL Xmas Cards NOW!

LAKEFIELD.

The young people of Lakefield are practicing for an entertainment to be given in Gibb's Hall, on Thursday, Dec. 20th, at 7.30 p.m. The program will consist of two plays, "Auntie" and Marriage of Convenience. Those taking part in the first play are the Misses Viola Silverman, Mary Evans, and Myrtle Evans and the Messrs. Ross Evans, Chas. Foster and Roy Evans. P. Tomalty and Percy Rodgers. The second play has the following cast: the Misses Mildred Sherritt, Mary Evans, Elizabeth Evans and Mrs. Morrean; the Messrs. Wilbur Sherritt, Roy Tomalty and the Rev. R. G. Finander. Both plays are full of rollicking fun and laughter and will provide a pleasant evening for all who attend.

Another feature on the programme will be dialogues and recitations by the school children. The teacher Miss Bouchard has very kindly consented to coaching the pupils and to join with the other players in making the event a successful one.

More than twenty young people were at Tamarac Lodge on Monday evening last, when Mrs. W. E. Richards gave a bean supper. Some played cards while others found time to rehearse their parts in the plays which are to be given at the Christmas Tree entertainment.

During the Advent season mid-week services are being held in the Church Hall, on Wednesday, at 7 p.m.

On Sunday next, December 16th, there will be services at Lousin at 10.30 a.m. and Dunany at 2.30 p.m. There will be no Lakefield services.

Rev. R. G. Finander will spend a few days at Dunany this week.

This Year's Christmas in Europe

Special Sailings to
England-Ireland-Scotland-
France-Belgium

It will be a wonderful treat to yourself and to the folks at home. You will enjoy your trip to the utmost. If you travel White Star.

Lepand Dec. 9
Hull-Queenstown-Liverpool
Baltic Dec. 10
Hull-Glasgow-Belfast-Liverpool
Regina Dec. 15

For complete information, please write or call J. S. GILES, Agent, Lachute.

WHITE STAR LINE
CANADIAN SERVICE

WANT ADS

BLAFOR SALE OR TO LET.—Blacksmith Shop, suitable for garage, in the Village of Grenville. Immediate possession. White D. Cadieux, 228 Decelles St., Cote-de-Neiges.

FOR SALE.—Piano in good condition at very reasonable price. Apply to Rex. Theatre, Lachute.

FOR SALE.—Driving Horse, harness and sleigh. Apply to R. Legault West End. Tel. 93.
D-14-1-P.

WANTED.—A team of horses one used to work, not too old, for his feed, also one to purchase. Apply to J. W. Cousineau, Lachute Mills. Phone 211. D-14-1-P.

LOST.—A coat on Tuesday last, between C. P. R. Station and Mr. Mac-kie's East Ward. Finder please return same and be rewarded. Walter Scott, Robert St.

HOUSE TO RENT.—On Robert St. Apply to Wm. J. Deacon, Lachute, Mills.

LOST.—At Beech Ridge, a heifer 3 1/2 years old (Ayrshire). Party having same please telephone to Stewart Smith, Phone 131 r 5, Lachute and receive reward.

—Things done in a hurry—Painting, papering, kalsmining and furniture polishing done right by Roy M. Moore, Bethany St., Lachute

HONEY and APPLES FOR SALE.—The best of honey and apples from the Laurentian Fruit Farm on the Brownsburg Road. Call 119 r 2-2 or secure your supplies through most of the town stores.

SALESMAN WANTED.—A nationally known concern is looking for a hard worker to sell a high-grade line of advertising specialties in this town and district. Your samples will include metal and celluloid novelties, paper specialties, pencils, wide range of calendars, blotters, greeting cards and leather goods. Here is an opportunity to build a business and earnings are limited only by your efforts and ability. Write Louis F. Dow Company, 1405 Bishop St., Montreal.

CHURCH NOTES

BAPTIST CHURCH

Dalesville 11 a.m.
Brownsburg 2.30 p.m.
Lachute 7 p.m.
Evangelist A. E. Turkington will conduct all services.

LACHUTE UNITED CHURCH
Rev. A. G. MacKinnon, B.D., Minister,
Sunday, Dec. 16th.

11.00 a.m., Quarterly Celebration of the Holy Communion.
7.00 p.m., Evening Worship. Preacher at both services, the Rev. Mr. Wadsworth.
Sunday School 10.00 a.m.
Preparatory Service, Friday, Dec. 14th, at 8.00 p.m.

BROWNSBURG UNITED CHURCH
Rev. T. C. Cassidy, Pastor.
Services, December 16th, 1923

11 a.m., Holy Communion. The Pastor.
7 p.m., Mr. L. Emard, of the Baptist Church.
10 a.m., Sunday School and Bible Class.

All Welcome

PRESBYTERIAN CHURCH
Minister, Rev. Henry Cousens, B. A.
Sunday, December 16th, 1923.
Lachute, Preparatory Service, Friday, 14th, at 8.15 p.m.
Sunday School 10.00 a.m.
11.00 a.m., Worship and Holy Communion.
7 p.m., "Belief in Immortality."
No Service in Brownsburg.

Edge-Holding Saws
Fast Easy-Cutting
SIMONDS
SAWS
Guaranteed because made from our own steel
BROWNSBURG SAW CO. LTD.
MONTREAL
VANCOUVER, ST. JOHN, N.S.
TORONTO

IN MEMORIAM.

PATTERSON.—In loving memory of our dear mother, Mrs. Jas. Patterson, who died Dec. 13th, 1924. Four long years have passed since that sad day.

When Mother dear was called away; It was a pain and shock severe To part with one we loved so dear.

Friends may think she is forgotten When at times they see us smile, But they little know the sorrow Which the smile hides all the while.

Time may heal the broken-hearted Time may make the wound less sore, But it cannot stop the longing For our loved one gone before.

Passed beyond the troubled waves of time, No sorrow there, in yonder clime; No dreary nights, no weeping eyes, No aching hearts nor broken ties,

But gone to be with Him whose wondrous love Prepares for us a home above. Ever remembered by loving family.

Mrs. A. Habib, Brownsburg, Que. —Hemstitching and Pekoo Edge, properly done. Quick Service. Telephone 71 ring 2-4.

He saves



MILLIONS

THIS GENTLEMAN is busy "talking tele-phones to death"—which is merely a way of saying that he is testing their transmission qualities.

He is a worker in the telephone research laboratories. He has a rack of telephone transmitters and a phonograph. He "talks them to death" by means of the phonograph to see whether the transmitters give satisfactory results.

There have been 95 different types of transmitters and 64 different receivers to obtain the instrument you are using today. And men are at work now to find one still better.

IN THE NEXT ROOM another man is using an apparatus which rubs a piece of telephone cord back and forth until it frays.

He is seeking a better cord. He is the man who found that the brown cord in your telephone today wears better than the green cord you used to have. You may not have noticed the change from green to brown but it has saved hundreds of thousands of dollars for telephone users.

That is the business of these gentlemen—to make a better telephone and save money in doing it.

THERE ARE NEARLY five thousand of them at work in the Bell Telephone Laboratories—the largest telephone research laboratories in the world—and the Bell Telephone Company of Canada owns a contract giving access to all the work they do.

That is why your telephone system now has the ingenious device known as the "loading coil" which transmits messages over wires fine as human hair. It used to be necessary to have heavy wires, increasing in size with distance. The heavy wires were costly. The loading coil has saved millions in telephone costs.

The underground cables developed in recent years are another of a score of similar benefits. They have wires to carry a vastly greater number of messages than they used to, but they are so compact and so efficient that they can be pulled through the original underground ducts. If cables and ducts had to be increased in size with the vast new traffic the costs of telephoning would climb sky-high.

THE NEW CABLES, like the brown cord and the loading coil, mean millions of dollars saved. These dollars are dollars in your pocket. Your telephone is being connected with thousands of new telephones across the country every week yet this increased value does not cost you more because costs are successfully offset by the economies which research accomplishes.

The gentleman testing the transmitter and the five thousand working in the laboratories with him are saving money for you every day and keeping the telephone adequate to serve the needs of Canadian progress.



Published by The Bell Telephone Company of Canada to tell you something about the telephone business and the people in it.

Hand made Italian Art Laces

Imported direct from Italy, a large assortment of linens, embroideries, centre pieces, etc., all suitable for Xmas presents, and of genuine quality.

★ ★ ★

Come to our toyland, and see the splendid selection of gifts for the children.

★ ★

A. Habib,
Brownsburg, Quebec.

The LACHUTE WATCHMAN



- Special -
"CANADA FIRST"
- Edition -



The Future of Canada.

In proportion to its population, Canada takes second place in international trade, whilst, by the real value of its imports and exports, it stands fifth in the world. In the production of wheat, newsprint, nickel and aluminum, it has not its equal on earth. And yet it is only at the commencement of its era of development. The soil fit for agriculture is only half exploited. Its mines are barely scratched. No more than a fifth of its waterfalls have been harnessed, so that we can multiply by five in the future the number of our industries run by electrical power. Its forests and fisheries, developed in a rational manner, will last for an indefinite time. Its vast spaces can find room for a population of a hundred million or even more. An immense future is before us. We must act so that we do not spoil it.



CHRISTMAS SUPPLEMENT

1 9 2 8

Gatineau Electric Light Company Limited

The Company now serves nearly 17,000 customers and over 100 municipalities, extending through the Ottawa Valley, south to the St. Lawrence river, as far as the Island of Montreal and north through the Laurentian Mountains. This was made possible by the consolidation of the Distribution systems of ten smaller Companies.



St. Jerome Substation

A complete system of distribution connecting to substations located at strategic points facilitates service to existing customers and provides capacity for the demands of the future.



Vaudreuil Store

Modern stores for the merchandising of electrical appliances and house wiring are situated in many towns throughout the system, where up to date house-hold appliances can be seen, and will be willingly demonstrated by experienced employees.



Exterior of Chelsea Power House

Gatineau Electric Light Company Ltd. receives its power for distribution to its customers from the many plants of Gatineau Power Company, which are located at various points in the Company's net work, and which assures our customers of a continuous and ample supply.



Interior of Chelsea Power House

The territory served by Gatineau Electric Light Co. Ltd., is an ideal one for industrial sites. The location of a manufacturing plant in this area assures it of efficient water and rail transportation facilities, proximity to labour centres, ideal water supply and excellent drainage.



Canadian International Paper Co., Gatineau, P.Q.

The existing inter-connection of power sources through the lines of the Gatineau Electric Light Company Limited, assures an ample supply of power in each Municipality for future industrial development.

The above aerial view was an industrial development made possible by the huge power supply available

The Watchman Extends Greetings

Nearly two thousand years ago a star appeared in the East. It was the creation of a new era and it signalled the birth of a Child King. The coming of that Child brought to the world the Christian religion. After all these centuries that religion has come down to us in its beauty and sanctity, and it has given to mankind a heritage which, as the ages pass, becomes more sacred and edifying. As the Archangels sang out on that eventful night, while shepherds made their way to the little village of Bethlehem—"Hark the Herald Angels Sing, Glory to the New-born King", let us hope that Christendom, on this coming Christmas Day, will send back an echo until the four corners of the earth vibrate with the beautiful chorus. Not only did the Heavens proclaim the new-born Saviour in these words, but men and women for centuries past have sung in unison, independent of race or creed, "Peace on Earth and Good Will toward Men." It is a beautiful sentiment; but might it be asked—Has the present generation lived up to the proclamation?

As we look about us we find, on all sides, the preaching of hatred, the advocacy of malice, the practice of immorality, and the fraudulent temperament of man; and we wonder where is humanity heading for? Yet, with all these elements threatening destruction of the human race, there comes to the Christian world the beautiful message given to us by the Child Christ. And while at times we feel despondent over the turn of events we know the day of reckoning will come, and men will turn and follow again that Star to Bethlehem, there kneeling to One whose death redeemed and sanctified the world.

The Watchman, notwithstanding present-day differences, firmly believes in humanity and in the individual. In every person there lies, possibly dormant, a feeling that he or she would have his life so lived that, as a unit in the community, he would bear a good name and be classed among the best of mankind. On the approaching Christmas morning, it is the Editor's sincere desire that the good people of Argenteuil in particular, and Canadians in general, join hands in extending greetings of kindly fellowship and Christian spirit. We hope and believe there is no place in Canada, than in our own good town and county, where both French and English inhabitants will better emphasize that friendship and good fellowship, standing firmly together for mutual understanding and racial co-operation.

We do not hesitate to make the statement, that in no part of this Dominion are people living together, mixed as we are as to race and religion, with a more thorough and wholesome understanding of each other. And we believe there is not one individual in this district who would wish to see it otherwise. So, long may this happy co-operation continue, to the welfare and success of our good citizens.

The Watchman extends to its readers the old-time wish for a Merry Christmas and a Happy and Prosperous New Year.

Le "Watchman" offre ses souhaits !

Il y a près de deux mille ans, une étoile mystérieuse apparut à l'Orient. C'était la naissance d'une ère nouvelle et l'annonce de la naissance prochaine du Roi des Rois. La venue de cet Enfant amena au monde le religion chrétienne. Et cette même religion, à travers les siècles, est venue jusqu'à nous dans toute sa beauté et sa sainteté et elle a laissé à l'humanité un héritage qui, avec les âges, demeure toujours sacré et édifiant. Tout comme les archanges qui chantèrent dans cette nuit mémorable, pendant que les bergers s'aminaient au petit hameau de Bethléem "Ecoutez, les Anges Messagers chantent; Gloire au Roi nouveau-né!" — espérons que la chrétienté, en cette nuit de Noël, se fera l'écho de cette admirable choeur angélique aux quatre coins de la terre. Non seulement les voûtes célestes vibrèrent-elles en ces mots, à l'adresse du Sauveur nouveau-né, mais l'humanité depuis des siècles a chanté à l'unisson, sans distinction de race ni de croyance: "Paix sur la terre aux hommes de bonne volonté!" C'est un noble vœu, mais l'on peut se demander: la présente génération s'est-elle rendue digne d'un tel événement?

Plus nous regardons autour de nous, plus nous trouvons cet esprit de haine, cette malice intense, cette immoralité sans bornes et ce caractère frauduleux de l'homme et l'on se demande avec raison jusqu'où l'humanité se rendra-t-elle? Cependant avec toutes ces choses qui mettent en péril la race humaine, s'apporte au monde chrétien ce glorieux message que nous a légué le Christ-Enfant. Et quoique parfois nous nous sentions abattus, à la tournure des événements, nous savons que le jour du Jugement viendra et que les hommes suivront de nouveau cette Etoile jusqu'à Bethléem, pour s'y prosterner devant Celui dont la mort a racheté et sanctifié le monde.

Le "Watchman", en dépit des difficultés de l'heure a bonne confiance dans l'humanité et dans l'individu. Dans chaque personne, il existe—à l'état stagnant peut-être—un désir de diriger sa vie de telle sorte que, comme un actif dans la communauté, elle ait à honneur de conserver sa bonne réputation et de faire partie du meilleur de l'humanité. A l'approche de la Noël, il est de notre ardent désir que les citoyens d'Argenteuil et du pays se tendent cordialement la main, dans un esprit chrétien et amical. Nous sommes fier de constater que notre petite ville et notre comté sont un parfait exemple au reste du pays, du fait que ses citoyens de langues française et anglaise se plaisent à promouvoir la bonne entente et dirigent leurs efforts vers la concorde et l'union dans la diversité.

Heureux encore sommes-nous de déclarer qu'il n'y a aucun autre endroit dans ce Dominion où la population, quoique différente de langue et de religion, vive dans une compréhension parfaite des sentiments de chacun. Et nous sommes positif que tel est le ferme désir de tous. Que cette heureuse co-opération demeure donc longtemps et toujours, pour le plus grand bien de nos concitoyens!

Le "Watchman", selon l'usage antique, souhaite à tous ses lecteurs, un Joyeux Noël et une Bonne et Heureuse Année!

Our Goodly Heritage

The individual who coined the phrase "Canada First" was unfurling a far flung national motto. For these two words have been slowly but surely taken up, until to-day they have come into general use in many lines of business as a slogan in the growth and development of our whole Dominion.

While at first thought this phrase may not strike the reader as anything very meritorious or out of the ordinary, yet, if one reflects for a moment, it brings home to every true Canadian a meaning that while our people are always liberal in their expressions of the good to be found in other nations—the general use of "Canada First" is symbolical of a desire to place this country before the world in her true light, as a nation of rapid and thorough expansion, financial, industrial and agricultural.

The Watchman has, after due consideration, and from opinions obtained from diverse business interests, decided to enlarge more emphatically on this admirable motto, so that we might bring more forcibly to the general public the real meaning of these two simple words.

To its readers, the Watchman feels that it is performing a national duty, in touching upon the wonderful and unrealized possibilities of the Dominion of Canada. Looking across the continent from the Atlantic to the Pacific, we Canadians possess a country that is so rich in natural resources, industrial opportunities and agricultural possibilities, that the pen is unable to enumerate in minute detail the broad fields that yet await development.

The Maritime Provinces possess a wealth of timber areas; they are famous for their fishing activities, and for their mining and steel industries; while the agricultural and fruit-growing districts make these Provinces by the sea a most lucrative centre for industrious and ambitious settlers.

Quebec, our own good Province, where two great historical races live together on the most harmonious terms, and where "Canada First" is really expressed with true patriotic sentiment, offers opportunities unsurpassed in any other part of Canada. Her great natural resources are now attracting world-wide attention and commanding the capital and investment of hard-headed financiers. Her fertile lands still await the capable settler; her timber possessions and mining areas are now only in the infancy of their development; while in the industrial line Quebec offers to the faithful workman a livelihood that is conducive to ultimate success. Within her borders are established Canada's largest banks, while centered in the Metropolis are the brains of two gigantic railway systems, to say nothing of huge industrial enterprises which rear their great smokestacks within its precincts. Along the majestic St. Lawrence we find thriving fishing and canning industries, and up and down this great waterway pass the huge ocean liners and freighters which make this province the premier shipping centre of the Dominion.

Ontario, we do not hesitate to say, has much to commend it to the rest of Canada. Rich in financial institutions; aggressive in its industrial activities; noted for its agricultural and fruit products; abundant with valuable mining deposits; and with farming communities whose products find a world market—our sister province can well join Quebec in proclaiming "Canada First."

Let us move west of the Great Lakes, and what do we find? Three provinces—Manitoba, Saskatchewan and Alberta—with their unlimited wheat areas that have surprised the world with the immensity of their yield. These provinces today send to Eastern Canada and beyond the seas their countless cargoes of prime beef for the world's markets. So, this marvelous stretch of land, fertile in the extreme, sends out the clarion call telling of the opportunities that await all settlers having in view the object to assist in the building up of this great country. Further to the west, and skirting these great provinces, we find the Rockies, glorious in their height and beauty, through which penetrate the two arteries of our railways into the low and fertile lands of British Columbia. This province too, bordering the Pacific, has her own inviting positions and still awaits the influx of capable immigrants to work in her great forest regions, to further cultivate her rich fruit and vegetable districts, and to assist in her rapidly growing fish and canning industries.

Surely with such a country as Canadians are blessed with, The Watchman will be pardoned for strongly advocating this "Canada First" motto and in doing this we are not endeavoring to isolate ourselves from the rest of the world; nor are we in the least depreciating our position with the Empire, or our respect and admiration for other nations.

Celui qui a eu l'heureuse idée de lancer cette expression: "Le Canada d'abord", ouvrait ainsi la route à une devise d'expression toute nationale. Car ces mots ont lentement mais sûrement fait leur chemin, jusqu'à ce qu'ils devinssent d'usage général et comme le mot d'ordre du progrès toujours croissant de notre Dominion.

Quoique à première vue, cette expression ne frappe pas le lecteur comme une chose très méritoire et hors de l'ordinaire, cependant, si l'on s'y arrête un tant soit peu, on se rendra compte que tout vrai Canadien—quoique libéral dans ses expressions du bon qu'il trouve chez d'autres nations—y trouve le symbole du désir de montrer son cher pays à sa vraie face, comme une nation d'expansion rapide et quasi-complète, tant au point de vue financier qu'industriel et agricole.

Après réflexion et sur l'opinion d'hommes d'affaires en vue, le "Watchman" a cru bon d'appuyer et de renchérir sur cette admirable devise, afin de faire comprendre autant que possible au public en général, le vrai sens et la portée de ces simples mots: "Le Canada d'abord."

Le "Watchman" croit, avec ses lecteurs, que c'est faire acte de simple devoir national, que de démontrer les possibilités incomparables qu'offre le Dominion du Canada. Nous habitons, de l'Atlantique au Pacifique, un sol si riche en ressources naturelles, en opportunités industrielles et en possibilités agricoles, que notre plume est inhabile à décrire en détail les champs d'actions nouveaux qui attendent encore leur développement.

Les provinces maritimes possèdent de riches étendues boisées. Ces provinces sont fameuses pour leurs pêcheries, leurs mines et leurs aciéries, cependant que leurs districts agricoles et de culture fruitière font d'elles un centre tout d'opportunité pour les colons industriels et ambitieux.

Québec, notre toujours bonne et vieille province où les deux grandes races de l'histoire vivent dans une harmonie remarquable et où cette devise du "Canada d'abord" est vraiment mise à l'honneur, offre d'insurpassables opportunités qu'aucune autre partie du Canada ne peut égaler.

Ses immenses ressources naturelles attirent l'attention quasi-universelle et offrent une garantie à toute épreuve pour les placements qu'y font les capitalistes avisés. Ses terres arables peuvent encore recevoir de nombreux colons; ses étendues forestières et minières ne sont qu'à l'aurore de leur développement; cependant que du côté industriel, Québec offre au travailleur honnête une vie agréable et satisfaisante. Dans son enceinte se trouvent les plus grandes banques du pays, et c'est dans la Métropole que les deux plus grands réseaux de chemin de fer ont leur siège social, de même que ces fameuses industries si prospères qui y élèvent leurs orgueilleuses cheminées. Sur le parcours du majestueux St.-Laurent, l'on peut voir nombre d'industries florissantes et y passer d'énormes transocéaniques qui font de cette province le premier port du Dominion.

Ontario, nous n'hésitons pas à le dire, possède un actif qui prime sur le reste du Canada. Riche en institutions financières; agressive dans ses activités industrielles; renommée pour ses produits agricoles et fruitiers; abondante en gisements miniers et en régions agricoles dont les produits s'étalent sur presque tous les marchés du monde, notre province-soeur peut très bien se joindre à Québec pour s'écrier: "Le Canada d'abord."

Jetons un regard à l'ouest des Grands Lacs et que voyons-nous? Trois provinces: le Manitoba, la Saskatchewan et l'Alberta, avec leurs immenses champs de blé qui font encore l'étonnement du monde et que l'on appelle "le grenier de l'univers." Ces provinces, aujourd'hui, envoient dans l'est du Canada et par delà les mers, des cargaisons incalculables de bœuf de première qualité. Ainsi, ces fameuses plaines, fertiles à l'extrême, portent la bonne nouvelle à tous ces futurs colons que tant d'opportunités attendent pour parachever le développement de ce grand pays. Plus à l'ouest, dominant ces grandes plaines, nous trouvons les Montagnes Rocheuses, superbes dans leur hauteur et dans leur beauté, et à travers lesquelles passent les voies de nos deux chemins de fer, pour atteindre les terres fertiles de la Colombie Britannique.

Cette province du Pacifique a, elle aussi, un état très alléchant et peut encore recevoir l'affluence d'immigrants qualifiés pour le développement de ses fameuses régions forestières et la culture de ses territoires riches en fruits et en légumes de toutes sortes, et pour l'avancement de ses industries toujours grandissantes.

A la vérité, les Canadiens sont favorisés d'habiter un tel pays, et le "Watchman" est heureux de se faire l'écho de cette devise "Le Canada d'abord!" Et en agissant ainsi, nous ne prétendons aucunement nous isoler du reste du monde non plus que de briser le lien qui nous unit à l'Empire ou d'avoir moins de respect et d'admiration vis-à-vis des autres nations.

"Harking Back"

Humor, Pathos and Sheer Grit reflected in these glimpses of the pioneer life. Contrast with present day, shows a century of phenomenal progress.

Some few Canadians, sufficiently advanced in years, can recall the time when their native habitation and mode of subsistence were vastly different, and when life in Eastern Canada was not attended by the peaceable conditions of today. Others there are, whose fathers and grandfathers have related to them the stories of pioneer conquest. But, for the majority, these fading memories are preserved only through historical record, in such volumes of adventure as may well challenge for interest the most stirring fiction of our modern times. These treasured histories will hold for posterity an epic of human endurance triumphing over the obstacles of virgin territory and the reverses of Nature.

Hardship and privation are ascribed to the lot of the pioneer. But, strangely, one never meets an "old timer" who does not look back with pleasure at the "good old days." Perhaps theirs is the pleasure and pride of accomplishment. The early settlers worked hard; but through unceasing toil they won the vigor of health and strength. In their God-fearing simplicity they found happiness; and their perseverance, again was rewarded in a modest portion of this world's goods—not indeed of the large monetary dimensions to which present-day prosperity attains. Thus the pioneers lived a life of contentment. At least, we may draw this legitimate inference from the narratives we read.



The following are random extracts which give an insight into the early settlement of Argenteuil County; they are vivid pictures, selected to reveal the various phases of Canadian life, and particularly agricultural life, in the early and middle years of the 19th. Century. The anecdotes are quoted verbatim from Thomas' HISTORY OF ARGENTEUIL (published 1896), and from early files of The Watchman, to which Mr. Thomas had frequent recourse in his valuable work. Of these incidents, some have occurred within living memory, and others in the personal experience of ancestors of our county residents. Although concerning this immediate vicinity, however, they are by no means exclusively of local interest, for they depict the conditions which were widely prevalent in Eastern and Lower Canada at that time.

"Roads, where were none; the North River afforded communication with St. Andrews, yet the rapids and other obstructions rendered frequent portages necessary, so that, conveying grain to mill, and returning with the products thereof, required, even with the aid of the river, strong backs and firm muscles.

"As in all the new settlements of this country, the making of potash was about the only means by which the pioneer could obtain money, and this required a great amount of wood, the land was soon denuded of forest, and, as the timber for potash grew scarce, the inhabitants who relied on its manufacture for their subsistence removed to other parts.

"About 1801, prices of produce were so low that we cannot doubt the new settlement was blessed with food in plenty; and doubtless, the chief discomfort was the trouble experienced in reaching mills and market. The market report of 1801 is as follows: Pork, \$7.00 per cwt.; beef, \$4.00; butter, 25 cents per pound; cheese, 12½ cents; corn 75 cents per bushel; wheat, \$1.00."

(Mrs. Emalie, an early resident of Lachute, contributing to the HISTORY OF ARGENTEUIL):

"Mrs. Emalie also relates an incident which occurred within her own recollection, that illustrates the manner these early settlers surmounted little difficulties that were often occurring. Her father was obliged, unexpectedly, to go to Montreal, and an examination of his wardrobe, by his careful helpmate, revealed the fact, that a pair of drawers was needful to its proper completion,—in fact, they were of the utmost necessity,—the journey could not be undertaken without them, and he must go to-morrow. What could be done? Recollect, kind reader, that in those days one could not jump into a buggy, ride down to Meikle's or Fraser's, and buy drawers at 50c. a pair. But trust a thrifty housewife of those days to get out of such a dilemma. Mrs. Stevens had the cotton warp in the loom, waiting for the wool to be woven into cloth; but, unfortunately, the latter part of the web was not at hand. But Mr. Stevens had that morning killed a lamb; his active spouse soon denuded the skin of its fleece, and then made ready her hand-cards and trusty spinning wheel.

"Mrs. Emalie, who, though young, was an adept at spinning, received the plump rolls as they fell from her mother's cards, and soon transformed them into the wool desired. It will suffice to say that before the mother and daughter retired that night, the cloth had been woven, the drawers cut and made, and the next morning they were ministering to the physical comfort of the husband and father, on his way to Montreal."

"Mr. Henderson, who is 82 years old, has spent thirty-five years of his life in Montreal. He gives a graphic description of an election that occurred in this country some time during the forties. Among other incidents, he relates that one of the candidates had a barrel of whiskey rolled to the place of polling; the whiskey was served in a wooden pail, supplied with a tin cup, and then carried around, so that every one so inclined could drink to his heart's content."

"Mr. and Mrs. Gordon came out from Scotland about 1835, and settled in the bush in Genoa. They had to erect a cabin at once, which was square in shape and covered with 'scoops.' Their only stove was tin. They had to clear their land by first cutting down the trees, and then rooting up the stumps by means of a pry about ten feet long. This, of course, was very hard work, and, on one occasion, when Mrs. Gordon was helping, she pulled so hard on the pry, that she could see 'stars,' and her sight was so injured that, from that time, she has had to use spectacles. The first year, they cleared only two acres, burning the stumps when they were pulled, then plowing the land and sowing their seed. As their fields became larger, they sometimes worked in harvesting till eleven o'clock at night, binding their grain and putting it into 'stooks' before the rain came. When they had drawn in all their grain, they threshed it with a flail, and, after being ground, it was carried on Mr. Gordon's back to the mill at Lachute. Their only means of travelling was with a horse and a little low, flat-bottomed traineau, with a bundle of pea-straw for a seat, and no robes. They had to drive to Montreal with a horse and cart and sell their produce, and often the roads were so bad that the mud and water came up to the axle. Their load consisted chiefly of pork and butter; the general price of pork was \$4.50 per hundred, and of butter 12½c. per pound. Whatever money they received had all to go in payments on their farm.

"They lived here at the time of the Rebellion, and were often afraid that the rebels would come and kill them. Once, while trying to take home some of his sheep, the rebels took Mr. Gordon prisoner, and his sheep were killed. The next day, however, he obtained a stick, broke the windows of the prison, and escaped. Another time, a wolf came along in the night, and began fighting with the dog, and they thought it was some of the rebels trying to set fire to the buildings, and were nearly frightened to death."

"Soon after settling here in 1832, Mr. Walker met with a serious accident. Patrick Quinn—or, as he was usually called, Paddy Quinn—a noted character in Lachute in those days, with devoted loyalty, determined to celebrate the birthday of his sovereign. Securing an old cannon, he charged it so heavily with slugs and a variety of missiles, that it burst, injuring Mr. Walker so badly, that one of his legs had to be amputated."

"William Powers built a house as soon as possible (1800), and it became the residence of as happy a couple as ever lived. The summer and early autumn passed without either doors or windows to their habitation. This afforded them plenty of light and air, which only seemed conducive to their health and vigor. As autumn advanced, there had to be a change, and so Powers started off in search of windows and doors, which would be necessary to their winter safety and comfort. Mrs. Powers, during his absence, spent the nights with her sister; but on the third evening, as she expected her husband back, she remained alone in the open house, where their sleeping apartment was in the loft, which they reached by means of a rudely constructed ladder. On this occasion, Mrs. Powers waited and watched until long after dark, and had ascended to the loft pulling up the ladder after her, feeling safe though very lonely. She had not been long in her seclusion, until she heard the noise of wolves howling in the distance. They came nearer and nearer to the house, howling in their dismal way around the dwelling, until they actually made bold to enter, and prowled through the lower apartment, howling dreadfully with rage at being unable to find their victim, which their keen scent told them was so very near. Mrs. Powers, in breathless fear, covered herself in bed, holding her beating heart, lest it should break, or its sound tell the wolves where she was. Hours passed in this way, and that long and dreary night seemed to have no end; but as the light of morning broke, the wolves disappeared but it was late in the day when Powers returned, finding his wife still in the loft, but happy and joyous to greet his protection, and relate the experience she had gone through. No wonder she received a gentle chiding for venturing to stay alone. Such were some of the ordeals of pioneer life in Lachute."

"I was the youngest of the family, and was born 12th. September, 1823, at the old homestead in Chatham, where my uncle John laid the foundation of what little education I possess, as I never had the advantage of a classical or college education, but had to put up with what was taught in the common schools (and some of them were common enough), our text books being the Bible and Mavor's spelling-book. Those who were fond of poetry had the Scottish version of the Psalms to revel in, and when the 'English Reader' was added to the list of school books, it was thought we were very extravagant. At that time, the greatest part of the ink used in country schools was made by boiling the bark of the soft maple; we used goose or turkey quills to write with. As my father had not the means to pay help in clearing up and doing the work on the farm, each one of his sons had to turn in and help, and, in consequence, I was taken from school before I was thirteen years of age, and never returned." (From a letter by C. Dewar, reproduced in the HISTORY OF ARGENTEUIL)

"Mr. McQuat now bought 90 acres of land in Lane's Purchase, and about 1827 was married to Margaret McQuat. He opened a lime-kiln here, which may still be seen on the land of the late John McGregor. An incident which occurred in connection with the kiln illustrates the hardships which people in those days frequently endured, as well as their physical ability to endure them.

One day, in the absence of Mr. McQuat, a woman from a farm in the rear of Dalesville came to his house for a bushel of lime. As there was no man present, Mrs. McQuat went out with her, and helped to measure the lime, and put into a sack.

"Where is your horse?" she asked of the woman. "I have no horse," was the reply. "Well, but how are you going to take your lime home?" "On my back, indeed. What is the price, please?" After regarding her for a moment in amazement, Mrs. McQuat replied: "My good woman, if you really mean to carry that lime home on your back, I think you will pay dearly enough for it; I will take nothing for it." Grateful for the kindness she had received, the woman, without thinking she was doing an extraordinary thing, took her load and departed for her home, eight or nine miles distant."

"Early in the month of December, 1837, the Company of Cavalry to which Mr. McMillan belonged was ordered with others to accompany the Imperial Troops to St. Eustache. They passed the first night at St. Martin, and the next morning, at 10 o'clock, they pushed on to St. Eustache, and crossed the river a little to the east of the village. The church in which the rebels had taken refuge was at once attacked and burnt.

The following is copied from a letter of Mr. McMillan: 'I saw in the evening, after the fight, about twenty-five of these poor deluded people lying in the church-yard, just where they had been shot; it was a sad sight. The same evening I saw the body of Dr. Chenier lying in what was called a hospital. He had on a striped cambric shirt, and two small red spots on it showed where the bullets had passed through his body; he was a very good-looking man. Our Cavalry were ordered round the outskirts of the village to capture runaway rebels; several were captured and brought in. The next day we proceeded on further west, about ten miles, to the village of St. Benoit. As we approached the village, some of the Rebels met us, holding up white flags. The village was occupied that night by the troops, and the next day we were ordered to the city.'

"Mrs. Wade, (Grenville, Que.) remembers many of the incidents of pioneer life related by her grand parents, one, particularly, which made a deep impression on her mind in the days of her childhood: Her grandfather, one day, espied a canoe coming down the Ottawa, the only occupant of which seemed to be a woman. Seeing him at work on shore, she rowed the canoe towards him, and when she landed, he learned, to his surprise, that the canoe bore the dead body of her husband. This couple lived far up the Ottawa, the husband sickened and died, and as there were no neighbors nor minister to bury him, his stricken wife determined to convey his body to a place where it could receive Christian burial. This was her mission when she met Mr. Cook, and he at once secured her all the aid required, and she had the consolation of seeing her husband properly interred in Grenville."

"For a long time, the only horse in Gore was one which belonged to a pioneer whose name was Hazlett Hicks, and it is doubtful if any horse has become as famous since the days of Bucephalus—the war horse of Alexander. His services were not so much required in clearing or tilling the land, for the men, by uniting their efforts, performed much of the labor that in later years was done by oxen or horses; but in conveying grain to and from the mill this particular horse was of priceless value, not only to his owner, but to all his neighbors. So many were the loads of corn he drew to the mill at Lachute that he began to be called 'Cobby,' and the name is as well known to-day in Gore, and in adjacent localities, as that of John A. Macdonald. The price of 'Cobby' for a day was a day's work, to be given to his own owner by the one who hired him; and many a day's work did he earn for his master during the thirty years 'Cobby' is said to have lived.

It is a subject for regret, that the great strength of many of the pioneers of this section was not always used in the wisest manner, nor for the promotion of good; especially was this the case when they attended bees, cattle fairs and elections or on festive occasions, where a free use of liquor invariably led to quarrels, or to the settlement of old feuds, by pugilistic encounters. So well established was the fact, that a cattle fair always resulted in intemperance and disgraceful fights among some of the men of this section, that it became a custom with one of the clergymen of Gore to preach a powerful temperance sermon to his congregation



on the Sabbath preceding the fair. From the number of times this sermon, or one of like import was heard, it became so familiar to one young man of retentive memory, that he often rehearsed it for the edification of his companions. It is to be hoped, however, that although they made it a subject for levity, it was not altogether void of influence on them for good.

An aged eye-witness of the scene describes a humorous incident which occurred at Grand Brûlé during the troubles of 1838. The Registry Office among other public buildings had been sacked, and when our informant arrived, a herculean Irishman from Gore stood at the open door of the vault with a score of his companions around him, whom he was addressing, as follows:

"It's hard, boys; we've worked for many a day, and little we have to show for it, and sure we might as well now have a dade for a farrum!" and with serene gravity he took up a pile of papers, and walking through the crowd, gave to each person a document with the exhortation, "Take a dade, sir."

"Mr. Rodgers has many reminiscences of pioneer life, one of which was his first trip to Montreal, when he carried a barrel of potash. In returning, he stopped at a house just at dark, to inquire the way. Falling asleep, soon afterward, he rode till past midnight, when coming to a house, he roused the proprietor and once more asked the way. To his surprise and chagrin, he found that it was the same house at which he first called. While asleep, he had struck a road on which he had long been travelling back towards Montreal."

"We sailed in a large transport vessel, named the 'Phoenix,' on the 5th of May, 1815, a company of soldiers embarking with us. The voyage was long and tedious, so that we did not arrive at Quebec till the 15th. of July. On the banks of Newfoundland the captain lay to for two hours to allow all hands to fish for cod. A good many were caught, and I caught seven. It was a great treat to us to obtain fresh fish, after living so long on salt provisions." (From biography of Capt. Edwin Pridham, as cited by Mr. Thomas.)

"The old settlers of Mille Isles, who are still alive, all have their stories of hard work, performed in winter's cold and summer's heat, and oftentimes with but a scant supply of even coarsest fare. It will be recollected that it was in Mille Isles Carruthers made two barrels of potash on a diet of potatoes and water. All the different methods of conveying grists to and from the mill, which were adopted by early settlers in older localities, were here repeated. John Hammond, for want of a horse, once brought a grindstone weighing 80 lbs. on his back from Lachute—20 miles. A man named James Good, called 'Little Jim,' to distinguish him from another man known as 'Big Jim,' once started to carry two bushels of corn on his back to the house of a man, who had kindly offered to take it with his own grain to the mill at Lachute. The distance to his neighbor's dwelling was long, but 'Little Jim' bravely bore his load of 120 lbs. two miles, when, in crossing a stream on a log, the well filled sack fell off into the water. The poor fellow then had nothing to do but fish it out and return with it to his house."



"It was in the spring, one evening at early twilight, and Mr. Clifford was milking in the stable. He had a fine calf, about two months old, on the barn floor, which was separated from the stable by a partition. Suddenly the calf gave a loud piteous bleat or two, as if in pain. Mr. Clifford rose leisurely from his milking stool, and started with his milk pail in his hand to learn the cause. To his amazement, as he emerged from the stable door, Bruin a monstrous fellow, walked out of the other on his hind feet with the calf in his mouth, having seized it with his teeth about midway of the back, so that he could easily balance it. He seemed in no wise disconcerted by the shouts of Mr. Clifford, but trotted off with an air which portrayed the following thought:—'You must be a fool if you think, after all my trouble, I am going to give up this fine veal, on account of a little noise.' He did give it up, however, but not till after Mr. Clifford had secured an axe and his dog, and was again at his heels. He had not time to load his gun, hence Bruin escaped, and the calf was so badly injured that soon afterward it had to be killed."

"Colin Fraser, who came with his parents in 1847 from Glenelg, Scotland, says that he had lived there (at his home, 5th. Range of Harrington) three years before he ever saw a horse at his father's door, all their provisions having to be brought on their own backs, and their seed to be put into the ground with a hoe. Even after the lapse of three years, when they owned a horse, it was customary to plant their grain on the rough ground with a hoe. Colin Fraser was married 28th. March, 1863, to Margery, sister to Donald McIntosh. They first lived in the Augmentation of Grenville, 11th. Range, where Mr. Fraser cleared twelve acres of his wild land; but after three years he sold it, and bought 200 acres in Harrington, 2nd. Concession, where he now lives. This also was forest land, and 100 acres of it he has himself chopped and even logged alone, save now and then, when he has obtained a few day's help by exchanging work with his neighbors. His sons, after they were old enough, gave him a little assistance, but the work of chopping and clearing was chiefly done before they could render much aid."

FROM THE FENELON FALLS, ONT., GAZETTE OF DEC. 1878. Rules of 1837.

"Mr. Jamieson, of Point Fortune, Quebec, who died in this village on Monday last, at the residence of his sister, Mrs. Cunningham, requested a few days ago that if the attack of heart disease from which he was suffering should prove fatal, his body should be opened before burial, and a search made for a pistol bullet and a portion of a brace buckle which he had been carrying somewhere within him for about forty-one years."

"In 1837, the memorable year of the Rebellion in Canada, Mr. Jamieson, then a young and strong man, resided at Carillon in the Lower Province. One day in the post office there, he got to arguing politics with a rebel, whose language became so insulting or otherwise provoking that at last Mr. Jamieson struck him, whereupon he drew a pistol and fired at his loyal opponent. The bullet broke the iron buckle of the right suspender, and then entered his breast, inflicting a wound which nearly proved fatal, and from which he was laid up for six weeks."

"The feeder" formed a junction with the old canal, are the stone foundations of an old building, now, owing to the encroachments of the river on the land, almost perpendicular with the water. Trees and bushes have grown up so thickly in and around these walls, that they may easily be overlooked.

"Here, about the year 1824, a Scotchman named Hugh Chisholm erected a distillery. Farmers, in those days, found a good market at this for the little grain they raised; but, unfortunately, they nearly all accepted, as compensation for it, the whiskey into which their grain was converted. It is stated as a fact, that men sometimes took a quantity of grain there, hoping to obtain with it a little money, and, meeting congenial companions, would begin with a social glass, and before leaving, would exhaust not only the price of the grain, but be in debt to the proprietor."

"Hesekiah Clark, (reputed as the first settler in Lachute, 1796) with his family, consisting of his wife, three sons and two daughters, came through the woods with an Indian sled from St. Andrews, not even a cow path, at that time, leading to the place of his future home. No house, not even a bark shanty was there to receive them, and the first night was passed beneath the shelter of a few branches of trees hastily gathered. The next day, with that tact and energy characteristic of a woodsman, Mr. Clark constructed a hut, or wigwag, which answered the purpose of a domicile, till opportunity was given to erect a better one. Tradition claims, as the site of this habitation, a spot near the present Lachute Mills."

Our Mineral Output in Current Year Should Exceed \$250,000,000

Review of Possibilities of Gross Returns from Canadian Mines by General Manager of Bank of Commerce Indicates How The Industry has Grown to a Place of Complete Recognition by Our Leading Banking Authorities—Great Activity in All Mining Areas

According to S. H. Logan, general manager of the Canadian Bank of Commerce, Canada has in sight a mineral production for the current calendar year, aggregating in value some \$260,000,000, if metal prices continue firm and if progress for the balance of the year is maintained at the level of the previous months.

This would establish a new high level, being 5% above the previous record of 1927 and 23 per cent, above the figures of ten years ago, when prices were highly inflated.

Precious Metal Proportion

Towards this total the precious metals are expected to contribute \$52,000,000, the four principal base metals mined in Canada \$72,000,000 coal \$80,000,000, and other non-metallic minerals \$76,000,000. Little change is anticipated from the figures of a year ago except in the case of the base metals, which promise an increase of \$13,000,000 over the amount of \$59,000,000 in 1927 and an approximation to the high level of \$74,000,000 in 1918.

\$40,000,000 of Gold Recovery

The value of the gold production for the year is expected to run to \$40,000,000, or slightly more than the high record of the previous year, decreases from some mining areas being offset by increases from others, which are almost entirely due to more efficient operation of already established producers, and to the development of new ore bodies at lower levels. Silver production may fall short of the 1927 figure. The recent improvement in price, however, should bring the total value to about \$12,000,000, or only slightly less than a year ago. The Oriental markets are the determining factors, and the demand from both China and India is at present good.

Commercial Metals

The recovery of the commercial metal industry from the post-war depression within a few years, as a result of improved production methods, greater co-operation among producers, rationalization in selling, and ingenuity in creating new markets, is one of the most remarkable developments of recent times. The world's consumption of copper and lead has doubled since 1921, while the use of zinc has trebled and that of nickel has increased to nearly fivefold since the low points in these industries. In each case the present consumption is about 150 per cent of the pre-war figure. In the case of all but nickel it is considerably above the peak of war-time demand, while the new uses to which nickel is now being put have already brought consumption almost up to that demand.

The rehabilitation of European industry has been accompanied by an increasing market for non-ferrous metals and today the European consumption of these is about half the world's annual production, the remainder being for the most part consumed in the United States, while a small percentage goes to the Orient.

Large Scale Producer

Canada is already a large-scale producer of these important metals and it is to be hoped that the advantage she enjoys in the way of an immense mineralized area, plentiful and cheap power and steady labor conditions, will conduce to the establishment of a strong metallurgical industry that will bring the finished product directly to the consumer.

\$25,000,000 in Copper

There is indicated an output of Canadian copper during 1928 of nearly 90,000 tons, with a value of about \$25,000,000 or 46 per cent more than in 1927. During the last fiscal year about 90 per cent of the exports of Canadian copper went to the United States and 10 per cent to Great Britain. A large part of the former at least must eventually have found its way to Europe, and recently a direct trade in this metal has been established between Canada and Germany.

The Nickel Situation

As Canada produces between 85 per cent and 90 per cent of the world's nickel, the increasing use of this metal, alone or in conjunction with others, is of particular interest to the Canadian mining industry. The output for 1928 is expected to reach 44,000 tons, with a value of \$18,000,000, as against 33,440 tons in 1927, an increase of 31 per cent for the year, and of 400 per cent over the low point of 1922. Great Britain and the United States take most of the output, the former for the purpose of refining, the latter for further nickel is also exported direct to the Netherlands and to Germany, and a small quantity to Japan.

Lead and Zinc Markets

Canada's participation in the world's lead and zinc supply has increased notably since the war. The value of the lead mined during 1928 is expected to be approximately \$18,000,000, that of zinc \$11,000,000, in both cases nearly four times the value reached in 1918. The relative figures for 1927 were \$16,500,000. Canada's exports of lead and zinc go chiefly to Great Britain and Continental Europe, although shipments to the Orient have lately been increasing, especially in the case of Japan, which is taking large quantities of lead.

83% of World's Asbestos

Canada also produces 83 per cent of the world's asbestos, the consumption of which is now three times that of 1921 and is steadily increasing, with at present a strong demand from Europe. The Canadian production this year will approximate \$11,000,000 in value, an increase of nearly 8 per cent over last year. In addition to asbestos and coal there is in sight a production of miscellaneous non-metallic minerals, including clay products, amounting in value to \$65,000,000, as against a similar figure of \$38,000,000 in 1918.

Record Volume Of Business in Canada in 1928

Canadian merchants have this year transacted a record volume of business, according to the tenor of special reports received from all over Canada by S. H. Logan, general manager of The Canadian Bank of Commerce, the increase in current orders over 1927 ranging variously from 5 per cent to 50 per cent and averaging about 20 per cent. Orders for future delivery in the majority of trades also show a large increase, although the prospects for future trade are not bright in those farming districts which suffered severe drop damage. The bank estimates that the volume of retail sales in Canada now amounts to nearly \$3,500,000,000 annually, with a corresponding turnover in wholesale trade of \$1,500,000,000. It will, therefore, be readily seen that even a slight increase in this volume will quicken the flow of purchasing power and give a further momentum to trade in general.

The bank's calculations are based upon the figures recently issued by the Dominion Bureau of Statistics as a result of a census of nearly 67,000 wholesale and retail establishments taken in 1924, the first of its kind in Canada, with allowance made for non-reporting firms and for the natural increase in trade, that has taken place in both Canada and the United States during the past three years. Until a second census is taken the growth of Canadian domestic trade cannot be accurately measured, but the information already obtained will be of great use for future comparative analyses.

The result of similar investigations conducted for some years past by the Federal Reserve Board in the United States can meanwhile be accepted as indicating the changing character of distributive trade on this continent. In the United States the money value of wholesale trade has actually declined about 5 per cent since 1925, owing partly to the increasing business done directly between manufacturer and retailer or ultimate consumer and partly to the reluctance of retailers to carry more stock than called for by the immediate requirements of their consumers. On the other hand the sales of department stores are nearly 10 per cent higher than in 1924, while those of mail order houses and chain stores are nearly 45 per cent higher, 10 per cent of this being accounted for by the increase during the last twelve months.

Canada !

From our Dominion neber
Take Thy protecting hand !
United, Lord, for ever
Keep Thou our Fathers' land !
From where Atlantic terrors
Our hardy seamen train,
To where the salt sea mirrors
The vast Pacific chain.
As one with her whose thunder
Keeps world-watch with the hours,
Guard Freedom's home and wonder,
This Canada of Ours.

From a National Hymn, by John Campbell.
Duke of Argyll.

Although Canadian trade conditions do not perhaps exhibit these trends to the same marked extent, the situation is undoubtedly similar in this country, but whatever the method of distribution the movement of commodities from producer to ultimate consumer is greater today than at any time since the recent low point of 1924. The total tonnage of revenue freight carried over Canadian railways last year (including heavy exports of wheat and other products) was 16% higher than in 1924, while manufactured and miscellaneous staple commodities (to a much greater extent for domestic consumption) was 22% higher. The increase in the number of cars loaded during the current year up to the end of October for merchandise and miscellaneous staple commodities was 7% higher than in 1927 and as this represents only a small part of sales to ultimate consumers, where the largest increase has presumably occurred, a considerably higher percentage of growth must have taken place in general trade.

Groceries and provisions are selling at a better rate than a year ago, especially in Western Canada, but the turnover of the smaller retailers is showing some reduction, owing to the strong competition of chain stores. Good prices have also maintained the volume of meat packers' sales, although in some cases there has been a slight reduction in output. In spite of keen competition Western fruit dealers have slightly increased their sales.

The clothing and dry goods trades report a satisfactory turnover, with stocks moving well. In Ontario and Quebec the demand for natural and artificial silk is of record proportions, with forward orders between 25% and 50% ahead of a year ago and the output of some factories sold for several months ahead. Wholesale importers, however, are finding orders on the part of retailers restricted to current needs. The trade in woollens and cottons is experiencing sharp competition from British and American products, but consumption is steadily increasing and the outlook shows some improvement, with more orders for spring delivery than a year ago. Larger current orders for clothing have come from the West in anticipation of the crop, and it is only to be expected that when these have been filled there will be some recession of western business in this line.

The wholesale trade in boots and shoes and in leather goods in general is somewhat unsettled, owing to fluctuations in the price of leather, but sales have been fairly well maintained and western orders are in some instances larger than a year ago. The low price of crude rubber has more than offset any decline in the gross sales of rubber goods, and manufacturers and dealers are profiting thereby. One manufacturer of rubber soles and shoes reports that forward orders for export are 25% ahead of a year ago.

The marked expansion of building this summer and autumn has stimulated many trades, among them hardware, paints and varnishes, the iron and steel and other metal trades, lumber and furniture, and although a seasonal decline in some lines is now anticipated, the indications for spring trade are favorable. Hardware, metal and furniture sales, however, continue to be well maintained, with both current and forward orders about 20% ahead of a year ago. The automobile trade is experiencing the normal seasonal recession, but sales this year to date have been about 25% higher than 1927, and forward orders are in some cases as high as 50% above this time last year.

The Significance of Power Development in the Growth of Canada

No other country has made such a spectacular advance in the last century as Canada. Our development ranks as the main feature of the world's recent economic progress.

Twenty-five years ago we were young and undeveloped. Few even of the most far-sighted could then visualize one tithe of our present accomplishments; few could see in our bleak and barren north country the possibilities that now rank us third in world gold production; few could see in our forests the raw materials of Canadian pre-eminence in manufacture and export of newsprint; few could in imagination translate our turbulent waterways into the richest per capita system of power supply available to any major manufacturing country.

Our national growth has advanced on a wide and varied front. Population has almost doubled since 1900; our wheat exports have increased twenty-five times, and the quality of our grain has forged ahead till the world prefers our hard spring wheat to all others; our forests are now supplying almost a third of the whole world's consumption of newsprint; our precious metals rise so fast from the ground that we are now one of the few significant producers; our factories, springing up with spectacular rapidity, show the measure of our industrial growth. These are but the signal instances of our progress. In lesser industries examples could be multiplied almost ad infinitum.

Through every forward movement—even to some extent in our agricultural industry—have run the power lines of our hydro-electric stations, like energizing arteries, bearing life and growth. Deprive us of our rivers, and you rob us of our capacity for growth.

Water power is the most versatilely active force behind our industrial development. It has translated the barren reaches of the pre-Cambrian shield into potential treasure houses and is already adding enormously year by year to our national wealth. It has made possible the giant paper mills which contribute so many million dollars every year toward a favorable trade balance. Without water power, half our Canadian industries would never have come into existence, and some of our most notable undertakings would have found a home below our border line. Without water power employment could never have reached its present record.

In a sense, our rivers build towns for us, giving us thereby that most wanted asset, a denser population, and helping us to overcome the physical barriers that impede still swifter industrial development.

The harnessing of our white horses sets in train an interesting and inevitable cycle. The cycle starts with our natural assets—water tumbling over rocky places, often desolate places. Yet these are the sites of future towns and cities. Then come the dam and the turbines; ore rises from the ground, or paper from the mills. A payroll is created; families arrive; houses must be built, roads constructed, stores opened. And each new addition to the embryo town means another outlet for the power which caused the town's foundation; and the circle widens, offering markets for many commodities and services. Where there is work to be done, there will workers collect; and each town or industry whose birth is fathered by water power means a step further in helping our population problems.

We have only to consider the immense activities at a few of our Canadian power centres, in order to see the part that power is playing in the building up of our industries, and the wealth and population of our country.

In the Eastern Townships district, of Quebec, some 30 new industries, employing almost 10,000 hands, have commenced production since 1913. Here, a farming district of 15 years ago is now the centre of Canada's silk and artificial silk industry.

Another area, which only 25 years ago was practically a wilderness is now producing \$3,000,000 worth of crude bullion a month. It includes the famous mining fields of Porcupine and Kirkland Lake, Cobalt and Gowanda, South Lorraine and Rouyn. Power is the life blood of this deep mining industry. One mine alone in Northern Ontario employs upwards of 3,000 hands, drawing high wages and mostly owning their own homes.

The country abutting on Winnipeg from the North is rich in minerals. Here, in one mine, ore has been blocked out to a value of \$226,000,000 (Jan. 1928), as much as the great Cobalt has produced in 20 years. Here, the future market for power is almost limitless, as is the new wealth which may be added to the country's resources.

On the west coast, too, power is playing its part in a highly mineralized territory. This stretch includes the famous Sullivan Mine, the most valuable known lead deposit in the world, and also valuable coal mines, as those of the Crow's Nest Pass. The coal fields are reputed to contain twenty-two billion tons of coal, present production averaging about one ten-thousandth part of that total per annum. What a field for power, when production is more fully developed!

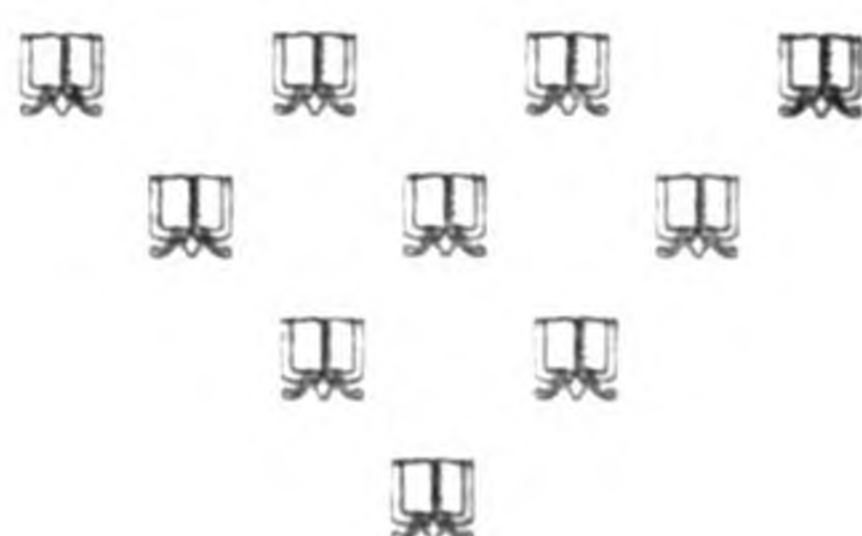
What does the future hold? Prophecy is doomed to derision—Canada has always exceeded the most rosy visions. But consider our assets. Consider that, of the great pre-Cambrian mineralized shield, only 5 per cent lies in the United States; yet look what that 5 per cent has meant to American development in the steel industry alone. The other 95 per cent lies in Canada. Only in a very few spots has it been opened. It is scarcely 5 per cent prospected. And yet we are third in world gold production. Could we not easily become the world's chief source of precious metals, as South Africa is now?

Nor need we rely only on minerals. We own the largest supplies of accessible timber in the world; and think how the world demands and will demand, newsprint. Our water powers are not more than 11 per cent developed; yet we have more than four times as much electricity available per capita as the United States. When we consider the manifold uses of electricity, and the vital part it plays in life and industry, we realize here a heritage of inestimable value. Our agricultural lands raise the world's best wheat; there is room for a doubling or even a trebling of production. We already have the greatest exportable surplus of wheat in the world, and certainly we can become the world's granary.

Citizens of the United States have long seen the meaning of Canada's future. They have long been forward with capital to invest in it. England has at last definitely realized what Canada is, and capital is flowing in. But it is of paramount importance that Canadians should realize what power has meant to Canada, and what Canada can do; should realize that every forward step means greater prosperity for every individual in Canada; should realize, too, that by investing in Canada's progress themselves they can become possessed of the rewards that go to those who sponsor development.

Hotel Owners !

Bring Back The Old Canadian Dishes



Our fathers were masters in the art of cooking. They knew how to prepare palatable and nourishing dishes that would bring delight to your guests.

The Roads Department wishes to restore the honor of the good old Canadian cookery. For this purpose it has secured the services of women who are expert lecturers in hotel management and in the art of cooking.

If such is your desire, these lecturers will advise you and give demonstrations in the art of preparing the delicious dishes of our ancestors. They will give you at the same time practical hints regarding the various phases of the culinary art and the best way to improve your kitchen methods.

The services of lecturers of the Roads Department are entirely free. The sole aim of the Department is to help you in so whetting appetites of your guests, particularly the foreign tourists, that they will become satisfied customers. Thus you will entice new visitors in ever greater number.

WRITE TODAY REQUESTING THE SERVICE
OF A LECTURER.



Address your request
to

Tourists' Bureau,

Roads Department,



Quebec.



To Our Youthful Canadians



MARTIN jabbed his knife into the block, folded the apron gingerly, and jammed it into a hamper in the back room. He sighed.

"By Golly! The first time I've had even to think! Dread 'em every year. Tomorrow's Christmas." He shrugged deprecatingly. Something about the drooping half-smile of his mouth was pathetic.

A brindle and white mongrel paused for a moment in his excited search for scraps, eyed his companion quizzically, and returned resolutely to his sniffing.

"Turkeys and ducks and chickens, 's all they think of. Now and then bacon or ham. I used to think Christmas was different."

The young man rolled down his sleeves and reached for his coat.

"Even she—" his bitterness deepened, "with everything. Fifteen-pound turkey! Lord! I wonder what she'd think if she knew how I feel. More than likely doesn't know I'm alive, and me falling all over myself to save best cuts for her! Oh well, come on, Spud!"

Spud crunched a meat scrap reluctantly.

"All right. Finish that. No hurry." Martin strolled to the window and gazed out at the other festive shop displays. "Christmas 's just a day people take off to eat and give presents in, and if you don't know anybody and room out, there's nothing to it."

"One thing, Spud!" Martin's voice brightened. Spud wagged a responsive tail without looking up. "In two months we'll have the mortgage paid off this joint! G'd, it's been a pull getting started into business. Ten long, long months to save two hundred dollars."

Outside a light snow was falling. Late shoppers, hurrying along, laden with bundles, scarcely glanced at the



tall young philosopher who, followed by a heterogeneous dog, strolled homeward. The excluding gaiety of Christmas Eve laughter and brightly lighted houses intensified Martin's loneliness. He passed the house where she lived and strained his eyes for a glimpse of her. In fancy, he told her about Spud, the market, and even hinted of his love for her.

From down the street a group of children carolled "Silent Night." Martin smiled bitterly. He, too, had believed that story of the birth of a Christ child, once. A "prof" at college had refuted it. Too bad. Pretty story.

She had come to the window now to listen. How lovely she—

The carol had broken off into terrified screams. A car sped away. Martin found frightened children shivering over the writhing form of a boy. Martin carried him to the light. It was the fellow who bought bits of liver and now and then a scrawny soup bone.

The girl must have seen the accident for she had come out and was saying that she had called an ambulance. They both rode through the crunching snow to the hospital and waited silently.

"Not as bad as we had feared," the doctor finally announced. "Sad case, though. Little fellow is moaning now about who'll take care of his mother. Rent not paid, he says. Seems he's been earning all they've had. When I told him he might be here three months—well, I never saw a kid so down-hearted."

Martin hesitated. "I've got two hundred dollars," he heard himself saying. "If that would do the kid and his mother." He had a fleeting desperate picture of another ten months of saving and stalling off the second mortgage.

He walked home with the girl. Her name was Mary. A regular Christmas came, he said. She smiled.

"That was a beautiful thing to do, Mr. Howman," she told him. "Did you notice the peace and happiness in that little fellow's face after the doctor had told him? Mr. Howman, I—"



she hesitated. "I don't suppose you'd care to, but I—well, I'd like to have you eat Christmas dinner with us. I went up this afternoon to ask you, but you were entirely too busy to notice me and—"

"Too busy to notice you?" Martin gasped. "I thought you'd never noticed me!"

Spud had been waiting. His sleepy accusation as he arose from the doorstep was scarcely noticed. The song of the little injured caroler was running through Martin's mind and replacing a cynical philosophy.

"It was a silent night like this," he said. Thoughtfully, he looked up. In the east, one star seemed larger than the others.

Where Santa Comes From



The Legend of the Christmas Stocking

MANY, many years ago there lived in Europe a very wealthy man named St. Nicholas. He liked nothing better than to help poor people, but disliked very much being thanked for his gifts. One Christmas Eve he wished to give a purse of gold to an old man and his little daughter, and in order to escape being seen, he climbed to their roof and dropped his precious gift down the chimney. Instead of landing on the hearth, however, the purse fell right into a stocking which was hung up to dry, and the next morning it was discovered there! When other people heard of the strange happening they too hung up their stockings, and soon all over the land it became the custom on Christmas Eve to hang up one's stocking for St. Nicholas to fill.

LITTLE FRIENDS:

What would the Christian world be like without its Santa Claus? What a happy and joyous time does the Christmas Season bring us! and what does this mean to our little folks? It is a time of the year when all boys and girls should be happy, polite and loving. It is a season when they should be kind to one another speaking words which will convey thoughts of kindness and true companionship one to another, and to carry these sentiments into home, church and school. It is a season of the year when only deeds of kindness and acts of helpfulness must have their way; and if, dear little children, you are to fully enjoy the festive season, you must think of others.

What would Christmas be, if every little girl or boy kept it to herself or himself, without showing the slightest interest to those about them? If you are to enjoy a really happy Christmas, do something yourself, by act, word or deed, to make others happy. Then you will know the true meaning of Christmas Day. Many of you will no doubt receive an abundance of gifts from Santa Claus; but what about those children who may not be so fortunate? Now, we would like to suggest that you seek out

those less fortunate, and find some way of making them happy, by playing Santa Claus yourself; and in doing so you will have sown the first seed of kindly consideration for others.

Christmas is a time when your parents should not be forgotten. By your kindly conduct at home, you will bring happiness to your dear father and mother, who have always your welfare at heart. Do not forget, too, your elder brothers and sisters. Be kind and courteous to them, and remember that cheerful words to relatives and friends will go a long way to endear you in their affections. And what about those who teach you, in church, and in school? Do not forget, to show them every mark of respect and consideration, for they are playing a great part in your youthful development. By sweetness of words, by courtesy in action, by politeness to those of your own age as well as to your elders, you are laying the foundation for a noble and true character, which, as years go by, will place you in the front ranks of the rising generation, and prepare you to take your place as leaders in all walks and stations of life.

We join, dear friends with your parents in sincerely hoping that the coming Christmas Season will be a happy and joyous one for you all, and that the dawn of the New Year will be an inspiration for greater and more energetic efforts to build up a good character, so that later on in life you will become God-fearing and respected citizens.

THE EDITOR.



God rest ye, merry gentlemen,
Let nothing you dismay!

THE words sounded through the hall of the big office building in a high, clear soprano, which made both John Harden and his son, Ralph, look up, startled and irritated. Then, as "merry gentlemen" sounded farther off, John Harden thought, "It's a good thing that woman didn't come in here singing that! 'Merry gentlemen,' indeed!" and he looked over at his son, who sat brooding at his desk.

"If Ralph would only give me his confidence!" he thought. "Money trouble of some kind, I suppose, and I'd help him out if he'd only tell me. Troubles enough of my own, but not about money. If a million dollars would remove this threat of blindness, I'd pay it in a minute."

"Let nothing you dismay!" came the clear, light voice again, and Ralph thought:

"How can I help being dismayed, with a pile of gambling debts I'll never get out from under? Father suspects, too, I know, for he looks glum all the time, and keeps his hand over his eyes so much. If he'd only ask me, maybe I'd have the courage to tell him."

As the singing voice neared the office again, Harden growled, "Tell that girl to hush up or go away!" Then the office door opened, and the words "merry gentlemen" made both men look up, impatiently. But, instead of a bold young woman—

stood a scrawny newsboy, saying: "Collectin' for the Times. Circulation manager's so busy he sent me." "Where did you learn to sing?" asked Ralph.

"St. Luke's choir. We're practicing for Christmas, Oat fifty cents a Sunday, and I get a dollar Christmas, 'cause I sing a solo. Gee, it's luck, for Dad's been sick and if it goes on this way, I'd never get clothes for school. Whaja think? Got five lars out o' choir money saved for a new overcoat!"

"Here's another toward it," said Ralph, "and I hope your father gets well."

"Thank you!" exclaimed the boy, pocketing the dollar. "Gee, I hope he does, too, 'cause he's all the family I got. He works in a factory where the light's bad, and sometimes his eyes go wrong."

"Couldn't he work somewhere else?" queried Mr. Harden.

"Yep; there's a grand place goin' to be vacant at the paper-box factory, where there's hardly any eye work, but there's so many after it—"

"Wait!" said Harden. "I know Mortimer, who owns that factory, I'll give you a note to take him. What's your father's name?"

"Albert Wickens, and he's all right! You tell 'em I said so—known him all my life, an' I recommend him."

Presently Harden looked up, saying, "Here's the note, and a dollar for your New Year's greeting in advance. Don't forget to come in with it—it's paid for, remember!"

"You bet I'll come! I'd get a handsome lickin' if my Dad ever heard o' my betn' crooked! I'm proud o' my ole man an' I want to make him proud o' me."

With that, the door slammed, and the young voice was heard caroling down the hall.

The two men looked at each other, speaking simultaneously:

"So, I have something to say—"

"Dad, I have something to tell—"

Then, with half-embarrassed amusement, they both laughed, hesitatingly.

"I guess there's a good deal we have to tell each other," said John Harden. "I propose that we get a private room at the club and have some lunch, and talk things over."

"Greatest!" said Ralph, rising to help his father with his coat. "I'm not looking forward exactly, to what I have to say, because I'm ashamed of it, but it'll be a relief."

"Nothing you can tell me will be as bad as this estrangement has been," replied his father. "If it's anything I can help you about—"

"It is, and if you'll straighten me out this time, I know I'll never get in such a hole again. When that kid said, 'I'm proud o' my ole man, and I want him to be—'

Ralph choked and stopped, but at this time they were in the outer hall, so John Harden simply took his son's arm and pressed it affectionately.

As the elevator reached the street level the two looked at each other and smiled for down the hall they heard a high, clear voice singing:

God rest ye, merry gentlemen,
Let nothing you dismay!

The Meaning of Canada To-day

written by
Ira Allan MacKay, M.A., LL.B., Ph.D., LL.D., Dean of McGill College
McGill University, Montreal.

One of the greatest events in the history of the British Commonwealth and one of the most significant events in the history of the world was the union of England and Scotland. For fourteen hundred years Nordic-Celt and Anglo-Saxon had been carrying on the most cruel and treacherous feuds and wars. At last, however, they agreed to bury their ancient grudges and to unite their efforts for the purpose of making a distinctively British contribution to the history of human civilization. It is doubtful, however, if either Scot or Anglo-Saxon consciously realized at the time the full meaning of what they did. They probably did not realize fully then that they were laying the first corner-stone of a far-flung Commonwealth wherein all races and nations and creeds and colours of men would thereafter be invited to live together in peace within the compass of a single polity. What they did, they did because their instincts were good and, perhaps, also because they were guided by the unseen hand of the God of men in a great undertaking.

The next greatest event in the history of the British Commonwealth was the union of the French-speaking and the English-speaking people of Canada. For centuries, the forbears of these two peoples, divided by all the ancient grudges of Europe, based upon differences in race, language, nationality and religion, had been carrying on intermittent wars of the most cruel and destructive kind, and then they, too, finally agreed to forget their grudges and to unite their efforts for the purpose of making a distinctively Canadian contribution to human history. French, Anglo-Saxon and Scot were thus united in the great undertaking called Canada.

And now the people of Canada are in the midst of another great venture. They are engaged now in the venture of building a great nation three thousand miles long and two hundred miles wide which will keep up the emblems of peace, friendship and freedom on high from Occident to Orient. They are really engaged in the task of building a great northern international highway between the civilizations of Europe and Asia whereon all the peoples of the world may come and go and, if they appreciate the undertaking and are willing to help in the work, may homestead by the wayside if they wish. That the people of Canada are keenly alive to the present position in the far East is an earnest that they are not altogether insensible to the extent of the undertaking. That is the meaning of Canada today.

Sometimes one feels that the people of Great Britain do not fully appreciate what Canada has done and is still trying to do for the Commonwealth. That Canada owes much to the Motherland is clear. The English speaking people of Canada owe to the Motherland all that a proud and loyal son owes to his parents, and the French-speaking people all that a proud and loyal ward owes to a generous guardian, namely respect, honour, loyalty and a strong arm to help in the wisest way in times of danger. On the other hand, however, the people of the Motherland must remember with equal pride and loyalty that it is not chiefly to the people now living in the British Isles that we owe the overseas Empire, but to the great pioneers and builders of English, French and Celtic origin who first ventured out into the hinterlands and to the descendants of these pioneers who are still carrying on the great undertaking.

There have always, too, been thinkers of great knowledge and scholarship in Canada, among them Goldwin Smith of honoured memory, who have told us that this Canadian venture is impossible. They say that the attempt to maintain a nation, loyal to the man from sea to sea, along the cold northern corridor called Canada fringing on the frontiers of the United States of America, is quixotic and impossible. These thinkers, however, really fail entirely to understand the meaning of Canada and to appreciate the character and the history of the Canadian people and the intriguingly unique part which Canada now seems destined to play in the future history of nations. That the undertaking is unique is clear, and that there will yet be great difficulties in the way is undoubted, but sixty years of really romantic success ought to teach us that it is not impossible. Finally, the fact that the three great races above mentioned, once bitter enemies, have been living in peace and friendship in Canada for now a century and a half or more, the history of Canada's undaunted loyalty to the Motherland in the past, her increasing vision of the great part which the British League of Nations must hereafter play in the peace of the world, and a hundred years of intimate association with the United States are all powerful factors daily creating a peculiarly Canadian idea which cannot help but play a unique part in history. The people of Canada are even now standing on one of the highest hill-tops of human civilization with one of the most marvellous prospects of the future which has ever been offered to any nation in history.

(Montreal Herald.)

The Romance of Electricity

The term surely is more apt than "the science of electricity." Come to think of it, nearly every form of electric "life" is romantic. Nevertheless, we invariably take it all for granted; it has become commonplace. Familiarity has bred disregard of the fact that so many human conveniences and comforts, so much of civilization's potency and power are due to the uses and force of electricity. The ancient Greeks were acquainted with some isolated facts concerning the electrification of a few substances by friction; and the scientific study of electricity began as long ago as the sixteenth century. But electric light and power as we enjoy them today have been developments within the experience of men and women who are still "comparatively young."

How many years is it since the mechanical production of electrical energy made possible the performance of the manifold functions for which such energy is now employed? It cannot be very many, for it is easy to recall the experiments of Edison which helped to bring to reality the supply and distribution of electric light on a scale comparable to the manner in which illuminating gas had become a practical reality. When it became evident that electricity "might" become a rival of gas as a source of private and public light it was regarded in Great Britain at any rate, as desirable that its generation and supply for such purposes should be put under some legislative control. And the first act of Parliament in this respect was passed less than fifty years ago—in 1882, to be exact.

Canadians had early foresight to foster electrical development, and perhaps Canada had quicker determination to apply electricity to all its needs than had Britain. At that, its advent in not remote. Many of us remember the nightly pilgrimage of the lamplighter who, with pole and taper, put a light to the gas jets of the street lamps. Now the "lamplighter" throws in a switch and, presto! a whole city is illuminated! With better lighted streets we have increased public safety, more comfort and peace of mind. How many, or, rather, how few decades ago was the housewife's life an endless and inevitable round of drudgeries? Today the heavy burden of her household toil may be removed—by electricity. At a minimum cost it cooks the meals, does the washing, cleans the rugs and draperies; over the phone it carries the orders for the fulfilment of the daily needs, and over the radio it provides learning and entertainment. Thus electricity not only furnishes labor that keeps the home clean and in order, but it assures the leisure for the added enjoyments it can bring.

It is not long ago that most office work was done "on a high chair." Clerks, perched on high stools, stooped for long hours over bulky ledgers, adding interminable columns of figures "in their heads"; they wrote all business letters by hand and duplicated the office correspondence by means of the letter press. Today electrically operated adding and accounting machines unerringly solve all the intricate problems of bookkeeping; there are electric sorters and tabulators, electric addressing and sealing machines and electric dictating, transcribing and duplicating machines. In short, electricity has revolutionized office work, shortened the working hours and by means of electric light and electric fans it has made working conditions more attractive and healthy. Formerly a mile was a long distance to office or store and the next best thing to walking was to make the journey by the old horse-drawn car, lighted at night by an evil-smelling lamp and in winter heated by a smoking coal stove. Electricity has abridged distances, so that workers may now live farther from their work in healthy suburbs and reach their places of business in greater comfort, safety and in much quicker time because there are electric cars at their disposal.

Yes, "romance of electricity" is right, and back of the romance of its tremendous developments stands the creative genius of such men as Thomas A. Edison, Michael Faraday, Alessandro Volta, Andre M. Ampere, Samuel F. B. Morse, Alexander Graham Bell and Guglielmo Marconi; and back of Canada's tremendous electrical developments is the genius and enterprise of a vast country. It is fitting that the whole story should be revealed and as an admirable educational means to that end one of the pioneers of the industry, the Canadian General Electric Company, has published an illustrated volume from which professional and laymen alike may gather useful knowledge of the part that electricity has played not only in administering to the needs and adding to the joys and comforts of the house, and profitably revolutionizing ordinary business conditions, but in appreciably developing and extending thousands of industries, thereby contributing in an extraordinary degree to the progress and prosperity of the Dominion.



CHRISTMAS MESSAGE OF HON. R. B. BENNETT

It is probable that the new wealth produced on the farms of Canada during 1928 will approximate two thousand millions of dollars, or almost as much as the national debt of the country. Providence has given us seasons in which sunshine and rain have been so distributed that our crops have been abundant and a demand for our products from the nations of the world so great, that reasonable prices have been secured by the producers of this new wealth. The purchasing power of our people has thus become greater than ever before and we are enjoying a very large measure of prosperity.

Our country has united with other nations to promote peace and we have played as considerable a part in world affairs as could be expected of any ten millions of people inhabiting half a continent.

Our transportation and other facilities are ample to meet the requirements of a population of at least twenty millions of people. Every possible effort must be made to assist immigration of desirable people and to induce Canadians and those whom we have brought to the country to remain within our borders and resist the "magnetic influence" of our great neighbour to the South. There never was a time in our history when the duties and responsibilities of Canadian citizenship were greater.

But the true wealth of our Dominion is not measured by the value of our imports and exports; the extent and character of our banks and financial institutions but in the outlook, impelling motives and springs of action which determine the character of our men and women.

This season of the year affords an excellent opportunity for "stock taking" by the individual and the extent to which men and women determine to unselfishly devote some portion of their time to the service of their country whether in maintaining respect for constituted authority, love of justice and fair play, and regard for religion in their home counties, or serving the municipality, school district or county in Council, Legislature or Parliament will determine the true greatness of our Dominion and its place in history amongst the nations of the world.

May I wish your readers, Health, Happiness and Prosperity during the coming year.

Argenteuil, Canada's Only Producer of Magnesite

It is probably not very generally known among the residents of Argenteuil that their County is the only producer of Magnesite in Canada. In fact, considering that the industry has been carried on for upwards of twenty years on a quite extensive scale in our midst, the public knows very little about it and we feel justified in giving our local readers a few facts about the only natural product of which we enjoy a monopoly.

Magnesite is the name applied to carbonate of Magnesia as found in nature. It is a compact, fine-grained, crystalline rock and resembles Calcite but is harder and heavier. It consists of about equal parts of oxide of magnesium and carbon dioxide. It is generally a brilliant white but much of the rock is grey and some of it yellowish brown, due to disseminated impurities.

Its Commercial value is due chiefly to its heat resisting powers and its principal use is in the metal industries for lining furnaces, although it has other uses of minor importance.

There are two operating Companies, The Scottish Canadian Magnesite Co., which works the North American Magnesite Co.'s property as well as its own, and The International Magnesite Co., which works what is generally known as the Dobbie Mine.

Magnesite is supplied to the metal trades in two forms, calcined and dead burned. In calcining the crude rock is burned to a certain degree in a kiln in the same way as lime stone is treated for the production of quick lime. The process of dead burning is more complicated, the rock being burned in a rotary kiln with a mixture of iron to form a clinker, which is subsequently ground to about the fineness of coarse gravel.

The credit for the discovery of the Grenville deposits of Magnesite belongs to Mr. W. P. Boshart. As in most discoveries there was a considerable element of accident in it. Mr. Boshart was not looking for magnesite but being a geologist of no mean attainments he became interested in a boulder which he noticed on the property of Mr. Donald McPhee in Range 19 Grenville, and which he saw immediately was different from the ordinary crystalline limestone of the district. A specimen which he sent to the Geological Survey at Ottawa was determined to be magnesite.

The discovery was made in 1900 and Mr. Boshart with Mr. W. B. McAllister, of Ottawa, made some trial shipments of the material at that time but prices were too low to give a profit and the enterprise was aban-

Canadian Oratory Championship Speech 1928

by WILLIAM FOX JR.
(Reproduced from MacLean's Magazine.)

The following is the text of the speech by William Fox, Jr., of London, Ont., who won the Canadian Oratory championship held in Toronto, May 16, 1928:

"The twentieth century belongs to Canada." Such is the prevailing sentiment throughout our country to-day. The Dominion of Canada is admittedly in the words of one of its publicists, emerging from the adolescence of past years into the full manhood of national life, but wherever the investigator turns there is plenty of evidence that the emergence has already gone far, is progressing and will continue to progress at an accelerated rate.

"The history of Canada falls into three great natural divisions. The first of these is the period of French domination. The second division, lasting from the fall of Montreal in 1760 to Confederation, is that period during which the foundations of Canada's greatness were firmly laid, and on July 1, 1867, Canada entered upon the third division of her history, the period of Confederation. Of this the chief features are expansion and consolidation, with the growth of a national sentiment, and now, having stretched her power over half a continent, and having drawn her boundaries along three oceans, Canada becomes a source of interest to the world and begins to feel her hand on the reins of destiny.

"Four great basic resources of unquestioned value encourage Canadians to have faith in their future, whatever temporary setbacks may be experienced. These are:

1. Large areas of good agricultural land.
2. Proved mineral wealth.
3. Great forest reserves.
4. Extensive and accessible water power.

"Of her total estimated land area of three billions of acres over 400 millions are suitable for farming and agriculture. At present, only one-sixth of this is being cultivated, and the reason of this, says E. W. Beatty, president of the Canadian Pacific Railway, is 'our shortage in man power.'

"What is true of agriculture applies also, at least in some degree, to all the industries engaged in exploiting directly the natural resources of our country. In the course of time the mineral supplies of the United States and other countries of the world will begin to give out or become most costly to extract. The relative advantage of Canada will thereby increase, for Canada has 16 per cent. of the world's known coal resources, has more nickel, asbestos and cobalt than any other country in the world, and already ranks third in the production of gold. The fact that we produce 60 different kinds of minerals, 20 of which yield an annual production value of over one million each, is some indication of the diversity of our mineral endowment.

"When you consider the millions of fertile acres uncultivated, the mineral resources unmined, our 240 thousand million cubic feet of standing timber, our 32 million horse-power of available electric energy, together with Canada's possession of the most extensive fisheries in the world, then you can readily see the new Canada which is in the making will be a mighty and prosperous nation.

"On the political side, the destiny of Canada has been stirring the minds and imaginations of politicians and historians, with particular fervor since the great war. The future presents for us at least three possible alternatives, one of which lies in the immediate pathway of our not distant future. These are annexation with United States, Canadian independence, or imperial federation. Which shall it be? Indeed this is a question now definitely before the Canadian people.

"By annexation with United States our natural resources would then be open to the merciless exploitation of American syndicates, and we would cut ourselves adrift from our past traditions and our legitimate heirship to a share in the glories of that empire to which we belong.

"Canadian independence would be merely a step in having the strength and prestige of Great Britain withdrawn from our shores, leaving us a helpless prey to the greed and lust of other nations. Canadian independence is impossible, and the universal sentiment existing to-day may be expressed by the words of the late Sir John A. Macdonald: 'A British subject I was born, and a British subject I will die.'

"This brings us to the consideration of the one possible remaining destiny and we are forced to accept it as Canada's only rational and possible choice—imperial federation. The spectacle of a world-wide empire, colonies sympathetic and cohesive in all its parts, correlated one to another, not as colonies to motherland, but as sovereign states in an imperial unity, presents to us a grandeur that cannot be expressed in words. It must grow as the love grows between the mother and the child; the bonds that bind must be sentimental. Thus and thus only can this great work which must make for the peace of mankind be accomplished, and this accomplished is the great work of the century, upon whose threshold we now stand.

"So to the young of Canada, as our leaders of to-morrow, the summons is issued to strive mightily and always for the future welfare of our country, and as a guide we can have nothing better than these words of the late Sir Wilfrid Laurier:

"As for you who stand on the threshold of life, I shall remind you that many troubles rise before you, but for their solutions you have a safe guide, an unfailing light if you remember that faith is better than doubt, and love better than hate. Banish hate and doubt from your lives—let your souls be ever open to the strong promptings of faith and brotherly love. Be adamant against the haughty—be kind and gentle to the weak. Let your aim and purpose in good report or in ill—in victory or in defeat—be so to live, so to strive, so to serve, as to raise the standards of life to higher and better spheres."

done until 1907 when Mr. T. J. Waters purchased part of Lot 18, Range XI, Grenville Township, and organized the Canadian Magnesite Co. This Company subsequently acquired the mining rights for lot 15, Range IX Township of Grenville, the site of the original discovery and set up a ten ton kiln for calcining. The Canadian Magnesite Co. operated continuously until 1914 when their property was taken over by the North American Magnesite Company.

The Scottish Canadian Magnesite Co., organized in 1915 began operation on lots 15, Ranges X and XI, Grenville Township. They have an extensive plant giving employment to a large force in the quarries and works. They also operate the North American properties under arrangement with that Company and a line of Railway from the works to Magnesite Station on the C. P. R. line.

The youngest of the Magnesite Companies, the International, was formed in 1916 to take over a discovery made by Messrs. A. R. Lanigan and John Milway, of Calumet, on the property of Mr. Peter Dobbie, of Lachute, being lot 13, Range 1 Township of Harrington. This Company has operated continuously producing crude and calcined Magnesite under the management of Mr. G. F. Gamble who has been in charge from the beginning.

The golden days of the magnesite business were during the war. In 1916 the production exceeded 55,000 tons. Contrary to the expectations of many people it has survived all the subsequent changes and crises and it is expected that the production this year will be the largest since 1918.

Ayers Limited Operating Along Model Lines

Lachute Labor contributes to Quality Production

THE FACTORY! THE MILL! What tainted words these were to many workers in by-gone days. But naturally that feeling is being dispelled and these industrial institutions are now looked upon in more favored light because of changed conditions brought about by the progressive spirit of the age. There has grown up a better understanding between Capital and Labor, which have come together, recognizing that each is absolutely necessary to the other. And this is a healthy state of affairs for industry at large; it is a turn of events which benefits both worker and employer alike, contributing immeasurably to higher standards of effort and production.

A visit to the plant of Ayers Limited is all that is required to demonstrate our claim that people nowadays are not looking askance at the ever increasing army of "mill hands," but rather are appreciating the fact that "the mill" is an institution of learning and good training, where young people may exercise their intelligence, and, putting this to good usage, they will prove their worth to their employer and so earn justified commendation and possible promotion as many of our townboys have already done.

The factory exists primarily for the purpose of profitable production, and it is now generally recognized that production needs are best met when there is congenial atmosphere and proper working methods. A worker who is given training in the methods and principles of his job, is in the long run, a far more capable man to his employer, and factory managers are now fully aware that brains are the most valuable asset that a factory can have. Especially are the managers in this progressive local concern adopting the modern methods that are making life more tolerable. Instead of the dull monotony there is a certain geniality that goes with the work, lending each task an atmosphere of individual interest in which the helper gives of his very best.

One feels that the factory is a centre of education, carrying on the principles of the schools which make for good citizenship. The "Safety First" signs so frequently displayed, impress not only safety for oneself but for others, and the worker also acquires a sub-conscious aversion to roundabout ways of doing things, to spoiling of material, misuse of time, etc., all of which is part of the training.

There is a feeling today, averse to the old theory of cheap labor, and the high cost of low wages are becoming generally recognized. Profits depend upon efficient production, not cheap production, and to this end Ayers Limited are bending all their efforts and surrounding their mills with such conditions that give their employees pride in being associated with such an institution.

The firm is extending its sphere of activities from one stage to another, and placing its products in all quarters of the globe. We were privileged in our Industrial Number last year to give our readers a clearer insight into the manufacturing life of this community, and as time goes on, we are glad to assert that Lachute is still lining up in a stronger way.

During the past year Ayers Limited have acquired considerable additional property and have been engaged in the erection of a very fine dam and power house which will revolutionize their whole working system. It will enable them to operate their extensive plant entirely on the electrical energy thus generated and to dispense with the use of coal for fuel purposes. Details of this new power, its construction and working are given elsewhere in this issue.

The success of this institution is largely attributable to the hearty co-operation given by the employees, from the efficient office staff down to those employed in the most menial position, each one seeking to feel that

"However small and seeming mean
Our place may be, we have that place
In that great glorious machine
That to fulfillment runs its race,
Cog in some wheel, the least perchance
Amid the stir and whirl about you,
Take comfort in the circumstance
That greater wheels would slip without you."

This seems to be the spirit that dominates the varied activities in which the employees are engaged, and through a wholesome desire of rendering service, the finished product of the mill is turned out with the "Quality" mark that betokens the true value of its production.

In such remarkable expansion Ayers Limited are not only creating a reputation in their particular line of industry, right here in the Province of Quebec, but they are also—perhaps unknowingly to themselves—helping to build up a greater Dominion, and in our opinion they are a worthy, practical example of this motto we have adopted "Canada First". Their expansion is undoubtedly attributable to honest and capable management, a keen insight and understanding of their customers' requirements, with the result that this Company is turning out a product that is known and recognized, not only within the Dominion, but beyond its borders.

We do not wish to emphasize too strongly the attitude of the management towards its employees, and to the town generally, but The Watchman fears no opposition in stating that Lachute is fortunate in having such an industry in its midst, and we think the public generally will appreciate this statement.

Lachute and Ayers Limited have grown up together, until to-day, they are inseparable. Let us hope they will continue to expand and develop, and in doing so our town and Province stand to benefit.

An Historical Landmark



One hundred and twenty years is a long time in the life of a nation to say nothing of such a period in the life of a public institution. The span allotted to man is, we are told, three score years and ten, and beyond this span, one who has attained it is usually the subject of congratulation.

In making this illustration, we would like to carry the minds of our readers back to 1808 when what is known as the Gavin Walker School House in the East Ward of Lachute Town, found its inception through the efforts and courage of a few Empire Loyalists who found residence in this district, Glines, Hutchings, Lanes, Hills, Hicks, Powers.

The development of this notable institution was at first slow but gratifying and according to records, its early meagre attendance was highly justified by filling a want for educating the youths of the pioneer days and in later years playing a greater part in the educational system throughout the district in which it is situated.

Year by year this school went on from its early stages of education until it reached the highest standard of proficiency emanating from a public school. Hundreds of children have passed through its courses, many of them have gone on to the high callings of professional, commercial and financial life, while there are scores still alive who proudly tell of what they acquired in this little old school-house. Again, there are myriads who no longer enjoy life, but whose record and attainments are well known on account of the character they have left behind.

Throughout the world today, much attention is being given to places and spots of historical interest, and it is certain that there is no spot in the County of Argenteuil that should be more dear to the people of this district, and town than the old red school-house that today stands in our midst.

Are we, as a people, fully appreciative of the long years of educational training; of the men and women who devoted their lives to the development of the youth; of the kindly advice and parental care of its long string of teachers; and of the reputation that it has earned during its long life of existence? If not, let the future bring to us the kind remembrance and recollection of the part this old school has played over such a long period of years, even to this very day.

Might the Watchman be permitted to suggest, that this dear old landmark be revered and preserved; that the future may more fully appreciate what it has accomplished in the development and growth of our population.

Not only has the old building served as a centre of education but it has played its part in having chanted within its walls the sacred mass of the Roman Catholic Church. Some of our oldest residents throughout the County have faint recollections of the solemnizing of the sacred marriages, confirmation and christenings. These latter were not altogether confined to the Roman Catholic Church, but Protestant services, a century ago or more were also celebrated within the confines of the old building.

Surely these facts alone are sufficient to even carry it beyond educational reputation, making it a place of sacred remembrance and affection. Therefore, let us suggest that this dear old building, having behind it such a remarkable record will stand out as a centre of pride.

Mr. G. J. Walker, who has always taken a very deep interest in rural schools, purchased this building many years ago, owing to its historical value and has been responsible for its upkeep ever since.

Hunting Possibilities in Quebec.

To understand why such a Province as Quebec, the oldest settled province in Canada, should remain the most diversified hunting range on the North American Continent, requires a word of explanation. Quebec contains over 400 million acres. Its Northern boundaries meet the waters of Hudson Strait and the untrodden wilderness of the Upper Labrador. To the South it spans the river St. Lawrence and rims Vermont, New Hampshire and Maine. Within this far-reaching-territory dwells a population of three million persons, the city of Montreal and suburbs accounting for more than one-third. The remaining population, to a great degree, obeys the traditional French-Canadian instinct of concentration in settlement, picturesquely extended mile upon mile along the main highways, with the narrow agricultural fields reaching far back from the farm house. Likewise in such newly-opened districts as the Abitibi, the French-Canadian settler asserts his preference for continuous social contact. He colonizes intensively and, while a born pioneer, an unsurpassed woodsman and the most considerate and courteous of human kind, his industrious efforts have placed only 10 million acres under tillage, leaving over 390 million acres to the undisputed sway of Nature.

A Province of utmost diversity of terrain, from hundreds of miles of flat land to winding mountain ranges, vast reaches of uncut, unburned Spruce and Balsam forests, chains of townships of solid White Pine where the axe has yet to ring, river courses where many days journey run through second growth of yellow Birch and Poplar and scattered conifer. Interior waters, like Lake St. John and Lake Edward, wooded to the water's edge, tidal rivers as the Saguenay, mammoth rivers like the Peribonka, 400 miles long, flowing into Lake St. John and the Mistassini, 300 miles long and 2 miles wide at the mouth. There are literally thousands of rivers and lakes in the northern areas that, for years to come, cannot be inventoried or mapped. Moose and deer in such unharmed environment have resisted not only any threat of extermination but any likelihood of serious reduction. The Quebec Government has left nothing to chance. Sound protective game laws and the creation of enormous sanctuaries have made wild life perpetuation secure. Such a sanctuary as the Laurentides National Park, 2,500 square miles in extent, has spread its surplus of moose, deer, caribou, bear and feathered game over the whole countryside. In consequence, poaching has fallen off materially and pot hunting has given way to legitimate sportsmanship.

Quebec province believes in the principle of private game preserves and scores of clubs have come into existence, primarily to give assured and continuous hunting to their members but, more important even in effect, to enforce professional rules and establish game conservation within their boundaries. The area of all the clubs is an inconsiderable percentage of the natural hunting ground and far from "monopolizing" sport, the clubs have only multiplied wild life and have stocked hundreds of miles of adjacent land. Arrangements can be made with many of these clubs whereby non-members can enjoy full privileges during the hunting and fishing season.

The Dominion Shuttle Co'y., Limited

Made Rapid Strides in the Past Few Years

The Dominion Shuttle Company is not the least of our enterprises that tend to fulfill the Town of Lachute's boast of being a Live Industrial Centre, for in the large structure in Lachute Mills which houses all the most modern and up-to-date machinery used in the manufacture of the varied commodities, may be seen a number of men fulfilling their task of converting the lumber from its raw state into the finished product in the form of shuttles, crossarms, and pins, which play so active a part in the industrial life of our Dominion.

This is one of the most modern and best equipped Mills in Canada, being electrically operated throughout, thus making the best of working conditions prevail. When one remembers the early struggles of the old Lachute Shuttle Co. and the handicaps which were then existent, one can see the masterful guiding hand. Although reticent at coming into the limelight, Mr. E. F. Ayers is one of the keenest and shrewdest men in business today and the magnificent mill which he has developed stands as a monument to his breadth of vision.

Not alone is the business of the Dominion Shuttle Co. confined to the manufacture of shuttles, but an extensive Plant for Creosoting Lumber under Pressure has been erected, where ties, crossarms, and all other products used in Pole Line Material, are treated for their preservation. Their extensive Plant has been built with all labor saving devices and is conducted in a quiet, unostentatious manner.

Further new and modern types of machinery are being added from time to time. The quality of the lines manufactured demands the very best type of equipment so that every effort is put forth to keep the Plant up to date.

Some manufacturers pin their faith on quantity, others go after sales on a popular price basis, but the Dominion Shuttle Co. depend upon the high quality of their products for their success. That their policy is a good one and that there is a market for high grade material is evidenced by the growth and activity of this business.

This firm is purely Canadian, and the steadfast adherence to the highest possible standards of Quality and Workmanship in its products has made its name famous throughout the Dominion. They seem to operate month in and month out at about capacity, and it is seldom that they are not willing to add to their staff, provided suitable men are available.

From the time the lumber enters the kilns, it is kept under cover until shipped out in its completed form. A considerable part of the incoming lumber is piled on kiln trucks as received and is run into the kilns without further handling. The Lumber Lifts have helped materially in developing the efficient yard and Plant layout for the Dominion Shuttle Co. Lumber used in the manufacture of their Pole Line Material, such as Top pins, Brackets, Pole Steps, and also other wood turnings, is sent from the kilns to the cutoff saws with only one manual handling, a Zeilett lift in the yard saving the labor of at least four yardmen, handling the transfer cars. This is done by the mere touch of an electric push button.

At right angles to the unloading track several tracks have been installed and a transfer car is used so that the loaded kiln cars may be transferred easily to any part of the storage yard; and the movement of the cars from the lower to the upper track is made easy by the use of the Zeilett lift. The transfer car carrying the kiln truck with 3,500 Board Feet of lumber can be run up to the lift and raised to the level of the upper transfer in about 1½ minutes.

The kilns are of the most modern type, being automatically controlled and capable of drying lumber down to 3% moisture content without injury to the material dried. This is very important, especially in the finished shuttles, to eliminate variation in size oftentimes caused through shrinkage of the wood. It is surprising the amount of handwork that is involved in producing a high class shuttle and in addition to this whittling and other similar operations, a lot of hard work is involved in sand papering where the shape must be carried to certain angle. In this way the cost of labor and particularly hand labor, amounts to many times the cost of the material worked on.

The erection of a new plant some three years ago providing more commodious quarters for the rapidly increasing business presented a splendid opportunity for putting in the most modern and up-to-date machinery for the manufacture of its various lines, and the officials were quick to take advantage of this opportunity, so that today, the Dominion Shuttle Co.'s Plant is provided with every modern facility for the manufacture and shipping of its varied products.

The personnel of the Company today is almost identical with the personnel at the beginning of its inception. This applies all through the organization in its various departments. The labour turnover in the factory proper has been very small and a large number of the men who first started with the Company still are in its employ, and new help in all Departments has been taken on from time to time as the growth of the business warranted.

Some idea of the scope and ramifications of the Company can be gained from the fact that Dominion Shuttle Company has supplied shuttles for practically every Cotton, Silk, Carpet and Woollen Mill operating in the Dominion, as well as transacting substantial business in Pole Line Material with the various Municipal, Telephone, and Power Company Distribution Systems.

It has also a very large business with the various Paper Mills in supplying Paper Roll Plugs. The Company has also supplied the Mining industry, as well as the Pulp and Paper companies and Lumbering industries, with Tool Handles of all kinds and in addition has supplied Cant Hook and Peavy Handles used in the logging operations of these firms.

The Company also has a Plant at South Westminister, B. C., on the Fraser River, where both Railway and Steamer shipping facilities are provided. The Company also maintains a Branch Office in New Westminister and warehouses are located at points throughout the Dominion.

Mr. E. F. Ayers, President and Manager, who has been instrumental in the achievements of this great enterprise, is a man of clear vision and his greatest asset, no doubt, is the faculty which he has to a great degree of getting opinions and judgments from all sources, and of weighing and assaying the value of each and fusing them all into a final decision. The source of an opinion has no weight either for or against his acceptance of it - he would ask the judgment of the doorman on a question of general policy and consider his reply just as carefully as that of some authority. This does not mean that he wastes time with too many people or vacillates in his decisions but, rather, that he has not that vanity of his own ideas which is so common with many executives. He is perfectly willing to reject some theory of action which he himself thought of, if a better one is offered.

Canada's Water Transport

A Sketch of its development and future possibilities

by G. A. Cuthbertson



Much ink and shoals of paper have been employed to describe the undoubted value of Canada's natural resources insofar as hydro-electric power is concerned. But very little attention is paid to the value of our rivers and streams, lakes, coastal waters, and artificial waterways, as a means of transport. In spite of public apathy to this matter, some few brave souls are endeavouring to earn a livelihood by operating vessels on our waterways, and in most cases are making a success of the undertaking.

Our waterways, as a commercial asset however, provide greater advantages than most of us suppose, and only by patient publicity will these facts be impressed on the public. In fact, so minute is the knowledge of the average Canadian citizen about the practicability of these liquid highways for commercial exploitation, that were an individual to attempt to float a stock issue in a new barge or steamship line, he would be branded either as a bare-faced scoundrel or a hopeless lunatic. It is unfortunate that this state of indifference exists, but it is true, nevertheless.

The main arteries of Commerce, in Germany, Austria, Russia, Brazil and the United States, are respectively the Rhine, Danube, Volga, Amazon and Mississippi Rivers. In addition to these, abundant use is made of tributary streams, artificial waterways, and coastal waters. Yet here in Canada, we are as a majority just awakening to the value of the St. Lawrence and Great Lakes as a waterway to the very heart of the Country, and the advantages of distribution of goods by other streams and coastal waters is still generally unthought of.

RAILWAYS AND HIGHWAYS MONOPOLIZING DEVELOPMENT IN TRANSPORT METHODS

One of the main reasons for our lack of appreciation for the waterways is that so much attention has been given to the Railways and to Highway construction in recent years. These two matters are both essential and well deserving of public thought, but we must not let them eclipse our attention to the Waterways question. The development of the airways has also focussed public interest to a tremendous degree, and undoubtedly all these things have their place in the scheme of our affairs.

The study of economics is complicated, but transportation is one of its most important branches. We must consider the production of goods, either of manufactured articles, agricultural produce, or raw materials, and after this, there is difficulty of getting these goods to market. These are two vital matters in any nation's affairs and Canada is no exception.

We find that, up to the moment, Canada's principal productions have been bulk products, with a steady growth, too, of smaller-weight manufactured products, which is ever on the increase. The development of cheap power, another of our great natural advantages, seems to indicate that our manufactures will continue to develop by this means.

Consequently, we must concentrate our attention to the handling of our existing products, those which there is every reason to suppose will be produced in increasing quantity as years go by. In brief, we must study our present and future transportation needs.

CHANGED CONDITIONS DEMAND GREATER FACILITIES FOR TRANSPORT.

Canada has become a Nation, having passed that stage of being merely a Bonanza for transient, get-rich-quick Europeans. Canada's development has come to a point where this sort of thing must cease, and the money earned must be reinvested in some form or another in the country which provides the means of production. Many selfish people have come to Canada, since 1835. The dominating idea of these individuals was to take all they could get, as quickly as possible, and to establish nothing permanent in their wake; some even scoffed at the land which had given them their opportunities.

The cause of the change, apparently, is that easy money is not to be had as near the seaboard, as hitherto. It must be sought for further afield if there is such a thing as "easy money." And consequently, means must be found to transport this "easy money" to the coast. This, in brief, is the situation.

THE SITUATION TODAY.

Our Railway-system is most complete; it will provide ample means for distribution, east and west, north and south, to inland places, for many years to come. In fact, the construction of trunk lines has been so comprehensive that, until only recently, agricultural and industrial development was far behind the railways with a consequent debit against production earnings. The fact that the National Railways are just beginning to pay off a profit on operating costs, shows distinctly the trend of trade. So far, these railways have not been able to pay off a cent on capital costs; but this is bound to come.

The expense of building Canada's trunk railways, is comparable to the predicament of a new settler who must build his dwelling before he can start to cultivate his farm. Even if it be but a tar-paper shack or a rude log cabin, it represents a capital expenditure; and until the farm produces a profit, it must stand on his books, as Capital expense to be paid off, either to himself or to those from whom he may have borrowed. Also the settler's cabin is an essential, and as the need arises, it must be added to and enlarged.

Likewise do the trunk lines of our Railways represent an essential to the development of our country. As the need arises, they too must be

enlarged by feeder routes or supply routes to build up greater traffic on the trunk lines.

Here is where water transportation can be utilized to its best advantage, to feed freight to our trunk railways, and not to compete against them.

Highway development will provide for rapid transit for eight or nine months of the year, and for the same period, waterways can provide for bulk produce transport. This, briefly, is one of the future ways and possibilities of utilizing our water routes, such routes as can be regarded as navigable, and which do not require expensive improvement.

OTHER CONSIDERATIONS.

Other questions, of course, must be dealt with in considering the preference of water transport over rail or road transport. One of these is, the ultimate destination of the products to be handled. This is where the secret of successful shipping lies. The prime purpose of a vessel is to move goods in bulk, without breaking bulk, over the longest possible distance between the points of loading and unloading. Thus, if a producer can load right at his own door, and unload at his customer's, then that man is not foolish if he employs vessels to carry his goods, especially if they be bulk goods. Also, those who embark on a new venture, whether it be farm or factory, should first of all study the possible markets for their output; and if conditions warrant, they would be well advised to locate near some waterway.

WATERWAYS AS FIRST MEANS OF COMMUNICATION.

The whole story of Canadian expansion, shows distinctly, that our Waterways were the principal means of opening up the Country. The French explorers, from the time of Champlain, penetrated into the wilderness by water. In their path followed missionaries, traders, and colonists, all of whom welcomed these facilities for communication. Until recent years, the poor system of roads in many parts of this Country was due to the proximity of a navigable waterway, providing a better and cheaper means of transport. It is only since intensive railway and highway building commenced that interest in our waterways began to decline.

DECLINE OF SHIPPING. OTTAWA AS AN EXAMPLE.

Ottawa, the Capital City, is an example of this. Today, Ottawa hardly possesses a wharf where vessels can take on or discharge cargo worthy of the name. Yet, forty years ago, Ottawa had all kinds of dock accommodation and its quays presented a busy sight. Why is this? The City merchants forsook the river vessels almost entirely in favor of the swifter, but more expensive, rail transport; and not on just a few classes of freight, but on every kind.

Now the shoe is beginning to pinch. All but one line of vessels have forsaken the field. But the merchants are ready to admit that the goods which they happen to be interested in, could be handled much cheaper if they could ship by boat. In other words on the Montreal-Ottawa route



alone the railways are handling certain classes of freight, which according to all laws of economics and transport, should be handled by boat.

Thus the railways, to suit a commercial whim, have been obliged to carry certain freight which they never should have expected to handle, and have had to provide the means to handle it. Thus, too, if the public takes into its head to ship once more by boat, the railways will be the losers, unless they have been repaid 'ere this, for the added accommodations which they were forced to provide.

One cannot attach any specific blame for this state of affairs. Authorities have studied the situation; and it has been found that in certain cases—despite the lower rates by river freight—merchants may have been able to save materially by employing rail transit. There is the consideration of speed in delivery, and a scope of time allowing for the advantages which may be taken of market fluctuations.

But of late years, great improvements have been made in vessels, and in methods of handling cargo. Speedier travel has been devised, and at low cost. The internal combustion engine is one of the chief factors in this regard. We of to-day have even greater advantages at hand for utilizing our waterways, than our forefathers enjoyed.

OCEAN AND DEEP SEA SHIPPING.

So far, we have discussed only the economic side of inland water transport. What about our coastal and deep sea shipping? Much of Canada's wealth is in natural products, for export. Our imports as far as quantity is concerned, are far below our exports. One reason for this is that most of our manufacturing is the conversion of our own natural resources, which depends naturally on very little import of raw material.

The time should come when our imports will equal our exports, in quantity. Experts inform us that our vast inheritance of electrical power will soon create a large manufacturing area; if this day ever dawns, then by all means, we should find a use for other raw material than that alone which is produced in this Country. We should use our hydro-power to operate large cotton mills, bringing in cotton from the Southern States

by shipload, and exporting the finished goods by shipload to the world markets. We should import assorted grades of ores, and ship out the finished metal products, employing our power to do the work.

Thus, Canada could maintain her own Canadian-built and registered fleet of merchant ships.

Nova Scotia coal and iron should be handled by ships, bringing these products of our Maritime Provinces to the interior where power is plentiful. Transportation to and from coastal towns should also be done by the means of ships. In fact, during the last ten years, coastal shipping has been greatly on the increase, and is prospering. Much time must necessarily elapse before all this becomes possible, but eventually it will.

OUTLINE OF HISTORY OF CANADIAN SHIPPING.

We have thus discussed, in general terms, these economic aspects of Canadian Shipping, and visualized opportunities. A little might now be said about the actual history of Canadian shipping and navigation.

Talon, the intendant under Frontenac during the French Regime, and La Salle, are the real sponsors of Canadian shipping. Talon caused the first Canadian ocean-going ship to be built at Quebec, about 1677, and the latter, the first Great Lakes vessel, in 1680. Both these enterprises ended in failure, their sponsors' efforts being not sufficiently appreciated by a stubborn Government and allowed to continue.

An attempt to improve St. Lawrence navigation by means of Canal to Lachine, around the rapids of that name, in 1710, also ended unsuccessfully.

Apart from a few small craft built for navigating the lower St. Lawrence, and lukewarm efforts to furnish ships for the Great Lakes, the French regime in Canada was devoid of results. Their efforts were not worth considering as a serious attempt to create a Canadian national marine, either mercantile or naval. Talon and La Salle received much criticism and blame, but little in the way of encouragement.

After the conquest of Canada by the British, ship building became an important item in the affairs of the Colony, and continued thus until the end of the nineteenth century. The advent of steel and steam-driven vessels soon drove all the old Canadian wood sailing-ship builders out of business. While European and British yards were improving year by year in the construction of steel vessels, our Canadian yards did not keep pace. As a consequence ship building declined, until 1916, during the late war, when, with the need for ships created by the war, it once more became active and yards sprang up everywhere. Since the war, a tremendous slump in shipping has again caused the shutting down of Canadian yards; and Canadian-built ships, except on the upper lakes, are few and far between.

PROSPECTS AHEAD FOR GOVERNMENT AND PRIVATELY-OWNED ENTERPRISES.

But the establishment of the Canadian Government Merchant Marine, in spite of many trials, troubles, and losses, has demonstrated that Canadian ships can be made to pay on certain trade routes. So with the future growth of the Country inland, the growth of a Merchant Marine of our own may be expected.

The advent of railways and highways has temporarily checked the development of further shipping on our inland waterways, with exception of the Great Lakes. It is natural to assume that, if we had no railways or automobiles, the rivers and lakes would be swarming with vessels. But even so, there is still much work for new ships on these natural highways, if somebody will create them and operate them.

It is not a matter of theory, this statement, but of common sense. Any firm of shipowners with the courage to build good substantial vessels, catering for example to the Ottawa River trade, could make their line pay. And still it would leave plenty of business for existing and established lines, and for the railways.

In conclusion, it must be stated that many articles similar to this have been written, read, but not digested. The subject is too remote for the average busy man to grasp; but nevertheless it is to be hoped that some at least will bear in mind what has been stated herein. A great deal could be written on the subject, and much interesting data laid bare, but space forbids this liberty.

FURTHER REFERENCE.

To those who are sufficiently interested to desire more information concerning the economic and shipping history of this new nation, with all its future possibilities no better books and pamphlets are available than some of the following—Canals and Traders; Canadian Canals (Keefer); Annual Reports, Department of Railways and Canals; In the Wake of the Eighteen-Twelvers (Snider); Steam Navigation in Canada; History of Commerce (Selfridge); Steamships and Their Story (Chatterton); Sailing Ships and Their Story (Chatterton); Wooden Ships and Iron Men (Wallace); and many others.

Some of these works are difficult to get, but are always obtainable in the largest libraries. Though all are not devoted to Canadian shipping yet the difficulties and solutions discussed are largely applicable to our own navigation problems.



Canadian Ports and Shipping

The main Canadian ports are Vancouver, Victoria, Halifax, St. John, Quebec and Montreal, the five first being open for navigation all the year round, the last named, 215 days. The facilities in each one have been well developed, and are being constantly improved.

The land locked harbour at Halifax is one of the safest in the world. The Dominion Government is spending \$30,000,000 on improvements and on the construction of terminal facilities to bring the port equipment up to the highest possible standard. A drydock is operated. Halifax is 525 miles nearer Liverpool than is New York, and is 599 miles from New York.

The Port of St. John, N. B., is 275 miles nearer than Halifax to the interior markets of Canada. The berthing accommodation in the port is good, all the wharves are well equipped with warehouses, and many of them with grain conveyors. The St. John drydock, 1,225 feet in length, is one of the largest in the world.

These two ports are winter ports of Eastern Canada, and while the St. Lawrence route to Montreal is closed by ice, they handle the passenger and import and export freight business of a good part of the Dominion. Due to the long connection of the Maritime Provinces with the British West Indies trade passes through these ports at all times of the year.





HON. SIR GEORGE H. PERLEY

Among the many Canadians who have honored the Dominion as a distinguished citizen and diplomat can be mentioned the esteemed Federal representative for Argenteuil Sir George H. Perley. Not only has Sir George enjoyed an enviable career as a financial and industrial magnate, but he has carried his name beyond the confines of the Dominion. It is hardly necessary to remind our readers of the work accomplished by Sir George, on behalf of Canada, when he held the responsible position of Canadian High Commissioner in London. So thoroughly did he carry on the duties of this high office that his labors in the Mother Country were quickly recognized by British people as well as by Canadians, and when he relinquished his position in the British Isles and returned to the Dominion, it was felt in diplomatic circles in England, that the office of Canadian High Commissioner had been greatly enlarged and enhanced through the energy and ability of Sir George.

His work on behalf of this country may never be fully understood, but as long as the Canadian Government continues that office in the Mother Country, the name of Sir George Perley will remain as a bright spot whenever the history of that high office is recorded.

As representative at Ottawa of this County, Sir George has won the same distinction. His name is written and re-written on the pages of Hansard, where his trained mind and advanced thoughts have largely assisted in the creation of some of the outstanding laws that the Federal Parliament have enacted. In support of these statements might it just be mentioned in passing that Sir George has soared far and above the precincts of an ordinary member of the House, for during his many years in Federal politics, he has held with distinction a seat in the Cabinet, while for a time he had the honor, that few men have enjoyed, of presiding over the deliberations of the Cabinet as acting Prime Minister of the Dominion.

While today, Sir George occupies a front seat on the Opposition side of the House, he is still an alert and devoted statesman, and so fair are his arguments, and so broad his views on all questions before the House, that it can be said, without fear of contradiction, that there is no more popular member, or one more highly esteemed by Liberals and Conservatives alike, than the Hon. Member for Argenteuil.

Not only has Sir George created a reputation for himself as a statesman, but he has reached the pinnacle as a financial and industrial leader. What Sir George has done for the working classes of Eastern Canada in the past would fill a book with his splendid achievements and in this respect he has certainly played his part in building up the Dominion.

As a philanthropist Sir George has never shirked his duty and myriads of times he has put his hands deep into his pockets to help deserving institutions as well as the individual who many a time knew nothing of the source from whence it came. As a friend, there is no man in Canada with a bigger heart or a more hospitable home, and to be recognized as an acquaintance of Sir George Perley, one is indeed fortunate. As a Canadian and as a lover of British institutions Sir George has no peer and the Watchman is only expressing the sentiment of all Canadians when it asserts that there is no man throughout Eastern Canada, whose name is more highly respected, than Sir George H. Perley.

At this season of the year we take the liberty of assuring Sir George that the good people of Argenteuil County, irrespective of political leanings, extend to himself and Lady Perley their heartiest congratulations, and it is sincerely hoped that this estimable couple will be spared many years of happiness together and a continuation of Health and Prosperity.



GEO. DANSEREAU, ESQ., M.L.A.

The Watchman takes great pleasure in extending on behalf of the people of Argenteuil very hearty greetings and good wishes to Georges Dansereau, M.L.A., Provincial Member for this County.

Our good friend Georges hardly needs any introduction from us, but we feel that it is due to him to say that he is a real good fellow and that to his numerous friends and acquaintances he is today recognized to be one of our most progressive and liberal-minded citizens. From the view of politics Georges Dansereau has hardly had the time to make a reputation, but as a business man he has been successful. From a small beginning, by hard and intelligent work, he has built up quite an industry in the lumber trade. He has always taken an interest not only in the political arena, but he has served much time as a municipal administrator and much of the progress of the district is due to his business acumen.

Though Mr. Dansereau resides in Grenville, he is often in Lachute and other parts of the County, where he responds to the many calls in connection with his parliamentary duties and strives to attain the very best possible in looking after the demands made upon him.

Mr. Dansereau is a great advocate in tolerance, and is one of the strong supporters of the entente cordiale which exists among the French and English-speaking people of the lower Ottawa Valley, and men like Mr. Dansereau with his high ideals are an asset to any community. We trust he may long be spared to continue his activities and we warmly greet him and his family with the wish that they may have a very Merry Xmas and enjoy the coming New Year.

This is Mr. Dansereau's second year as Argenteuil's political representative at Quebec and he has been prominent on various Committees and in doing good work.



E. W. BEATTY, ESQ.

What the Canadian Pacific Railway has done in the past to develop and people the West is a matter of history. Some indication of its continued purpose in the same direction can be gathered from Mr. E. W. Beatty's published observations on arrival in Montreal from the tour of inspection which he and his fellow-directors made of more than eight thousand miles over the company's western lines. "In all my experience," Mr. Beatty said, "I have not previously found so general a feeling of complete confidence in this country and its possibilities as was observed in the cities and districts where we made stops and had an opportunity of talking things over with their representative citizens." This confident feeling is something that cannot escape any visitor to the West, though he may not have opportunity to obtain the comprehensive view that the Canadian Pacific officials had. Optimism is apparent right through to the Pacific Coast.

What will attract particular attention is the statement of Mr. Beatty which expresses confidence that such great promise for Canada's future lies to the north, that opportunities there are "a challenge to the oncoming youth of the older parts of the country." That the challenge has been accepted by many who have the pioneering spirit evidenced by the fact that in the Peace River region there are hundreds of miles of good motoring roads, that already there are many fine farms as well as newly broken homesteads, that there are settled communities having every appearance of prosperity, and that from six to eight million bushels of grain will be moved out of the Peace River country. The movement, in fact, has been well commenced, for longer days of sunlight in that region enable harvest operations to get ahead of those in parts of Manitoba and other places farther south towards the main lines of the railways.

The people of Canada are always interested in hearing from Mr. Beatty, President of the Canadian Pacific Railway. He is a man who is thoroughly conversant with the entire industrial and agricultural position of the Dominion and any pronouncement made by him comes to us after due consideration, and carries conviction. His pronouncements are always optimistic and are permeated with true Canadian sentiment, and Canada is fortunate in having such men as E. W. Beatty, who devote their life and ability to a study of matters bearing upon our national development. We venture to say that there is no man in the Dominion who can speak to us with better authority, and Mr. Beatty, through the Canadian Pacific Railway, is beyond all question a national asset. Not only are his statements on matters relative to the growth of the Dominion freely given, but he is quick to point out the weak spots and just as ready to suggest a remedy. His utterances are convincing and helpful, in solving many problems that might otherwise lay in abeyance. His interest in Canadian business matters and his thorough understanding of Dominion-wide affairs has carried his name beyond our borders, and whether in the British Isles, Europe, or the United States, his opinions are accepted as authoritative.

Mr. Beatty fills a position of great importance, requiring unlimited executive knowledge, and as a successor to such men as Sir William Van Horne and Lord Shaughnessy he has had undoubtedly a difficult position to maintain. This, it is evident, he is doing successfully; with the result that under his Presidency the Canadian Pacific Railway has attained a world-wide reputation and is acknowledged as the leading railway system in operation today. Associated with its huge network of railway lines throughout Canada, there operates in conjunction with this company a system of steamship lines crossing the seven seas, also hotels and other accessories which go to make up one gigantic and ever-increasing corporation.

It is sometimes difficult to understand how one man can personally supervise such an undertaking, but Mr. Beatty, year by year, grows with the expansions of the company, until today it is apparent that he is entire master of the situation.

Sometimes the question is asked, What does the C. P. R. mean to Canada? To answer that question one would have to recite the history of the Canadian Pacific since its inception, but the observer must admit that this railway is so interwoven and interlocked with the growth of the Dominion of Canada that to separate them would leave a blank page in the history of this nation. What Canada owes to the C. P. R. can never be measured by dollars and cents, for with every movement of progress and development in this country, from Halifax to Vancouver, the Company has taken a part. One does not care to go back to ancient history and to tire our readers with a resumé of the struggle the pioneers of this road had to survive; with what courage such men as the late Lord Mount Stephen, Lord Strathcona, R. B. Angus and others, overcame political obstructions and financial difficulties, is well known to the past generation; but we do know that such magnates as Van Horne, Shaughnessy and Beatty carried on the work and fulfilled the ambitions of the early organizers to bring to this road the phenomenal success it has now attained.

Our country can never repay those men for what they have accomplished, and we assert that Canadians are proud of this great enterprise which plays so large a part in the development and growth of the Dominion and carries beyond our borders a reputation for excellence of service as well as capable and energetic management that is admired by other countries.

One might write at length regarding the achievements of Mr. Beatty as President of the C. P. R. But there is another side to his life which he does not discuss; for in his quiet and reserved manner he carries on other laudable works, giving time and money to the uplift of deserving poor, to the education of youthful delinquents, and in building up our hospitals and other philanthropic institutions. Not only does he participate in such work, but he finds time to give many instructive addresses to different organizations throughout the country, on matters of vital interest to the people in all walks of life. Too, he is to be found on the Boards of our Colleges and higher institutions of learning. All these duties are carried on by Mr. Beatty in the most modest and unassuming manner, and while his name will always be associated with the growth and development of a great railway, the future will record his philanthropic work and his efforts so ungrudgingly given to these worthy institutions.

Canada is proud of Mr. Beatty as he is proud of Canada.



HON. J. L. PERRON

In reading our exchanges from time to time there has a great deal been written about the construction and development of new highways throughout the other Provinces of Canada and considerable praise is being given to their respective Ministers of Roads, but when it comes to talk or write about the building of public highways The Watchman can assure our contemporaries from outside Quebec, that this Province can show the way, in the matter of new provincial highways.

We have in the Province of Quebec, a most energetic and progressive Minister of Roads in the person of the Hon. J. L. Perron. It is not so very far back since our good Province could hardly boast of a mile of good roads, but with the appointment of Mr. Perron to the head of this department, a policy of expansion and Provincial wide development was immediately planned, with the result that today the Province can boast of a network of permanent roadway that stretches into the most remote districts, and which is acknowledged by outside road experts as among the finest and best on the continent.

Mr. Perron, has had no favored section, having realized that the entire Province must enjoy its share of permanent roadways and this has been his fixed policy, resulting in the expenditure of over \$55,000,000 to put this into effect. Not only does Mr. Perron give his time and ability to planning and arranging this work, but he makes it his personal business to supervise every mile of new road constructed and continually visits the remote parts of the Province in order to acquaint himself with the necessity of giving to the most distant settlers a means of convenient and easy access. Thereby they may reach their nearest markets over a well gravelled or paved roadway that was heretofore an outlet of slow and difficult travel.

Quebec owes to its Minister of Roads a debt of real gratitude for the splendid service he is rendering the Province in this connection. Not only are the new roads proving a boon of untold benefit to our own public but they are bringing into the Province tens of thousands of tourists from the United States and from all over the Dominion who are spending we are told through Government statistics around three hundred million dollars annually throughout the Province. This huge sum in itself means a handsome return and we do not hesitate to state, were it not for these improved roads, not one quarter of this amount would come into our Province. Those who do not stop to think of the money that is being left with us each season by outsiders, might find fault here or there, with the Government outlay on the roads, but we would like to ask the question if there is any other industry or business that will show a better return for the investment made, apart from enhancing our province with splendid permanent roads.

Quebec is fortunate in having a Perron at the head of this department and when the history of this Province is written as to its growth and development, it is safe to believe that the name of the Hon. J. L. Perron will occupy a prominent place in the review, for we claim that the Minister of Roads, by his aggressiveness and attachment to the work, has given to this Province a system of highways that is not surpassed from the Atlantic to Pacific.

It is to be greatly desired that Mr. Perron will continue this policy of good expansion, and it will be fortunate for this enterprising province if the Minister of Roads is able to complete his programme, linking up the entire Province so that all sections will enjoy equal privilege of highway benefits.



JNO. T. AYERS ESQ.

Adjudged by the residents of this County, Mr. J. T. Ayers enjoys the distinction of being one of our most respected and honored citizens, and the electors of Argenteuil County, in extending the Seasonal Greetings, trust that he may be spared with many, many years of useful happiness to continue his work and radiate sunshine into the homes about him. That, indeed, seems to be his chief delight, for Mr. Ayers is never so happy as when extending his bounty to those who have been visited with misfortune.

Tall of stature, of fine physique, nattily dressed, with hat jauntily tilted over a face beaming with kindly humor, one sees at once a man of exactitude, forceful in character, and every inch a gentleman.

Mr. Ayers is President and head of the well-known firm of Ayers Limited, a firm which has been reared and built up from small beginnings, until today many hundreds of hands are employed in the production of its Paper Felts and Cotton Dryer Canvasses and Blankets, which enjoy distinction in all parts of the world.

His personal attributes are such as to foster admiration, for one is not straining a point when it is said he is beloved by all, especially by those of his employees who know him best, and who appreciate the kindly words and actions attending his regular visitations through the mill, where servitude has lost the old-time drudgery, in a general recognition that all classes are necessary and no disparity is tolerated.

Though carrying the responsibility of his huge business, Mr. Ayers is a true lover of nature and finds recreation from business worry in the quiet precincts of his palatial summer home at Carling Lake. Here he is surrounded by nature in all its grandeur and beauty, and one sees Mr. Ayers enjoying true country life. One of his hobbies is the raising of pure-bred Herefords which have enabled him to adorn his home with many cups, trophies and coveted honors. Mr. Ayers possesses hundreds of acres, and much of the land is being put to profitable usage, with special attention to vegetable, fruit and floral culture. Not the least of the interesting sights one sees, when privileged to wander through the extensive grounds, is the hatchery where thousands of small trout are reared before passing into the beautiful Carling Lake. It is delightful to witness too, the tameness of the wild life, all of which have learned that they may rest in this haven perfectly fearless of harm. All is peace and kindness, eloquent of the personality which pervades these surroundings.

"Canada First" in Business.

The Watchman takes pleasure in presenting to its readers this special Christmas Number under the caption of "Canada First". In using that slogan, however, we do not mean for a moment to depreciate the good qualities of other countries, from any point of view. We rather like those two words; and we believe that it would be a good thing for all Canadians, from Halifax to Vancouver, to give their own country the preference, particularly in the matter of business. We do not mean to say, either, that Canadians should not buy British or foreign goods when they find it necessary to do so; but we do contend that, all things being equal, Canadian-made merchandise should be given the preference.

Money spent at home remains in circulation, and goes towards maintaining employment for our own people; while every dollar sent out of the country makes us all the poorer, and in the majority of cases does not find its way back.

As a rule the progress and development of any nation depend on its export trade. Consequently the country that shows a balance on the side of imports is largely dependent on foreign articles, and therefore helps to enrich the foreign workmen. We might cite, as an example, the marvelous growth of the United States which is due largely to its home consumption.—In this regard, our American friends use up at least 90 p.c. of home-made goods, and consequently their import trade is not extensive. Then again we can point to Germany, whose wonderful trade expansion previous to the war was due largely to its enormous export business, while her imports were practically nil. We are in favor of imports in the raw state, where they can be manufactured into the finished article by our own workmen. And if Canadians will keep in mind that little slogan, "Canada First," purchasing home-made merchandise, it will not take long for the Dominion greatly to increase her home consumption. We do claim, according to the trade returns, that our imports are sometimes excessive, coming as they do into open competition with our own goods. In many cases, the imported article is not up to the quality of the same commodity made in Canada; but, because it is imported, some people seem to think that it is something out of the ordinary, being made in another country.

We would strongly advise our readers, whenever possible, to give the preference to our own merchants and manufacturers, and, individually and collectively, as a people, help to build up a wider expanse of home trading, thereby increasing our industrial activities.

THE EDITOR TALKS

And now, Reader,—Sir or Madam—how does this affect YOU? Has it sunk in? While thus urging Canadians to patronize the home markets, we are not talking merely in the abstract, nor are we addressing something to the people at large, above your heads. This concerns YOU, and it concerns your country—vitality. Think about it.

It is the purpose of this editorial to urge you, personally, to specify Canadian goods. Get the habit. The dealers will soon know your preference; and they, in turn, will order at home.

A short time ago, a food-canning industry closed down through lack of custom. The Editor himself sampled its goods. He bought them: he ate them: and he is still alive. In fact he enjoyed them, finding that these foodstuffs compared favorably in price and quality with others, prepared by larger and foreign packing houses. The industry in question was a venture on a small scale, but with large prospects; however, it closed down because it was unprofitable. . . . This concern, incidentally, was located in Argenteuil County, right here in the town of Lachute.

Are you a housekeeper? Are you prejudiced against cans with unfamiliar wrappers, and uncolored labels? Look at the trade-mark; and if it is Canadian, give it a trial. You will not be disappointed.

Are you, perchance, a mere man?—a once-a-day shaver? And are you perhaps lovingly attached to some foreign brand of shaving cream to the exclusion of all others? We assure you there are others just as good. See for yourself next time; try the Canadian-made tube.

Are you a reader? Do you buy American magazines in preference to Canadian ones? They are bigger, it is true. But we venture to say they are no better. They do not give you stories or articles of interest to your own environment. Where are the Canadian writers? They are every bit as good as our neighbors'. But many of them contribute to American and British publications, for the very reason that the field is limited to them at home. Read Canadian literature!

This, then, is what we mean by recommending Canadian commodities for your daily use, whether as necessities or luxuries. It concerns us all intimately, both young and old. The widely-advertised article deserves good patronage. It gets it! As a newspaper we aver both these facts. But—we must not pin our convictions to the force of mere words. Nor must we overlook the Quality that speaks for itself. . . .

Give the Canadian product a preference, and watch your country grow.

T. McQuat & Son.

A firm that enjoys distinction for Real Quality of Work and Service in execution is that of T. McQuat & Son of which Mr. A. A. McQuat is the guiding hand. For many years this firm has been turning out machinery for use in the various mills that are energizing in the Ottawa Valley, and so successful have they proven, that the scope of activity has broadened out to numerous firms in other cities who have seen the products turned out by this enterprising firm.

In order to take care of their rapidly growing business Mr. McQuat has recently completed a large addition to the already extensive machine shop and foundry which has been suitably fitted with all the very latest machinery for executing the particular classes of work required, and thus they are now able to handle everything that comes along.

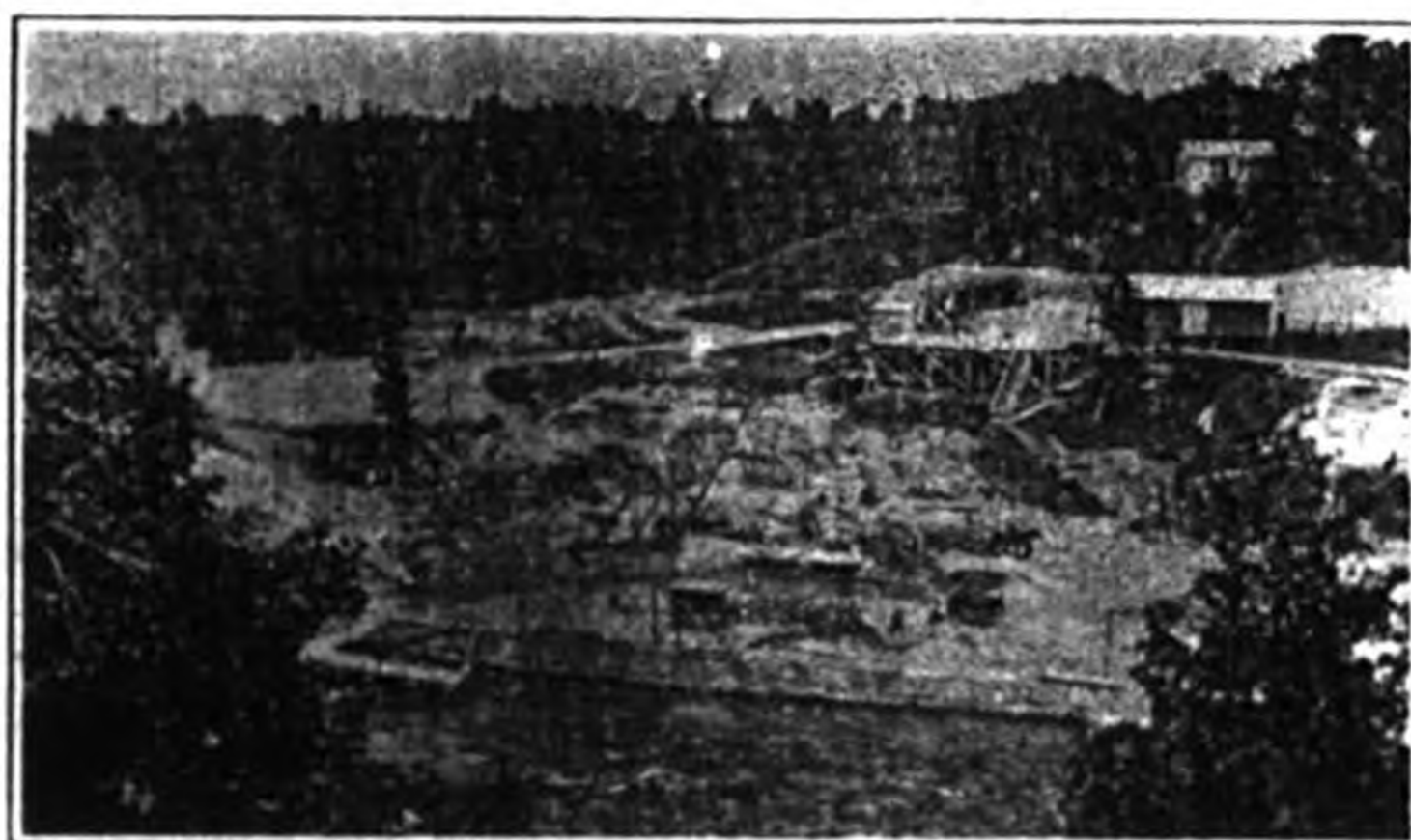
Many of their products are occupying and filling their part in a large number of important manufactures throughout the Dominion, and are widely known because of the genuine workmanship and skill used in the building. To their credit may it be said that at different times they have built some large Paper Mill Stuff Pumps, three of which are rendering good service in the Mills in Russia. Orders have recently gone through to the New Westminster Furniture Company, of British Columbia and to the Bathurst Company of New Brunswick, and the Interstate Tissue Mills, of Meriton, Ont.

That Mr. McQuat is ever alert to the latest and newest devices is found in the fact that he has just added an electric welding outfit which will greatly facilitate the work.

The firm have, however, been particularly fortunate in having as their foreman Mr. A. Middleton, who has been an honored and trusted employee for upwards of 35 years. Steady, honest and industrious, and an expert in all matters of machinery—these are qualities not always obtainable.

Few towns possess a Hardware Store to stand up with that of T. McQuat & Sons. It is a modern cement block structure of substantial build, and stands on the bank of the river. Mr. Albert Hills, who has also rendered faithful service for a number of years, is in charge. Here may be found a varied and complete assortment of everything in the hardware line.

Old Earle's Mill Gives Way to New Power Development



BEFORE EXCAVATION

Another step forward has been made in the growth and development of Ayers Limited, in the construction of the new 5,000 horse power dam on the North River, and is a further evidence that this firm has absolute confidence in the expansion of Lachute and district from an industrial point of view. The completion of this power gives to this enterprising corporation a facility, owned and controlled by the company which probably few concerns have had the aggressiveness or courage to construct. The work has been undertaken by Ayers Limited after due consideration and has been built and developed without one dollar cost to this town or community.

This new power development will give to Ayers Limited an abundant supply of electrical energy for present and future requirements and will also leave in abeyance further power for extensions to the present huge plant. This new undertaking has been a work of no mean enterprise and the firm is to be commended on securing for its own use an independent supply of electrical energy that is a further evidence of their astute business programme.

The Ayers Limited apparently have confidence in the town of Lachute, but the Watchman can assure the members of that energetic firm that the citizens of the entire Lower Ottawa Valley fully appreciate the efforts which the Company is displaying from time to time in making Lachute a centre of industrial activity and also in beautifying the town and surrounding district.

The new dam has proved an undertaking of no mean task and owing to excessive high water they have been delayed in its construction, although the plant is now almost ready for operation. The illustrations will give a faint idea of what has been going on during the fifteen months of operations. The power consists of 3 units of 1750 h.p. each and is equipped with all the very latest automatic devices. The work has entailed the construction of a cofferdam drying off one side of the river for the purpose of building the power house. Some 15,000 yards of rock has had to be removed in order to get the full working head of forty feet, and approximately 20,000 cubic yards of concrete was used in the structure. The water is controlled by two automatic sluice gates in the river bed as well as stop logs on top of the dam, and the water will necessarily be raised on a level with the tail race of No. 1 power plant, which will form a large lake and thus beautify the surroundings.



SHOWING POWER HOUSE BUILDING UP AND BEGINNING OF DAM

All such modern developments are as a rule the aftermath of some historical incident and in this connection it might be pointed out that the present location of the new power plant was the original site of the old Earle's Mill which for many years served as grist mill to the farming community. In the progress of modern development, electrically and industrially the old mill, with its water wheel had to give way to rapidly developing improvements which engineering craft has brought down to us at the present time.

The old mill, which faithfully served its day and generation, was no doubt for years, a centre of interest to past generations and to the minds of the young, one can think of those splendid farmers of that time, who slowly wended their way along roads practically impassable to bring their grain to the old mill stone where was ground down the wheat to the more serviceable product of the flour. One can also imagine while waiting for that steady but slow process of transformation, the many interesting discussions carried on over the topics of those days by the farmers, and one could wish that he might have been there to have listened, if not participated in the review of the early political, municipal and farm happenings of the time.

How the situation has changed! What do we see today situated on that old site? In the place of the slowly revolving stones there is now to be heard the rapid revolutions of the heavy turbine, generating through its main arteries, the powerful electric current that sets in motion the huge machinery in the different mills. If many of those old farmers could pay a visit and see the evolution that has taken place, astonishment would fill their gaze, and probably many of them would maintain, that while modern science has done its work, the old way of doing things was best suited to their day and generation.



DAM AND POWER HOUSE

Canada since Confederation.

JAS. LOGAN, Age 16 — Lachute Academy.

"Canadians are a brave, sober, strenuous, earnest people; a patriotic, invincibly industrious people, worshipping no false gods, following no will-o'-the-wisps, but steadily, surely, with their eyes wide open alike to the opportunity and the danger, are building up between the Atlantic and the Pacific the greatest nation that has ever been within the greatest Empire that has ever been." If these memorable words of Earl Grey truly summarize the character of the Canadian people, it is not surprising that Canada has made such rapid progress from the birth of Confederation to the present day. "Sixty years in the life of a nation is but a yardstick in the path of time," but in those sixty years Canada has made a rapid advance in industry, commerce, government, education, science and art. In nothing is she inferior to other countries; in everything she compares favourably with other countries; in some things she excels other countries. In size, she is gigantic; in natural resources, she is inexhaustible; in tradition, she is prodigious; in achievement, she is astonishing. Sifton aptly describes Canada when he says, "Canada is a good country to live in, a good country to work for. No country is so fully blessed."

No need is there of enumerating the events leading to Confederation. At the mention of that word, one immediately calls to mind the Charlottetown Convention, the Quebec Conference, and finally, the accomplishment of Confederation itself. Confederation was a bloodless revolution; Canada was "founded in faith." Mention only can be made here of two prominent Canadians, influential in carrying out the terms of Confederation. It is only merited praise that is rendered them. MacDonald, who was "the chief architect of Confederation," was a broad-minded Scotchman,—a man of great wit and liberality; a man of great prudence and diplomacy. Laurier, a Frenchman, a "silver-tongued" orator, and a statesman, although an opponent of MacDonald's politically, was a man of the same sterling qualities,—a man utterly regardless of pomp and display; a man who despised grafters and office-seekers.

As has already been stated, there is no necessity of mentioning the terms of the British North America Act of 1867. Changes in the constitution, however, are worthy of note. In 1878, Blake was ordered by the Queen to instruct the Governor-General that he should act on the advice of his ministers. In 1907, the Colonial Conference was re-named the Imperial Conference, and the Colonial Secretary was replaced as President of the Conference by the Prime Minister of England. In 1917, an Imperial War Conference was formed, with the result that in 1919 Canada was a signatory power to the Peace of Versailles. Since then, an eminent French Canadian Senator, Honourable Raoul Dandurand, has acted as President of the Assembly of the League of Nations. In 1926, Canada and all other dominions within the Empire were placed on an equal status with the Motherland.

Agriculture is still the most important industry, and wheat is its chief product. Marquis wheat, which replaced Red Fife, has itself been superseded by Garnet wheat, which matures earlier and is better adapted to the severe Canadian climate. Canada's forest wealth is illimitable. Few realize how important is the preservation of the forest, since upon certain woods depend the manufacture of a superior kind of silk, the production of dynamite and newsprint paper. Since Confederation mines have been discovered, and Canada now finds herself the proud owner of ninety per cent of the world's nickel, eighty-five per cent of the world's asbestos, and nine per cent of the world's gold. Canada has enormous water-power, of which only ten per cent has been harnessed. Her fresh and salt water fisheries are the most extensive in the world.

Canada's railway mileage of over forty thousand miles, exceeding the circumference of the earth, is greater per head of population than that of any other country. The two great railway systems of Canada, namely the Canadian Pacific Railway and the Canadian National Railways, stretch from the Atlantic to the Pacific,—from the fruit fields of the Maritimes, through the old, historical provinces of Quebec and Ontario, across the boundless prairies, over the majestic Rockies to the mighty Pacific.

Canada has produced men in all walks of life. Bell, the inventor; Fleming, the civil engineer; Drummond, the writer of habitant verse; McCrae's ever-living "In Flanders Fields"; Carmen, the true Canadian poet;—all these are Canada's sons.

"Looking forward we can face our future with unshaken confidence." "The growth and progress of Canada during the sixty years, which have elapsed since the British North America Act, justify the faith of the great pioneers and nation builders who negotiated and carried through that act of far-seeing statesmanship."

Canada's Trade

The Watchman heartily agrees with its contemporary, the Montreal Star, when it questions the trend of our trade with the United States, and in this connection, some alarming figures are revealed. The value of goods imported into Canada from the United States is pointed out that for the year ending June thirtieth, 1928, which were dutiable was \$436,341,819, while the value of the free goods imported was \$313,190,388, making an aggregate of \$749,532,207. This compares with \$700,608,364 imported for consumption in Canada from the United States during the preceding twelve months. The main items under this head are \$102,608,852, which represents the value of the agricultural and vegetable products, \$253,029,440 the value of iron and iron products, more than \$71,000,000 worth of textiles and \$117,888,820 worth of non-metallic minerals. These lump sums prove interesting on dissection. Among the agricultural and animal products are \$11,000,000 of hides and skins; 17,000,000 pounds of tobacco, \$5,000,000 of fresh vegetables and 9,000,000 pounds of canned vegetables, \$18,000,000 of crude rubber and \$3,000,000 of grain. Under the large item for iron and iron products Canada imported \$37,000,000 of the product of United States rolling mills, \$15,000,000 worth of engines and boilers, \$33,000,000 worth of farm implements, \$45,000,000 worth of hardware and cutlery and \$77,000,000 worth of vehicles other than automobiles, as well as \$31,408,000 worth of automobiles and over \$37,000,000 of auto parts.

During the same period Canada exported up to a value of \$479,944,986 to the United States, as against \$475,635,874 for the previous twelve months. These exports include \$18,883,541 worth of whiskey to the land of prohibition, \$13,000,000 of furs, \$9,500,000 of wheat, \$56,000,000 of her raw materials (as against \$227,000 the product of her rolling mills), \$8,000,000 of nickel and \$4,000,000 of zinc, \$121,000,000 of newsprint paper (which is practically raw material), \$75,000,000 of wood in unmanufactured form, \$46,000,000 of pulp and nearly \$9,000,000 of raw wool.

This means that Canada year after year is shipping out her raw material—the rich ore of her natural resources—and bringing into the country articles manufactured across the line which, with Government encouragement, could be made just as well, just as expertly and just as cheaply in Canada.

How long is this drain on our resources to continue? How long is Canada to export her natural resources and import her manufactured products? The figures may be dressed up to give an appearance of prosperity but the most superficial examination will prove the danger of so shifting a foundation of our national prosperity.

THE "IMMIGRANT"

How they make Good

A SKETCH-STORY by T. D. TITMAN.



I sometimes wonder whether, had it not been for the kindly hand which helped me up the grade, I should ever have attained my present independence and prosperity. One thing is certain: without that genial assistance I should have spent many long years in the climb to success.

The difference between myself and the thousand-and-one emigrants who, during each season, leave the country of their birth to settle in these strange territories—was, simply, that I arrived here under the protective surveillance of an avuncular relative. My Uncle Drake McLumley is naturally a patriarch of the needy and distressed; he would lend a hand willingly, to any fellow creature who might lack his own ample degree of self reliance. Not that I was a weakling, or needed such support. But it seemed that, through unusual and somewhat amusing circumstances, Uncle Drake felt a special kindness towards myself. There was, as you will see, an imaginary debt—a debt which he repaid in generous terms.

I shall never forget the mingled sensations with which I stepped from the colonist train to the railroad depot of a small township on the Alberta prairie. I was in my twenty-third year, of fine physique, and ready for anything. Yet, I remember, I felt that unaccustomed bewilderment, that sneaking lack of confidence, which usually marks a strange young man in new and unknown surroundings. I was green; and I am prepared to believe that I looked the part. However, as I stood there on the platform with my meagre baggage, gazing at the track-side grain elevator, the inevitable red water-tank, and the numerous sights around me, I experienced no really unpleasant emotions.

It was Uncle Drake McLumley who put an end to my meditations. A cheery "Hullo there!" drew my attention to the road, where a democrat was rattling towards me in the wake of a sturdy team of roans. Uncle was at the reins, broad and smiling, in company with two young cousins whom I had never before set eyes upon. Then I loaded my portmanteau into the conveyance and clambered aboard. And without unnecessary preliminaries we started back through the dusty streets, between the few straggling stores with bags of beans and red-painted farm implements blistering in the sun; and shortly we were jogging homeward along the prairie trail.

Ahead on the horizon I could see the foothills, rising in a copper-colored haze, and behind us lay the town in a cloud of dust. From beneath the back seat of the vehicle, the youngsters produced some massive sandwiches and some cold tea. And while I endeavored to dispel that sinking sensation which had invaded my gastric arrangements, Uncle Drake opened a quick-fire of questions and comments, to which I responded as best I could between bites.

Drake McLumley was in his fifties, I judged. He was a comparative stranger to me, for I had seen him only once, many many years ago. Too, that had been back in Old England, where his prosaic setting had left me only a vague and unreliable impression. . . . But I liked Uncle Drake immediately. One could not help liking him.

I had no idea of the distance we traveled that afternoon. We had climbed up into the hills and dusk was falling by the time we approached the ranch. Being tired and travel-worn, I was pleased at last when the boys drew my attention to the sheds and corrals, and pointed out the house that was to be my new home.

Here I made the acquaintance of Aunt Meg. A kindlier soul never lived; she adopted me on the spot and welcomed me into the household with her own precious youngsters. And in the years that have followed, my Aunt has always extended to me the love and unselfish devotion of a mother. The event of my arrival at the McLumley Ranch remains, to this day, one of my happiest recollections. I shall long remember, too, my chat with Uncle Drake. It was in the evening that he related those circumstances which are the theme of this yarn.

I had told all my news, and faithfully delivered those messages entrusted to me from the folks at home. We had exchanged our views on the subject of England and her economic problems. Incidentally, I had taken opportunity to thank these new found friends for their whole-hearted welcome and hospitality—a gratitude which I felt very keenly. And finally, as the rest of the family had retired for the night, my Uncle and I were left seated together in the kitchen.

Uncle was in a ruminative mood; he had kept me interested with a series of anecdotes from his pioneer days on the ranges. I had long exhausted the few topical high-lights of my own young life. At last I thought that Uncle, too, must have reached the limit of his reminiscences. But, no; apparently some other strange history occurred to him, concerning one of his neighbor cattle-men. After a long pause, during which Uncle filled and lit his pipe, he related these adventures—which I will record as nearly as possible in his own words.

"There's an old-timer, here in the ranges, name of Five Bar Mack. Came to Canada when he was a mere youngster, and I've known him for years 'n years. A shiftless, ne'er-do-well sort of fellow was Mack, in the early days; he lived in the Mid West and roamed back and forth between the prairie cities. Never settled down to a good day's work from one year's end to another—real work, I mean. He spent his time on pen-pushing jobs: marking up books at the civic works, timekeeping for construction gangs, 'n such like—gal's work he could have done just as well with one arm, or a wooden leg, or an eye in a sling.

"It was strange, in a way; 'cos Mack had a liking for fresh air and open country. But he never seemed to take up with a man's-sized, back-bending occupation. He used to hang around the saloons, too, spending his money as fast as he could earn it. In fact the greatest successes of his young career were executed on the dance floors. . . . Oh no, there was nothing real bad about Mack. But his list of virtues was nothin' special to write home about, you understand.

"Well—after years of this fool existence, one time he grew particularly restless. I guess the desire for a change, and a romantic attraction to his boyhood haunts, took hold of him together—and Mack had a sudden notion to visit the Old Land across the Atlantic! It happened he had just enough cash to pay his passage across, and back, if he so decided. True, his parents were dead; he had no friends or relatives on the other side—only one brother, who was married, and might extend a doubtful welcome.

"And, come to think of it, there was a kid son of his brother's he'd heard tell about; and he had always been anxious to see him. Mack had a remarkable weakness for the kids—just one good trait, I suppose, to compensate for all his bad ones. He had never quite got over the thrill of being an Uncle, y'see; and besides, Mack was grateful to his brother for another reason. For it seems these two young men were the last of the family line; and happily, the brother had relieved this good-for-nothing of a great responsibility—the obligation to perpetuate the old name. Mack had some sort of family pride, evidently. But, as I told you, he shirked his share of troubles. . . . never even got married on that account.

"So, the more he thought about it the better pleased he was with his idea; and finally he packed his slender belongings and booked for home.

"Well, to make a long story not quite so long, there was a glad reunion and a hearty welcome awaiting him. Yes, and when it came to the flags an' trumpets, a certain curly headed youngster was not backward any.

Mack shed his tear of gladness, and it appears these two took a fancy to each other right off. The youngster must have been four or five years old; and seems he had some enviable impression of his relative from the Wild West—thought he was just IT! A colorful, rough-riding dare devil: a hero stepped right out of the cowboy novels: I tell you, Mack found himself in high esteem—Mack! the ne'er-do-well, the saloon lizzard, an' wot-not.

"To tell the truth, he was duly ashamed. But he felt he couldn't disillusion this little fellow with the big, trustful eyes, who wanted to know all about everything. So, to live up to his reputation, Mack lied as freely and fluently as if he'd been trained in the art. Yes, and he had an imagination! He tickled the youngster with his lurid yarns—hairbreadth escapes, cattle rustlers, salt pork, logging camps—all those woolly sights of the sun-baked plains and the frozen North, things Mack had only read about in the 'best sellers.'

"But, mind you, that bby was sharp as they make 'em. And the big fellow sure had to watch his p's and q's to bluff his audience. One time, for instance, he was called upon to demonstrate his skill with a rope—Mack! who'd never been closer to a cattle round-up than a lithograph print on a bar-room wall! How he scraped through his stunts I don't quite know, but sure he was no mean hand when it came to deluding the young and gullible.

"So, naturally, the little fellow worshipped this paragon of a Mack. And if Mack's brother knew the truth, at least he never broke the spell. . . . However, as time went on, the Westerner grew heartily ashamed of his deception. The child's frank, enthusiastic nature touched his hardened soul. Something queer was happening inside him. The futility of his life, all the years of his indolent past, began to weigh like a loadstone on his conscience.—'Twas strange, indeed, this reaction; for Mack was a callous beggar, and a slacker dyed-in-the-wool. . . . But now he was actually feeling an ambition to make good, and to act up to the kid's high fallutin' ideals of manhood. Something urged him to be gone, before he sobbed out the truth of his worthlessness and shattered the youngster's pretty illusions."

There came a pause in the narrative; and suddenly a yellow glow illuminated the rancher's weather-tanned features, as he struck a match and re-lit his pipe. Then he continued:

"—So that is how Mack came back to turn over a new leaf. He took to the pick and shovel, and he grovelled good and plenty, like he was seeking to unearth the joie de vivre.—And it seems he liked it! First he found work in the silver fields of Northern Ontario, where things were new and opportunities were good. Then he staked a lucky claim in the big Cobalt strike of '06, and he made good money before he sold out. But the old wanderlust was still sneaking through his veins; and after a few years he struck west, over the Divide to B. C. Prospects turned out just as good in those parts, and Mack stuck to it. He worked hard and enjoyed life. As the years went on he grew steadier—and tough! And, better still, he forgot all his indolent habits and city-bred hankerings.

"Well, to finish up—Mack made his pile; and finally he came back here to settle in the ranges. He bought a few fertile acres, then he married and settled down. Today he is breeding some of the finest beef cattle in the western provinces, and shipping young horses regular to the East.

"Just shows you what a youngster can do in the way of inspiration, eh?" Uncle turned in his chair. . . .

"Yes," he chuckled,—and that low-down good-for-nothing was no other than your own Uncle Drake! You guessed, of course? Nowadays, your Aunt Meg says I've made good; and—y'know—what the missus says goes."

"You!" I stammered out at last. I had been so wrapped up in the fortunes of this erratic figure that I had never thought to connect the circumstances with Uncle Drake McLumley. Besides—"I thought you said his name was—?"

"Yump," he interposed; "Five Bar Mack. That is what they call me in these parts. The Five Bar's my cattle mark." And Uncle pointed to a branding iron suspended from the wall, which had hitherto escaped my notice.

"The youngster," he added, "was yourself, of course; and a cute, determined little beggar you were in those days!"

"Gee, Uncle," I said, "I can scarcely recall that visit of yours—Must be eighteen or nineteen years ago. I guess we are both older and wiser since then. . . . I do seem to remember, you brought me a big sombrero and a real pistol holster from the West!"

"Yes, son. I bought 'em at a theatrical outfitter's in Birmingham! I hated to disappoint you."

"—And do you remember," my Uncle continued, "we went to the circus together, you and I? You had me all hot under the collar that day. Nearly had me lifting a four hundred pound weight with one hand, in competition with the strong man at the side show! . . . Then you wanted me to ride a piebald broncho, to win a big prize if I could stay aboard three minutes. You were sure persistent about it. I could only silence you, and uphold my dignity, with the excuse that the McLumleys weren't accustomed to perform in public! Why, I could no more have ridden a wild horse, then, than I could have flew an airplane, which there weren't any in those days."

"Ha-ha," I laughed. "The days of real sport."

"Yes, son. But tomorrow I'll show you the finest bunch of horses you'll ever set eyes on outside the Stampede. Some wild ones too."

Then Uncle's voice softened, as he added: "So, boy, don't ever speak of gratitude again. Remember what you did for me. And, now, if my efforts coupled with yours can make you a success in this country—you will get there soon enough."

The rancher yawned a big yawn. Then, lighting one of the candles which stood ready on the table, he concluded: "Now I guess it is time for bed. Can you find your bunk alone? . . . Goodnight, son."

And as I clambered up the stairs, I heard Uncle Drake tapping the ashes from his pipe into the empty stove.

My Uncle Drake kept his promise. I worked hard to justify his confidence in me and after a few years, with his assistance, I set up for myself on a place adjacent to McLumley Ranch. Now I am just a happy hard working Westerner, with substantial assets on the hoof and in the soil. Thanks to Uncle Drake's early experiences and my own unwitting influence in his career, I have no hard luck story to tell concerning my first days in Canada.

Nowadays I hold my Uncle in affectionate esteem as a true friend and neighbor. But I wonder if this sentiment can ever equal the ardor of my first childish attachment, to the wild, picturesque figure who stepped into my life from the romantic unknown?

Merry Christmas from Dad

Rogers "Four Hundred" Highboy

Developed this year as the result of a definite demand for a Rogers Highboy Model. Automatic Voltage Control, Rogers Output Filter and Phonograph "Plug-in" Jack. Genuine Walnut Cabinet. Price complete.....\$250.00

Say it with a "Rogers"

If you're planning to say "Merry Christmas" to your family with a Radio—say it with a Rogers and be sure.

Years before any other electric radio was successfully marketed anywhere on this Continent there were thousands of Rogers-Batteryless Radios in every day use right across Canada. The Rogers has been tried, tested, perfected and more Rogers-Batteryless Radios are sold than all other electric sets combined. Just ask the owner of a four-year-old Rogers-Batteryless how he likes it and what service he has had!

There is nothing, in all the world of gifts, that will bring the spirit of Christmas into your home like a Radio. And the programs that will flood the air during the holiday season will more than compensate you for the small cost of a Rogers.

"Four Twenty" Table Model

Same radio equipment as the "Four Hundred" Highboy, without Speaker. Genuine Walnut cabinet by Macolm. Price complete (except Low Speaker).....\$185.00

Come in, choose the new 1929 Model you want, and insure getting it for Christmas by making a small deposit now. The balance can be arranged on terms to suit your convenience.

John McFaul & Son.,
Main Street - Lachute



From The Smallest Faucet up to the Bath Room Complete

AGENTS FOR

- Aero-Cushion Inner Tubes
- Electric and Hand Pumps
- Empire Milking Machines
- Glidden Paints and Varnishes
- Ice-o-lator Electric Refrigerators
- Louden Oil Burners
- Superior Barn Equipment
- Water and Oil Tanks

R. McArthur & Son
Sanitary and Heating Engineers

Lachute, Que.

J. W. COTTINGHAM, Limited

Building Supplies
Phone 29



Mill and Office
Phone 42

Established 1885

W. M. Cottingham, President.

Gaëtan Valois, Vice-President.

Wm. Houston, Sec.-Treasurer



As we approach our first Birthday and enter our second year of business, we do so with a feeling of thankfulness and gratification. We are thankful to our many friends who have supported us, not only by their patronage but by their friendly interest in our undertaking. Our endeavor is to be of service to the public and a benefit to the Community.

Our business is to supply everything with which to build anything. Whatever anyone requires for construction, we can supply and our mill can make everything that is made with wood. We also do a general contracting business; we can build a home and furnish it through our furniture department.

Anyone contemplating building a home, should consult us regarding their plans and we shall be glad to provide all the information at our disposal, free of charge.

One of the most important things to consider when building is the insulation. We carry Insulating Building Boards which insulate against cold, heat, and noise, which are fire resisting and moisture and damp proof.

Another very important feature when building is the kind of roof that is used. The proper roof will protect the whole structure. We carry a full line of all kinds of roofing. Plain shingles, stained shingles of variegated colors, patent shingles and fire proof shingles. Do not fail to consult us before deciding on the roof. We invite you also to come in and see our display of building brick and you will see more kinds than you ever thought of.



At this time, we wish to extend to all, our Heartiest Christmas Greetings, with the sincere hope that the coming year will bring to you a full measure of Health, Happiness and Prosperity.

Jersey Cream
Rich Colour
Fine Flavor
35ct. a pint

The Watchman,

And Ottawa Valley Advocate.

Jersey Cream
Is Easily Whipped
Phone your order to
LOCHABER DAIRY
K. McQuat, Phone 122.

VOL. LIII.

LACHUTE, QUE., DECEMBER 21, 1928.

NO. 49



Glad Tidings !!

May this Festive Season bring you Glad Tidings, followed by continued happiness throughout the New Year.

T. McQuat & Son
Lachute Mills.
Que.



LACHUTE DAIRY
Bradford & Matthews, Props.
MILK and CREAM
delivered daily.
Phone your order to No. 74.

COMING EVENTS

DANCE

The Firemen invite you to their 7th. Annual Ball, which is to be held in the Lachute Auditorium, on the 31st. December. Good Music. This affords the opportunity of a real good time so don't miss it.

A Dance will be held by the Young People's Dance Club, of St. Andrews in the Town Hall, on Friday, December 28th. Orchestra. Admission \$2.00.

The Regular Baptist Sunday School Brownsburg, are holding their Xmas entertainment on Saturday, Dec. 22. Everybody welcome.

The Congregation of St. Andrews United Church, will hold a Tea-Meeting in the Town Hall, St. Andrews E., on Friday, Jan. 18th., and in the evening the members of the Y. P. S. will give a three act comedy entitled "The Blundering Mr. Brown."

CARD OF THANKS

Mr. and Mrs. John Matthews and family wish to thank friends and relatives for kind sympathy and floral tributes received during the recent sad bereavement.

Mrs. K. C. Smith and children wish to thank all kind friends and neighbors for kind sympathy shown them in their recent sad bereavement.

Mrs. S. A. Filion and son wish to thank all friends and neighbors for kind sympathy and floral tributes in the loss of a husband and father.

Seasonable Greetings

We take this opportunity of expressing our thanks to our many customers and friends for our past business support and wish all a Very Merry Christmas and a Happy New Year.

R. HAMILTON.

Main Street,

Lachute

May we extend to our many patrons and friends our gratitude for pleasant business relations and wish them A Very Happy Christmas and Prosperous Year for 1929.

J. D. LEMAY,

Bethany Street,

Lachute



Compliments of the Season to All

We wish to thank most sincerely our patrons in Lachute and district, for all their encouragement in the past year, and hope to be of service to them in the future.

A. C. LAPIERRE,

Bethany Street,

Phone 249.

EVERYTHING TO BUILD ANYTHING



LOCAL NEWS

Mr. Geo. Y. Deacon spent Sunday last in Ste. Agathe.

Mr. L. Tootell spent Sunday with friends in Thos. Gore.

Miss Hampton is spending this week with friends in Montreal.

Miss Jessie Goodfellow was the week-end guest of Mrs. A. Smith.

Messrs. George and James Beattie were Sunday guests of Mr. and Mrs. A. Hodge.

Mr. and Mrs. N. Hodge spent the week-end the guests of Mr. and Mrs. A. Hodge.

Mr. and Mrs. Walker McArthur are spending Christmas with friends in Huntingdon.

Mrs. Picken was in Montreal last week, attending the funeral of her cousin.

Mr. Keith Lingman, of Montreal, spent the week-end the guest of Miss Hazel Hodge.

Mrs. A. Hodge and Miss Mary Hodge spent Tuesday last with friends in Montreal.

Miss Emma Hodge, of Lachute, spent a few days last week with her parents, Mr. and Mrs. A. Hodge.

Miss Jessie Cockerline, of Cowansville, spent the week-end the guest of Mr. and Mrs. Geo. Y. Deacon.

Mrs. Edmund Hodge is spending a few days this week, the guest of her daughters, Mrs. Geo. Brown, of Pt. Fortune.

Mr. and Mrs. Thos. Wait, of Notre Dame de Grace, spent a few days last week the guests of Dr. J. F. and Mrs. Campeau.

The many friends of Mrs. A. W. McFarrell will be sorry to learn of her serious illness, who is now a patient of the Ross Memorial Hospital, Montreal.

The many friends of Mrs. H. E. Underhill will sympathize with her in the loss of her brother, Mr. Parkin, who passed away at his home in Montreal on Sunday last.

In thanking the public for the very liberal support during the past year, we wish to assure them of our appreciation and extend the heartiest of our Season's Greetings.

A. C. Lapierre, - Jeweller.

One of the many presents suitable for your friends at this holiday season, is a nice box of choice confection. We have some very pretty boxes, all sizes and shapes, so call at the Splendid Confectionery and make your selection.

The Hon. W. A. Weir was in town on Saturday last, spending the afternoon with Mr. G. F. Calder. Mr. Weir was not unkind of his many old time friends to whom he asked to be remembered as time would not permit of any visitation.

Messrs. Wm. Scott and J. S. Giles, President and Secretary, of Lachute Colonization Board were in Montreal on Monday last, attending a conference meeting of the Eastern local boards for the purpose of studying the question of immigration.

There are always those who have been too busy in securing their Greeting Cards until the last minute but that need not bother you. The Watchman has a nice stock from which you may yet choose your greeting, and we can print them on shortest possible notice. Call and see them.

Mr. and Mrs. B. Stead recently returned from their overseas trip, after a most enjoyable holiday. They came back on the Montclare which encountered pretty heavy weather, although they were three days late in sailing, owing to the severe hurricane prevailing at that time. Both Mr. and Mrs. Stead proved to be good sailors but are glad to be back with their friends in town.

The Skating Rink, under new management of Jos. Raymond, has all been thoroughly put in shape. The dressing rooms are spacious and warm and the central room has a nice restaurant in connection. The best of order is maintained. A good season of skating with promise of masquerades and fancy dress carnivals later. A hockey league has been established between the Argenteuil Motor Sales, Bankers, Ayers Limited and Merchants.

CUSHING.

Mr. Fenton Elliott, of Ottawa, was a guest of his father here last week-end.

Mrs. Jas. Harecourt, of New Glasgow, spent the latter part of the week with her parents.

Mr. F. Gaston is recovering from a severe attack of la grippe, which is very prevalent here at present.

Mr. and Mrs. Geo. Nicholls left on Monday for Montreal en route to visit their son and daughter Mr. Percy Nicholls and Mrs. Henderson Weir at Thorold, Ont., and expect to be absent several months. Mrs. T. Weir Jr., accompanied her parents as far as Montreal.

Mr. S. Whelehan, accompanied by Messrs. R. D. Hartley, Owen Keatley and Eddie Whelehan motored up from the city and visited their friends here last Sunday. They report travelling conditions on the highway as somewhat precarious. Miss Whelehan, accompanied the party back to Montreal Sunday evening returning home on Tuesday.

OBITUARY.

THE LATE MRS. H. MASSIAH.

It was with deep regret the news was received of the sudden death of Mrs. C. H. Massiah (Mary Izard), who passed away on Sunday afternoon last, of pneumonia, after an illness of only three days, aged 39.

Mrs. Massiah was the wife of a Lachute boy and had made many warm friends in this town, where she was known and loved, not only for her great ability as a violinist, but for her sweet and happy disposition. Her talents which were of a very high order were given freely wherever she went and her loss will be felt by many, not only in Montreal and Canada, but in England where she was well known. Besides her sorrowing husband she leaves three sisters and three brothers to mourn her loss. A largely attended funeral took place on Tuesday, at the Church of St. John the Evangelist, Montreal. Much sympathy is felt for the sorely bereaved family.

ST. ANDREWS EAST.

Miss Helen Taylor is visiting her sisters in Montreal.

Miss Joan Willett is stopping at home for a time before taking up work in Montreal.

The W. M. S. of the United Church held a meeting at home of Mrs. W. Lamb on Tuesday, the 11th. All the officers were re-elected. At the close of the meeting refreshments were served by the hostess.

On Tuesday last week, the pupils of Grade 10 held a debate to which the public were invited, the subject being—"Resolved that the Farmer is of greater importance to the welfare of the Community than the Manufacturer." Misses Florence Thompson Gladys Hyde, and Ruth Bradley spoke for the affirmative side and the Misses Lois Perkins, Lena Gates and Bessie Woods for the negative. All contestants spoke well and their points were well taken. The judges—Mrs. Ballantyne, Mr. Windsor and Mr. Macskill decided unanimously that the champion of the Manufacturer had a slight advantage in the argument. But the farmers around here will probably keep right on in business—perhaps raise the price of eggs to make us pay for this slight.

On Friday evening Professor Reilly gave a lecture in the Sunday School room of the Presbyterian Church, his subject being—"Liquid Air and Low Temperatures." The experiments were very interesting and held the attention of the audience from start to finish. The liquid air was shown to be capable of freezing a quantity of mercury into a solid block, which the Professor used as a hammer to drive nails into a board. A flexible rubber tube, after a bath in the liquid, became so brittle that it was smashed into bits by a blow. Some of the pieces fell on the floor and were picked up by front seaters, but were dropped again without any regret on the part of the lecturer. The extreme cold seemed to take effect as rapidly as extreme heat would. The many experiments kept us interested for such a long time that the screen pictures had to be omitted. Liquid air is useful in many ways but rather deceitful with new acquaintances: we noticed that when the Professor was pouring it from one vessel to another it gave off a volume of what looked like steam and might have given the impression that it was "hot air" that was being handled instead of a cooling liquid. We are all pleased to have gained some little acquaintance with Liquid Air, and hope Professor Reilly will visit us again.

LACHUTE BOWLING LEAGUE

Game, December 13th., 1928.

Independents vs. Ayers Ltd. (Cotton Mill)

R. J. Fulton	168	158	112	438
H. Sauve	130	107		237
M. St. Jacques	141	132	139	412
A. Decoste	141	168	159	468
J. Cunningham	81		109	190
D. Gauthier		138	153	291
Total				2086

H. Cunningham	162	117	109	388
A. Beauregard	116	124	94	334
F. Brisebois	120	156	162	438
M. Wilson	122	116	149	387
F. Brisson	94	118		212
G. Muir			124	124
Total				1938

Independents Gain 103.

Tuesday, December 18th., 1928, J. W. Cottingham vs. Les Brasseries.

Wednesday, December 19th., 1928, Bankers vs. Lachute Bowlers.

Game, December 18th., 1928, 8 p.m. Les Brasseries vs. J. W. Cottingham Ltd.

J. P. Therrien	109	98		207
A. Larocque	103	112	130	345
R. Leclair	99	123		222
U. Lafortune	123	120	130	373
J. Berniquier	161	172	143	476
G. Delorme			116	116
H. Lefebvre			125	125
Total				1869

W. Houston	126	128	160	414
A. Grenier	97	124	118	339
C. Miller	82			82
O. Bergeron	95		114	209
J. Gagnier	134	124	100	358
Jos. Daoust	190	133	323	
R. P. Johnson	93			93
Total				1818

Les Brasseries Gain 51.



Fancy China

Popular Prices.

W. BANFORD & Son

Main Street,

Lachute

Order your
Christmas
Groceries
NOW!



Cream of the West Flour

J. D. Campbell, - Phone 50

Christmas Greeting Cards

Pyrex Ware

Enamel Ware

Pocket Knives

Razors

Smoking Outfits

Electric Irons

Electric Toasters

Kodaks

Albums

Note-paper

Candy

Golf-Sticks

Tennis Goods

Chinaware

Choice Selected Fruits and Groceries
for the Christmas table.

Fruit Cakes

Plum Puddings

Phone 66

W. D. McQuat

SINCERE BEST WISHES FOR A HAPPY CHRISTMAS



YOU

won't have this
trouble if you
use the

MAPLE LEAF

Anti-Freeze
for your

Radiator

GEO. Y. DEACON

FORD DEALER, HARDWARE

Lachute, - Que.

THE SPIRIT OF SANTA CLAUS

The "REX" Theatre

During the past year the management of this popular Picture House has endeavored to supply its patrons with the very best in Filmdom. Your attendance has been most gratifying and helpful and we take this opportunity of expressing our appreciation and of wishing all our patrons,

A Bright and Happy Christmas and Prosperous New Year.

HAPPINESS, PEACE AND CONTENTMENT CHRISTMAS — 1928

These three words are full of meaning and are expressive of our sincere desire that a full measure will be yours during this Christmastide and throughout the Coming Year.

Dominion Stores

Main Street, — Lachute.

SEASON'S GREETINGS!

We take this opportunity of thanking our many Customers and Friends for their liberal patronage of the past and our wish goes out to you for every Happiness at this Festive Season.

Jos. Speight,

Butcher, — Lachute.

Our Heartiest Wishes for a Joyous Christmas and a Bright & Prosperous New Year

In extending thanks to our many Customers and Friends for their esteemed patronage throughout the past years, we bespeak a continuance of our pleasant relations in which we have always tried to give of our best.

J. D. Campbell & Co.,

Main Street, — Lachute, P. Que.

OUR SINCERE THANKS

is extended at this time for the support we have received in our business during this and past years and we express our appreciation by wishing all a Very Merry Christmas and a Bright, Happy New Year.

Jno. McFaul & Son,

Main Street, — Lachute.

CHRISTMAS GREETINGS

In grateful acknowledgment of a successful business year, we take this opportunity of expressing our thanks, and extend to all of our Customers and Friends, Heartiest Christmas Greetings and all good wishes for the New Year.

G. J. Charland,

Druggist, — Lachute, Que.

MERRY CHRISTMAS HAPPY NEW YEAR

That is our sincere wish that we would pass along to all our Customers and Friends and in kindly remembrance of your esteemed business we extend our deepest thanks.

McFaul Bros.,

Lachute Mills, P. Que.

RODRIGUE HOUSE

Our very best Greetings for a Real Joyous and Festive Season and a Hearty wish that the New Year will bring to you All Happiness and Prosperity.

Geo. Therrien, Prop.,

Main Street, — Lachute, Que.

HERE'S HOPING

That Christmas will bring to our many friends and customers a real Bright and Happy time and that the New Year will bring to you an abundance of Health, Peace and Prosperity.

W. G. Staniforth,

Main Street, — Lachute.

CHRISTMAS GREETINGS!

Be yours during this Festive Season and we take this opportunity of expressing our appreciation for the splendid support received from the public.

Our heartiest greetings is extended for a Happy Christmas and Prosperous New Year.

Miller Bros.,

FRANK E. EARLE

Jeweller

With the kindest of Greetings for the Festive Season, we wish to express our sincere thanks for the measure of business entrusted to us, and we confidently assert we have rendered good and faithful service.

May your Christmas be a Joyous one, and your New Year Happy and Prosperous.
Main Street, — Lachute.

TO OUR CUSTOMERS AND FRIENDS

At this Season of the Year we desire to express our appreciation for helpful patronage and extend the Season's Greetings that all may spend a Joyous Christmas and Happy New Year.

W. D. McQuat,

The White Front, Main St., Lachute.

OUR SINCERE WISH

That Peace, Goodwill and Prosperity may be yours this Christmastide and throughout the Coming Year.

In passing, we gratefully acknowledge the liberal patronage it has been our privilege to enjoy and trust for a continuance of the same.

T. McQuat & Son,

Founders & Machinists,
Lachute Mills, — Que.

OUR CHRISTMAS WISH

It is that the coming Festive Season will bring to our many friends, a real time of Joy and Happiness and we hope that the New Year will be,

Bright and Prosperous

A. D. Raymond,

Central Meat Market, — Lachute.

MANY CHRISTMAS JOYS

For a Bright and Happy Christmas and a Joyous New Year is extended to all our friends and customers at this Festive Season, and we hope the New Year will prove one of real Happiness and Prosperity.

J. P. MacKimmie & Sons,

Lachute, — Que.

A JOYOUS CHRISTMASTIDE

The earnest wish of the undersigned is that this Christmas Season will be one of Joy and Happiness and that the coming New Year may bring to you,

Health, Peace and Prosperity

E. M. Jones

Agent for
Imperial Life Assurance Co., Lachute.

A REAL HAPPY XMAS!

Is the wish we extend to our many patrons and friends and we take this opportunity of thanking the public for the splendid support extended to us. We trust that the New Year will be to you, one of

Health, Happiness and Prosperity.

L. E. DUMAIS,

Argenteuil Motor Sales

Main Street, Lachute, P. Que.

THE OLD TIME WISH

Time rolls quickly on and the Festive Season is once more upon us.

We desire to thank all our Customers and Friends for their loyal support and beg to offer the public our very best wishes that this Holiday Season may bring them

Health, Peace and Prosperity

H. M. Lavigne

Lachute Mills, — Que.

THE BEST OF CHRISTMAS WISHES

We take this opportunity of expressing our thanks for the splendid support given us during the past year and extend to all the heartiest good wishes for a Royal Festive Season.

Jno. Mason,

Lachute, — Que.

WINDSOR HOTEL

May the Coming Christmas bring all Joy and Happiness and the New Year a full measure of Healthful Prosperity.

Duchesneau & Duchesneau,

Bethany Street, — Lachute.



J. W. Cottingham Limited

Everything to Build Anything Is their slogan

The principles of good merchandising are universal—whether they be applied to any retail store of a lumber yard. While an exact parallel between the two cannot be drawn, yet the basic idea governing their operations are the same, with such variations in practice as are suitable to varying conditions. The position of a country dealer is in some respects different to that of a city retailer, but in order to secure maximum results a policy of good merchandising is essential to both.

Giving Complete Service

There are many who believe that the lumber dealer is the logical outlet for various building supplies, that the lumber retailer will find it profitable to add other construction material to the lines carried, and that he will be able to give that complete service which makes for permanent customers. Besides that he is in a better position to make the displays of commodities already referred to.

J. W. Cottingham, Limited, Lachute, P. Q., is an example of a firm which is organized on a basis to take care of building from foundation to roof, to use the expression of W. M. Cottingham, the president. Besides three lumber yards, the firm carries on a builders' supplies business; operates sash and door and furniture factories, and also a retail furniture store.

J. W. Cottingham, Limited, is an amalgamation of two old established firms. The original Cottingham business was formed in 1885 by J. W. Cottingham, builders' supplies; this was afterwards taken over by his son, W. M. Cottingham, as J. W. Cottingham, Reg'd. Subsequently the firm of O. B. Lafleur and Sons, which commenced operations 50 years ago, was acquired, the property so purchased including the sash and door and furniture factories, lumber yards, and furniture store, the name of the firm being changed to J. W. Cottingham, Limited. A policy of gradual expansion was decided on, and with this object in view considerable structural alterations to the premises were undertaken. J. J. Campbell, who was formerly with the Seaman-Kent Company, and Tyler Hardwood Flooring, was engaged as production manager.

Following Up Building Operations

The lumber business (chiefly dressed) is practically all of a local character, and is secured by advertising and by following up the various building operations. The service which the firm is able to give by supplying plans, is of great value in securing business—the firm is in a position to take over the entire job, at an inclusive price. To quote a slogan of the firm, "Everything to Build Anything." Mr. Cottingham is a firm adherent to the policy of displaying materials in an attractive form. For this purpose one part of the furniture store of the firm has been set aside; the exterior of a bungalow is constructed, with a section of a Creole-Dipt shingle roof, B.C. woodwork, types of various bricks, with a miniature porch, complete with shutters, and a few pieces of furniture. Thus a prospect is able to visualize the effect of the finished exterior. On the other side of the room, there is a display of fireplaces and mantels. The floor is of hardwood. In the other section of the furniture store there is a small builders' hardware department.

The Canadian Explosives Limited

Despite cynics who tell us the world has gone mad—that we were better off a hundred years ago—despite wars and earthquakes, disasters and set-backs of all kinds, the facts are undisputable that the world rolls on ceaselessly in Progress to Perfection. Perfection may elude man always but Progress is within his grasp.

What had man a hundred years ago to compare with the amenities of life today? Electricity, wireless, chemistry—to name only a few of the outstanding discoveries and developments which enter directly into our daily lives.

We are all familiar with the uses of electricity, with wireless,—but it may be that many are not aware of how far chemistry has penetrated into our workaday lives.

Canadian Industries Limited is fundamentally a Chemical Company and its products are the development of unceasing scientific research. It may surprise many to learn that Tintine window shades, artificial leather, Duco and all the beautiful toiletries manufactured from Pyralin have, with explosives, a common origin in Cotton.

Canadian Industries Limited, the majority of whose stock is owned in the British Empire and which is managed entirely in Canada, in addition to its own research staff, has the knowledge and research backing, for the Dominion of Canada and Newfoundland, of two of the world's greatest chemical engineering organizations—Imperial Chemical Industries Limited of Great Britain, and E. I. DuPont de Nemours & Company of the United States.

To this unique background, Canadian Industries Limited owes its development.

The Canadian Industries Limited trade-mark therefore stands for the latest development and the highest standard of quality in the various lines which chemistry has allied with explosives manufacture.

Canadian Industries Ltd. is the holding Company for a group of subsidiary companies which comprise: Canadian Explosives Limited, Dominion Cartridge Company Limited, Flint, Paint & Varnish Limited, Canadian Fabrikoid Limited, The Arlington Company of Canada Limited, The Canadian Salt Company and The Triangle Chemical Company Limited. Canadian Industries has also an interest in The Canadian Safety Fuse Company.

These Companies are the means of employing a very large number of Canadians. Three of the plants are situated in close proximity to Lachute and offer splendid opportunities to the ambitious local youth who is anxious to succeed. The Welfare plans of the Company bring a certain amount of comfort and security and strengthen the bond of co-operation between Capital and Labour without which, success is impossible.

As far back as 1875 a man named Dan Smith who had previously worked in a powder mill in Maine, decided to start up a business in Canada. He bought about five acres of land near the present site of the Railway Bridge at Brownsburg and started to Manufacture powder. When he had been in business about a year the Acadia Powder Company bought him out. After the Northwest Rebellion in 1885, Mr. Howard, Mr. Brainerd, and others, formed a company to manufacture cartridges and shot shells. The property upon which The Dominion Cartridge Company is now situated was purchased and about 1888 the company bought the land on the top of the hill on which the superintendent's house and the magazine are now situated. The Company was taken over by Canadian Explosives Limited as a subsidiary company, and during the next few years Canadian Explosives Limited acquired several new subsidiary companies, manufacturing a diversity of products, all from one chemical origin. But although the origin was identical the word "Explosives" did not convey to the public a comprehensive idea of the Company's products so it was decided to create a name for the holding company and Canadian Explosives Limited to take its place as a subsidiary. The result was Canadian Industries Limited.

The Dominion Cartridge Company Limited manufactures all kinds of sporting Ammunition. With commencement of the World War this Company was one of the first in America turned over to manufacture war munitions. To cope with the unprecedented situation which arose new buildings were erected and the most up-to-date machinery installed. The war over, The Dominion Cartridge Company turned to the manufacture of sporting ammunition with the most modern equipment, exceptionally efficient testing laboratories and expert workmen. The quality of Dominion Ammunition has steadily increased in effectiveness and accuracy and at the present time several "World's Records" have been made with it as well as innumerable championships won on the rifle ranges and at the traps.

Sportsmen around the globe will be amazed and delighted at the news that, at last, a water-proof shot shell has been perfected. Think what a real waterproof shell means? Before, duck shooters were forced to guard shells from wetting as carefully as their grandfathers guarded loose powder. Today, they may lay their shells in the bottom of the boat or down among the reeds without care or caution. Duco Finished Imperial Long Range Shells may be subjected to moisture for hours and will then work smoothly in any gun. Atmosphere changes will not affect them.

The J. C. Wilson Co., Limited.

A Big Factor in our Industrial Life

The useful commodity of Paper in all its varied phases occupies a very large place as one of the most essential products of our day—for its uses are manifold. Lachute is fortunate in that it houses the J. C. Wilson Co., Limited, who have been engaged in the art of papermaking since 1880 when Mr. J. C. Wilson came to Lachute and established the Paper Mill on the Power site of the North River, which steadily grew to present day proportions, and is now one of the chief industries of the town and gives steady employment to a large number of workers, some of whom have been with the firm almost from its inception. It is sometimes difficult to estimate what such a concern operating over a period of long years means to any community but it is safe in saying that an industry such as is operated by the J. C. Wilson Co., is a great asset and when one calculates the huge amount of money which has been distributed from year to year among the employees, to say nothing of the advertising it has given to Lachute, one can readily see what this industry has meant to the people and to the growth of our town. Some municipalities prosper and grow on the strength of its industries and we do not hesitate to state that the J. C. Wilson Co., has played an important part in the growth and development of this town. It is to be hoped that this concern will long continue to operate along the same conservative lines that has marked its policy since its inception and the Watchman is certain that in extending to this Company its best wishes for a very prosperous and successful year during 1929 we are simply voicing the sentiment of every individual in our community.

Geo. S. Dansereau's Xmas Message

In co-operation with this interesting extra number published by the Watchman at this time of the year, and for which you deserve our sincere congratulations, I wish, Mr. Editor, to offer you, your readers and the electors of this County, my very best wishes for a Merry Christmas and a Happy New Year.

The year 1928, just past, has been for our country one of the most prosperous that we have had for a long time. Production has been large. Industries of all kinds have found attractive markets for their output and by running to almost full capacity have made the past year one of great activity in the commercial world.

No doubt, our county has felt this activity, probably to a smaller extent than more industrial districts, and I wish to everyone, individually, and to the county as a whole a large share of this general advancement in prosperity.

We should all work with determination, goodwill and unity to a further development of the county. Each of us should help to lead one another to success and co-operate to let in a larger breeze of welfare and happiness to every home.

For my part, I am most willing to keep up the activity in road construction, as well as any other improvements which would open wider the doors of our county to tourists, strangers or new investors in any form. Roads from Lachute to St. Jovite and Lachute to Ste. Agathe will be completed during the next summer. They will mean a great facility in transportation and can be figured as being a great asset to our county. These two roads lead to the most beautiful scenery of our Laurentian Mountains and open to any kind of traffic complete new connections, not only to places along these roads but to several other points as well along the Ottawa River shore or from Ontario.

The next road to be built is the one from Carillon to Grenville, connecting the Montreal-Ottawa along the river shore.

The Honourable Minister of Roads, Mr. Perron, as a matter of fact, seems to show a particular interest in us. He was telling me not long ago: "You will see the great change the improvements to your roads will bring to Argenteuil." We really owe him much for his kind attention and we must sincerely thank him for his great assistance.

There is another question that comes up in connection with road construction in our county. It is a bridge over the Ottawa River between Grenville and Hawkesbury. To take full advantage of our natural situation and to get the fullest benefit from our roads, we should have all available connections and open up the most favourable districts. Ontario would contribute a large number of sportsmen, who would, no doubt, be glad to enjoy the various attractions of hunting, fishing, etc., which we can offer them and which they do not have at home.

It would also be a new connection for commercial purposes and would be of great use in many respects. I hope to see this question finally settled in the near future and will co-operate to its success to the best of my ability.

This is all material development which is certainly going in a most satisfactory way and along with it, to have progress in the full meaning of the word, we have also to pay primary attention to the important question of instruction, to our schools.

The Honourable A. David, Provincial Secretary, has already since last year, favoured us generously in this matter. It is his desire to improve our school system, as well as to have his Department give special attention to our small country schools. We cannot neglect this opportunity and I welcome any demand in this regard.

I wish to extend to the Editor my thanks for such a nice courtesy and my best wishes to everyone.

Vu L'intérêt particulier que votre journal le "Watchman" donne au comté d'Argenteuil que j'ai l'honneur de représenter, il me fait plaisir à l'occasion de ce numéro supplémentaire, de vous adresser à vous, à vos lecteurs et à tous les électeurs de ce comté mes meilleurs souhaits de Joyeux Noël et d'une Bonne et Heureuse Année.

Je fais aussi des vœux pour que l'année nouvelle donne des jours de prospérité au comté d'Argenteuil; en autant que la chose me sera possible j'y contribuerai en tendant tous mes efforts vers ce but afin de mériter la confiance que mes électeurs m'ont témoignée en m'élevant par acclamation.

L'année 1928 a été des plus prospères sous tous rapports, il nous faudra continuer ce développement et faire de notre comté le plus beau de la province. Il est déjà le plus attrayant par ses beautés naturelles, ses sites merveilleux, ses montagnes et ses cours d'eau. L'amélioration de toutes les routes qui le traverse lui donnera bientôt une popularité complète. C'est ce à quoi nous travaillons actuellement en voulant donner libre accès aux touristes, aux étrangers et à tous voyageurs. Les routes Lachute-St-Jovite et Lachute-St-Agathe, sont en voie de construction et nous pouvons nous assurer qu'elles seront complètement finies l'an prochain. Nous entreprendrons dans le cours de l'été de faire la route Carillon-Grenville ce qui permettra de faire le voyage Montréal-Ottawa en longeant les rives de l'Outaouais.

L'Honorable ministre de la Voirie monsieur J. L. Perron semble s'intéresser tout particulièrement à nous. Il me disait un jour: "Vous verrez bientôt les changements que l'amélioration des routes apportera au comté d'Argenteuil." Comme nous lui en serons tous redevables, nous devons offrir nos sincères remerciements pour l'assistance qu'il veut bien nous donner.

Il y a aussi une autre question qui est en rapport avec les chemins de notre comté; c'est la construction du pont entre Grenville et Hawkesbury. Pour tirer un plus grand profit de nos ressources naturelles, et pour bénéficier davantage de nos routes, nous devrions avoir une entrée facile dans tous les districts propices au développement. Ontario compte parmi ses gens un grand nombre de personnes aimant les sports, il en est ainsi des américains qui sans aucun doute seront tous heureux de profiter de nos différentes distractions telles que la chasse, la pêche, etc. Déjà nous avons de bons hôtels, il nous en faudra dès lors davantage et en faisant respecter les lois concernant la chasse et la pêche, le gibier et le poisson se maintiendront en plus grande abondance; ce tout ne saurait être autrement qu'un bénéfice de notre comté.

Il est donc à espérer que la question de ce pont sera résolue durant cette nouvelle année, et à cette effet je ferai tout ce qui me sera possible. Tout ceci concerne le développement matériel qui certainement donne satisfaction, mais pour avoir un progrès réel il faut donner une attention toute particulière à l'importance de l'instruction dans nos écoles.

L'Honorable A. David, Secrétaire de la province a été pour nous d'une grande générosité durant cette année, il nous a aidé et secondé dans tout ce qui concernait nos écoles. Dans notre comté nous avons encore besoin de son assistance, nous lui demanderons de nous continuer ses faveurs et je suis certain que nos requêtes, comme par le passé, seront bienvenues.

Relativement à toute autre question concernant le comté d'Argenteuil, mes électeurs de l'intérêt sincère que j'apporte et de mon entier dévouement. Je veux aussi offrir à l'éditeur de ce journal mes remerciements pour sa courtoisie et mes souhaits de bonheur pour chacun.

GEO. DANSEREAU, M.P.P.

Lachute Colonization Board

Lachute Colonization Board has now been organized for upwards of a year, and since its inception has more than justified its usefulness in that it is doing, though in a very quiet modest manner, some real effective colonization work, by procuring help when necessary for our town and rural needs.

It is interesting to note that the great majority of those sent out to us through the Colonization Department of the Canadian Pacific Railway have made good and are proving up as live Canadian citizens. The opportunity thus given has been fully taken advantage of, and in not a few instances, the young men who came forward to their new surroundings, as strangers in a strange land, have been so favorably impressed by kindly assistance and generous treatment accorded them, that they have sent home for their families, and are now enjoying their newly found homes.

It is the desire of the Lachute Colonization Board to render service and co-operate with the farmers of Argenteuil, Two Mountains and Labelle in supplying their needs for farm help and those desirous of securing help will do well to make early application to:

J. S. GILES, Sec.-Treas.,
Lachute Colonization Board,
Lachute, Que.



THIS YOUNG LADY is coming to work.

She is an operator. She is always on the job whether it is stormy or not. And at whatever hour you call her she is pleasant and efficient.

The people in the telephone service make courtesy a habit. It is part of the efficiency with which they serve.

There are 15,000 men and women engaged in the telephone system of Ontario and Quebec. They handle over four million calls every day and, in spite of the constant cry for speed, there is scarcely a case of conscious discourtesy or neglect.

THE COMPANY IS PROUD of these 15,000 men and women and has endeavored to make their work as agreeable, healthful and stable as possible. Several hundred present employees have been with the system for more than twenty-five years.

This stability of staff maintains high standards of operation and is encouraged by the Employees' Pension and Benefit Fund, established in 1917, to protect employees in illness or accident, and to provide for their future and for their dependents.

There is also a plan of Employees' Life Insurance, by which out of salary, employees may carry without undue burden insurance to care for their dependents. This plan has been arranged in co-operation with Canadian insurance companies at regular rates.

IN ADDITION to this factor of stability an active interest in the telephone system is encouraged by the plan of employees' purchase of shares and by the plan of employee representation.

Some years ago telephone employees were given opportunity to become shareholders in the company and 10,390 of them have subscribed for shares on instalment payments. For some years also, spokesmen selected by the staff have met with representatives of the management to discuss such matters as wages, hours, tools and working conditions. This has not only stimulated interest but promoted efficiency.

THESE THINGS are the basis of the alertness and enterprise which have become a tradition of telephone work.

It is demonstrated among the 4,900 men in the plant department. Over 3,500 of them have qualified for St. John's Ambulance Corps first aid certificates and because of their outdoor duties they are frequently nearby when accidents occur. There have been many instances in which their voluntary response has saved life and relieved suffering.

The same spirit has become familiar in the enterprise and courage with which operators rise to an emergency.

WHETHER IT BE the night operator on the job at midnight or the lineman fighting a winter storm, the men and women of the telephone service give their best in contributing to Canadian progress and well deserve whatever benefits the company is able to offer.



Published by The Bell Telephone Company of Canada to tell you something about the telephone business and the people in it.

DIAMONDS

Guaranteed flawless blue white stones in green white and combination settings.

Buy here and we can save you about 1/4 of what you intended to spend.

Other Dependable Merchandise—Waltham and Standardized Watches — Waterbury Clocks — Waterman, Parker and Eversharp Pens and Pencils. Rogers and Community Silver. Beautiful attractive Xmas gifts from houses that are acknowledged to be the best in their line.

With an enlarged store and greatly enlarged stock, we are in a position to serve you better. We invite you to come and look over our stock. Some interesting bargains on our priced tables.

Frank E. Earle
Main Street,
Lachute.



Cash Central Meat Market

WHOLESALE & RETAIL

All kinds of Choice Meats, Fish, Vegetables and Fruits in Season. Also all kinds of Canned Goods, Butter and Lard.

We sell cheaper because of no book-keeping charges.
Phone 55 F. P. O. Box 25.

Adolphe Raymond,
Main St. Lachute

Christmas Greetings

And All Prosperity Throughout
The New Year.

Geo. Licop, Tailor, Lachute.

Winter Goods!

Just think of it! Winter is here and you will be wanting some of the following,—

STANFIELD'S UNDERWEAR
HEAVY WORKING PANTS
MACKINAW COATS
HEAVY RUBBERS, ETC., ETC.

You can't better our prices anywhere and our Assortment is complete.

John McFaul & Son, Main St.

Five Roses Flour Feed, Hay, Coal, and Salt.

Beef Scrap, and all kinds of Hen Feed.

R. Hamilton, Main Street.
Phone 240. Lachute.

USEFUL XMAS PRESENTS are more appreciated

What will be more acceptable to any member
of the family than —

Slippers, Overshoes, Moccasins, Skating Boots, Evening Slippers, Pyjamas, Mitts, Gaiters, Club Bags, Scarfs, Silk Handkerchiefs, Neck-Ties, Shirts, Gloves, Fancy Hosiery.

W. G. Staniforth,
Main St., Tel. 65.

The Watchman

AND
OTTAWA VALLEY ADVOCATE
Published at Lachute every Friday.
J. S. Gilles, Editor & Proprietor.

FRIDAY, DEC. 21st., 1923.

Subscription Rate per annum.
In Canada—\$1.50.
In United States—\$2.00.

Notices of Entertainment, Concerts, Announcements etc., 10 cents per count line. Minimum 50c.—if billed 60c.

(Note:—All local advertising any event from which there are financial proceeds will be charged at the above rate.)

Card of Thanks, In Memoriam Notices, Births, Marriages and Deaths 50 cents.

With each verse additional—25c.
Want and For Sale advertisement, 10 cents per count line, minimum 50c.—if billed 60c.

Note:—When estimating count every six words or fraction thereof as one line.

Legal Advertising—\$1.63 per inch. Subsequent insertions—\$1.12 per inch.

EXPLANATION!

The Editor of The Watchman, on Oct. 5th., wrote to the Rt. Hon. W. L. McKenzie King, Prime Minister at Ottawa, and to Hon. R. B. Bennett, leader of the Conservative Party, inviting these leaders of our two great Political parties to tender a brief Christmas message to our readers. In reply we received word from the Secretary of the Prime Minister, to the effect that Premier King was not making any personal pronouncement as he did not wish to leave himself open to partisanship.

From the Hon. R. B. Bennett, we have received a letter which is published elsewhere in this issue.

The Editor mentions this explanation, lest The Watchman's special "Canada First" Edition be suspected of political leanings.

THANKS, MR. BENNETT.

Some sons to a country are like some sons to a family. They are a blessing. Among the former is the esteemed Canadian and leader of the Conservative Party in our Dominion.

It is not very often that leaders in the different walks of life will express personal opinions, freely; and it is all the more gratifying when a man like Mr. Bennett announces a few minutes of his busy life to express, through The Watchman, his opinion of Canadian affairs and a warm tribute to Canadians in general. Mr. Bennett is frank enough to admit that business conditions throughout the country are fairly prosperous and he does not hesitate to say that the people of this country can look to the future with great optimism. Mr. Bennett is a man with big vision and his brief survey of conditions—business and otherwise—in Canada, will be read no doubt with keen interest.

It is just such pronouncements from men like Mr. Bennett that give encouragement to the rank and file of our people, to go ahead and do greater things in the development of our country. And we are sure that our readers will agree with us, that with such men participating in our National progress the Dominion is bound to achieve that success among the nations of the world which the leader of the Federal Opposition has predicted.

Mr. Bennett has extended the courtesies of the Season to our readers; and the Watchman takes the liberty, on behalf of the people of Argenteuil to send back the most hearty wishes for a long and useful life in the services of his country and for a Healthful and Happy Festive Season.

CANADA'S PLACE IN THE EMPIRE

As Outlined by

Rt. Hon. J. Ramsay MacDonald

"We are all colleagues together; working together we have still many a memorable chapter to write in the history of the world if we would use the courage and sagacity of the generations which gave us birth."

During his visit to the Dominion this fall, Rt. Hon. J. Ramsay MacDonald, former premier of Great Britain and British Labor leader, referred in these words to Canada's position in the British Commonwealth of Nations. Mr. MacDonald also emphasized the responsible place held by the Dominion in the commonwealth, the necessity for the continuance of co-operation and understanding between the component parts of the British Empire, and the part which was being played by these nations in the preservation of world peace.

"I can assure you, whatever your political color may be," Mr. MacDonald went on, "over in the Old Country political parties even in the heat of battle never obscure national or imperial interests. The interests of the Dominions, he proceeded, would never be overlooked irrespective of which party was 'on top.' The problems of the British Empire could only be solved by co-operation between the various parts of the Empire."

Paying tribute to the beauty of the Dominion, the British Labor leader hoped that "Canada will never make the mistake that national beauty is not a factor in national character." He went on: "I say to you, conserve them. Do not allow any shortsightedness to destroy them. Do not fall into the mistake that some people fall into of treasuring jazz music more than your woods and your natural beauty."

THE OUTSIDE VIEWPOINT

As Others See Us; Opinions of Prominent Men and Contemporary Editors.

"I should like those who came to this country to read a little of Canadian History and understand some of the hardships faced by the pioneers here, by their womenfolk and their children to develop and settle this country. This is no country for 'winners.'"

Right Hon. H. P. MacMillan, Lord Advocate for Scotland, speaking at Victoria, B. C.

New York Times: During the 3 months of April June and July, 1923, settlers from the United States to the number of 12,387 migrated to Canada; in the same month of 1927 only 9,764 had gone. The wheat crop of the Dominion, which was 112,778,000 bushels in 1919, is expected to reach the stupendous total of 531,621,000. Over two million additional acres have been sown in wheat. While the wheat is flowing into the elevators and moving on cars to both coasts, great mills are grinding spruce and refining copper and planing lumber. More and more this great manufacturing nation looking to Canada for raw materials, is hearing the sounds of machinery over the border and the hum of people at work in industry.

"Canada needs men, money and markets"

"I have never been in a country where the people were more accustomed to pour out statistics than in Canada."

I give the palm to the mayors of the cities who met us with figures of street mileage, length of drains, who told us to a dollar, the cost of the city hall."

—Viscount Peel, addressing the Canadian Armistice Day re-union in London.

"The French-Canadian is Britain's best potential customer."—W. J. Glenny, O.B.E., Inspector-General of Dept. of Overseas Trade in the Old Country.

"I have learned to smoke in bed of evenings and I have written to Montreal for fifty pounds of that French-Canadian tobacco."—Roald Amundsen, lost Arctic explorer, in a remark to his companion Ellsworth.

Boston Evening Transcript: While some of our politicians are planning to exclude from the United States all the Canadian Products they can, it may be interesting to note that in 1927-28 American Exports declined to all the countries of the world except Canada and Africa. The Dominion, in fact, changed places with the United Kingdom and for the first time became the chief buyer of American goods. Our sales to the United Kingdom were valued at \$364,000,000 and to Canada at \$482,000,000. This is one reason why we don't need any warships on the Great Lakes.

Sir D'Arcy Lindsay, of the Indian delegation visiting Canada: "You seem almost ashamed of your own fruit. And the prices you have to pay! Talk of your profiteers. Why you pay here in your own shops in Canada as much as you pay for the same fruit in London. And the hotels!"

Detroit News: Some Canadian interest with money to spend is directing an advertising campaign against the American tariff. Irresistibly this campaign is for the purpose of arousing Canadian sentiment in favor of a high protective tariff for that country, with the aim of shutting out American goods and giving a decided preferential rate to articles of British manufacture. . . . If our learned statesmen go ahead with certain pestiferous schemes, palpably aimed at Canada, then we can hardly complain if Canada retaliates. And that would be a form of reciprocity which would work nothing but hardship on both sides of the boundary.

"We look forward, some of us, to the day when this country will contain not its tens of millions but its hundreds of millions of people and my hope is that 80 per cent of these people will be of British stock."—Sir John Marriott, M.P. for Oxford, with the Empire Parliamentary Association delegation to Canada.

"They had the finest dairy herds in Canada I have ever seen."

"Quebec possesses rare historical significance, which takes thousands annually to its portals."

"One of the finest things I have observed in Canada is the healthy condition of her smaller towns."—Miss Newton, an American visitor to Canada, writing in an Atlanta Journal.

"I cannot understand why more people do not visit Canada on their vacations because to me the scenic beauties here, and particularly in some parts of Western Canada, are equal to any I have seen in the world."—Sir Vernon Thompson, managing director of the King Line of London, Eng., in an interview prior to his sailing for the Old Country.

"Canada becomes more prosperous each time I visit it. If I were a young man I think I would come to Canada and settle here, despite the fact that there are more opportunities for young men of imagination and ambition in the business and professional world of the Old Land, than is generally supposed."—Sir Edward Liff M.P., part owner of the London Daily Telegraph, spending his holidays in Canada.

Questions by British Parliamentarians approaching Montreal aboard the Empress of France, bound for their tour of Canada under auspices of the Canadian Branch of the Parliamentary Union:—



Birks, Corner and Company Limited



Use Canadian Goods by eating
Mount Royal Jams and
Marmalades.

39 Youville Square,
Montreal.

WHOLESALE GROCERS




"Is Montreal populated, as I have heard, with French-Canadians in the ratio of three to one?—David Kirkwood, Labor member for Dumbarton Boroughs.

"Has every French-Canadian village a huge church in it?"—Thomas Johnston, Labor member for Dundee.

"How did any newspapermen get aboard this ship?"—A. O. B. Payne, M.L.A., of South Africa.

New York Herald and Tribune:—Canada stands on the threshold of the greatest prosperity it has known." The London Advertiser comments that "Canada has already crossed the threshold!"

DEMANDS FOR ELECTRICITY

It is claimed that no fewer than four hundred uses for electricity on the Farm have been discovered in Ontario. No wonder the hydro-electricity industry in Quebec looms up as one of the most promising of our enterprises, and no wonder Ontario already has had to import large supplies of hydro-electric current from this Province.

Speech isn't essential. You know what your grocer means when he stares at your new set of tires.

NUISANCE TAXES.

The fact that the Hon. W. D. Euler, Minister of National Revenue, is president of the Kitchener Daily Record, gives special point to the following note in that paper:

"One by one, the number of petty taxes rendered necessary by the exigencies of war-time is being reduced. There is no longer any necessity for the imposition of these small taxes that are a nuisance to everybody concerned. They might as well be entirely abolished. The need for them has passed. They serve only as an irritant and inconvenience. The provincial government will be asked to remove entirely the unpopular 'amusement tax.' This is one of the so-called nuisance taxes and is very annoying to those who have to pay it."

COMPARISONS

In priding ourselves on the progress of our Dominion, we do so, basing our judgments on Canada's respective position in the past and in the present. For a fair observation of unbalanced, comparisons are essential.

As with this idea—and because a contrast of the conditions confronting respective generations is a matter of more than ordinary interest—that considerable space in this "Canada First" column of the Watchman is devoted to the unpretentious beginnings of local activities. Mention of these early efforts will naturally hold a stronger appeal for our own people of Argenteuil County, who are acquainted with the scenes, and many of whom are descendants of the characters who contributed to development as we portray it. However, the various aspects of our life in the Ottawa Valley have an interest which is not necessarily confined to its participants. Argenteuil has kept pace with the Dominion; and the stride of our Country is the stride of Canada as a whole.

Thus we are confident that our comparisons with the early days will be of representative interest, whether our readers be native or stranger to this territory.

FREE CLASSES IN COOKING

The Minister of Roads, following his campaign of hotel improvement has decided to give courses in cooking to those, either actually employed in an hotel or who are destined for this employment.

These courses will be held in April 1924 at the Provincial Household Science School, 349 Sherbrooke Street, East, Montreal. The dates of opening and closing will be decided on later.

The courses will be free. Pupils will pay their own board and travelling expenses. Persons wishing to take advantage of these courses should apply in writing to the Minister of Roads, Parliament House, Quebec, specifying their occupations and addresses.

The number of entrants will be limited to twenty-five.

Accepted applicants will be notified by the Minister of Roads of the date on which the courses will commence, and of all other necessary details.

The list of entrants will be closed on the 15th March, 1924.

OUR NEW LIEUTENANT-GOVERNOR

We heartily agree with our contemporary, The Montreal Herald, in its statement that the Province of Quebec is to be congratulated on the appointment of Sir Lomer Gouin. Without detracting for one moment from the brilliant record of the present Prime Minister of our fair Province, it can be said without hesitation that if Quebec Province at present stands out as being the leader among the Provinces in our confederacy, it is largely due to the vision, the devotion and the patriotism of Sir Lomer Gouin, who so long headed the provincial administration and who founded a policy and established a record that will be an inspiration for all time.

We have no doubt that Sir Lomer would be equally successful as the representative of the King in this province. He has all the qualities that make for success, and in Lady Gouin he would have a gracious, charming and distinguished partner in the duties of the high office should he accept that position.

For the retiring Lieutenant-Governor nothing but the kindest feelings prevail. His term of office, overshadowed unfortunately by a sudden bereavement, resulted in one of the most brilliant regimes in the history of Spencerwood.

SOCIAL QUESTIONS AND THE LEAGUE OF NATIONS.

That the attention of the League of Nations is not confined strictly to the promotion of world peace is proved by the report of the ninth ordinary session of the assembly of the League which came to an end in October.

The selection of a permanent council board for the consideration of the restriction of the traffic in opium and dangerous drugs was arranged for and steps were taken for the drawing up of a model code, composed of the best legislation of many countries, to be submitted to all countries for the restriction of the opium trade. The Far East will also be studied in its relation to this evil.

A special body of experts reported on its inquiry into the traffic in women and children, and stressed the importance of women policemen as a preventive measure.

In relation to child welfare an inquiry was set in motion to cover the question of the child who is exposed to moral and social dangers. A convention for the suppression of the traffic in obscene literature will be submitted to various governments for their accession during the coming year.

Certain aspects of the question of alcoholism were included in the League's programme. During the past two years delegations from different countries have waited upon the League asking for consideration of this question, and in the resulting negotiations all aspects of the problem and the moral and material interests involved were thoroughly examined. A resolution was passed at the last session of the League, entrusting the Economic Committee and the Health Committee with the task of collecting full statistical information on the subject. The question of the smuggling of alcohol and also of smuggling in general was also left to this committee for investigation in the near future.

M. ELIZABETH McCURDY,
Prov. Supt. W.C.T.O., Dept. Press

LOUISA.

Mrs. Robert Boyd has left to spend the winter months in Lachute. The Louisa School closes on December 21st., for the Christmas holidays.

Visitors at Mr. Henry Neill's last week-end were Messrs. Andrew Neill and Stanley Holt.

Visitors at Mr. Joseph Boyd's last week-end were Mrs. Lillian Robinson and Mr. Fred Paquette.

Don't miss the Louisa Xmas Tree to be held in the Orange Hall, Louisa December 21st., at 7.30 p.m. Admission Adults 25c.; Children 15c.

Built on the confidence of its subscribers, the Family Herald and Weekly Star, Montreal, stands supreme today among farm papers, while its Magazine Section is easily at the head of the list.

Lachute Dairy



Pure, Fresh, Pasteurized
Milk and Cream

A Health Builder
for everybody

ORDER TODAY, LACHUTE MILLS. PHONE 74.

C. R. Bradford & P. A. Matthews
Proprietors

CHATHAM CONSOLIDATED SCHOOL EXAMS.

Grade IX, Composition.
Class I.—Ruth Campbell 86, Howard Tomalty 84, Jessie Murdoch 81.
Class II.—Andrew Monk 75, George Connelly 72, Jeannette MacArthur 70, Anne Morrow 63.
Class III.—Willie Mason 51.
Grade IX, Composition.
Class I.—Gladys Gilmour 73, Agnes Elliott 69, Agnes Duncan 69, J. Stephenson 65, Wilma Tomalty 65, L. White 61.
Class III.—Herbert Graves 59, B. Murdoch 56, Gordon Anderson 56, F. Kettyle 55, George Stewart 50.
Grade VIII, Grammar.
Class I.—Edith Gilmour 83, Jean McQuat 79.
Class II.—Clinton Murdoch 65, E. Roberts 61.
Class III.—Lena MacKenzie 59, S. Scary 56, David Golpin 56, Kenneth Murdoch 54, Geraldine McQuaig 52, Myrtle Campbell 50.
Grade VII, Grammar.
Honours.—Catherine Murdoch 95.
Class I.—Eleanor Campbell 89, E. McPaul 85, Mabel Monk 85, Erwin Martin 78, Herbert Graham 77, Margaret Galbraith 76, Eva Jackson 75.
Class II.—Ethel Kettyle 73, Marjorie McQuat 72, Eric King 68, Norman Beckingham 60.
Class III.—Harry White 59, Stanley Jackson 53.
Grade VI, French.
Honours.—David Kennedy 96, Doris McQuat 94.
Class I.—Alberta Dixon 85, Annie Williams 79, Chris Devine 78, Archie Morrow 77, Gilbert Wilson 75.
Class II.—Ida Stewart 73, Harry Beckingham 70, Violet Hewitt 68, D. Tomalty 68, Margaret Murdoch 67, Lloyd Roberts 64, Doris Bourne 61.
Class III.—Stella Tomlinson 59, W. Hazel 58, Violet Kettyle 55, Alvin Connelly 52, Sydney Seary 52, Eva Hazel 51.
Grade V, French.
Honours.—Cecilia Hall 95.
Class I.—Beryl Stewart 85, Ernest Castle 85, Ena Williams 81, Emma Dixon 80, Cecilia Martin 80, Joyce Clarke 78, Dolly Steere 75.
Class II.—Russell Todd 74, Chester Fletcher 72, Hilda Townsend 72, Lorne Clarke 69, Elsie Turney 67, M. McAllister 65, Fred Leedham 65, L. Beecroft 63, June Morrow 63, Gwyneth Wilson 61, Winnie Seary 61.
Grade IV, English Literature.
Class I.—Douglas Prosser 89, Geo. Hamilton 83, Gresham Lonsdale 81, Lila Hamilton 79, Colin Hardie 75.
Class II.—Mary Devine 71, Allie Brown 68, Willie White 68, Helen Mason 66, Lillian McQuat 64, Elsie Hewitt 64, Ruth Anderson 61, Allison Galbraith 58, Wesley Wilson 58, Florence Castle 57, Russell Martin, Alex. Beckingham 56, Ernest Kettyle 51, John Ardill 50.
Grade III, Mental & Rapid Arithmetic.
Honours.—Ada Morrow 100, Laura Stewart 99, Jessie Moore 99, Willie Campbell 98, Eugene Racine 98, L. Stewart 97, Florence Racine 96, Wesley Steele 96, Maud Cleland 96, Elden Gunn 95, Douglas Dixon 94, George Lavole 94, Marie Lavole 93, Eva Turney 93, Margaret Gibson 93, Silina Lupien 91, Thelma Hardie 91.
Class I.—Arthur Bourne 89, Enid Campbell 87, Yvonne Gagne 87, G. Mott 86, Douglas Kennedy 84, Jennie Tilsley 82, Jane Hardie 80, Violet Tomalty 77.
Class II.—Hilda Morrow 73, Evelyn Vary 70, Eileen Fisher 66, Amy McQuaig 66.
Class III.—Arvon Williams 59.

ST. ANDREWS EAST CONSOLIDATED SCHOOL EXAMS

Grade X, Algebra.
Gladys Hyde 88, Florence Thompson 88, Ruth Bradley 80, Bessie Woods 77, Lois Perks 61, Lena Gates 56.
Grade IX, French.
Elizabeth Wales 76, Jean Brown 66, Willie Gates 63.
Grade VIII, Spelling.
Elsie Cowan 91, Walter Starnes 81, Edgar Hooker 76, Lloyd Muir 76.
Grade VII, Scripture.
J. Wales 70, P. Doig 62, A. Hooker 50.
Grade VI, French.
L. Bradley 67, B. Perks 64, E. Gates 50.
Grade V, Hygiene.
G. Wales 93, J. Watson 80, L. Dorian 79, P. Doig 57.
Grade IV, Hygiene.
D. Burwash 84, E. Robertson 79, E. Morrison 76, H. Robertson 72, E. Morrison 68, J. Funchion 58, E. Harris 53.
Grade III, Geography.
Freda Wales 100, Frank Williams 95, Albert Thompson 94, E. Woods 93, Faunces Macaskill 92, Leslie Gates 89, Daniel Muir 72, Victor Billingham 61.
Grade II, Arithmetic.
Elsie Billingham 78, Kenneth Parker 69, Elizabeth Hamilton 67.
Grade I, Part II, Reading.
Harold Maxwell 99, Dorothy Funchion 99, Raymond Blair 94, Freda Parker 94, Harry Hooker 89, Lloyd Parker 87.

For quality and quantity the Family Herald and Weekly Star, Montreal, is the prudent farmer's first choice. At \$1. a year or three years for \$2. it is a marvel of value, and all members of the family get a wealth of reading of marvellous interest.

NOTICE

Notice is hereby given that the Corporation of the parish of Sainte Theres de Blainville will apply to the Legislature of the Province of Quebec, at its next session and will pray:

A. For the annulment of the subdivision of number 831 of the plan and book of reference of the cadastre of the parish of Sainte Theres de Blainville, said subdivision approved on November 21st, 1914 and creating 633 lots of subdivision with the said lot No. 831, to wit: from 1 to 633:

B. For bringing to life again the said number 831 of the plan and book of reference of the parish of Ste Theres de Blainville, as it was before the subdivision;

C. For confirming and making valid and good, a certain contract of sale of the said number 831, passed between the Corporation of the County of Terrebonne and Alexandre Gour, on June 21, 1918 and consequently all entries made upon the said lot at the Registrar's office for the County of Terrebonne, since June 21, 1918.

Signed:
J. P. BELAIR, Agent.

D-21-4.

BROWNSBURG.

Mrs. Wm. Mitchell spent a few days in Montreal last week.
Mrs. D. M. Gibson, of Montreal, was a visitor at Mrs. A. Dey's for the week-end.

Mrs. Thos. Carpenter was called away, owing to the sudden death of her mother, Mrs. E. Pallas.
Owing to a case of small-pox developing in the home of one of our townsmen, it has created quite a scare and given the local doctors a busy time vaccinating at the D. C. Factory and at the Club House.

IN MEMORIAM.

KERR.—In loving memory of a devoted wife and mother, Mrs. William Kerr, who passed away, on Dec. 20th, 1928.

This is a day of sad remembrance, Sad and bitter to recall, When one we loved was taken, By a short and sudden call. The flowers that grow upon her grave May wither and decay— But the love for the one who sleeps beneath Shall never pass away.

Inserted by her loving husband and family.

CUSHING.

Mr. and Mrs. W. H. Canning spent Friday in Lachute.

Mrs. T. Weir Jr. and Miss M. Wholehan spent Monday in Montreal.
The Misses Helena and Ruth Dobbie spent Thursday with friends in Lachute.

Mrs. A. Graham was the guest of Mr. and Mrs. Frank Gaston on Thursday of last week.
Mr. Elliott Jr., of Ottawa, spent Sunday, Dec. 9th, the guest of his father, Rev. Geo. Elliott.

Mr. and Mrs. Geo. Nicholls left on Monday to spend the winter months in Thorold, Ont.

At the meeting of the Ladies' Association last week, it was decided to hold St. Mungo's Church Annual Tea-meeting on the evening of January 25th.

Sunday guests at the home of Mr. and Mrs. A. Graham were Mr. Andrew Walker, Mr. Norman Boyd and son Arnold, Mr. Robert Shephard, of Lachute, and Mr. D. W. Owens, of Stonefield.

STONEFIELD.

Rev. Mr. Jobb visited in Stonefield on Monday.

Mr. Pearcey is spending a few days with Mr. and Mrs. Conway.

Mr. Gordon Hampton spent last Friday in Lachute.

Mr. Stanley Dewar is visiting Mr. and Mrs. Fred Harvison in Montreal.

Mr. and Mrs. H. Villeneuve were the guests of Mr. and Mrs. Russell Owens on Sunday.

St. Mungo's Annual Christmas Tree Festival is on Friday, Dec. 21st. A good time is expected. Particulars later.

Christmas Trees are the order of the day and Santa is eagerly expected by our little friends and also grown ups.

Miss Lillie Dewar arrived home from Montreal last week, to spend the winter with her parents, Mr. and Mrs. R. Dewar.

There has been a lot of sickness in the district, mostly bad colds; few having escaped as every house has had one or two cases.

Stonefield School are holding a Xmas Tree, on Thursday eve, 20th, Dec., and have a good programme prepared. All are welcome.

We wish to extend our sincere sympathy to Mr. T. Loughren and family whose mother passed away on Monday morning, at her residence in Rawcliffe.

School closes December 20th, for Xmas holidays. We wish to congratulate Miss Smith on the good showing of her pupils and also wish her a Merry Christmas and a Happy New Year.

GRENVILLE.

The many friends of Miss Jane Kelly will be sorry to learn that she is ill with la grippe; and is not able to attend her school or go on with her Xmas Tree. The children having looked forward for it, are greatly disappointed. We all wish her a speedy recovery.

The funeral of the late Mrs. David Laughren took place on Wednesday afternoon, interment taking place in the Anglican Cemetery and was largely attended.

Miss Lois White who has been very ill for the last two weeks is recovering favorably.

LATE K. C. SMITH LAID

TO REST

Service Held at St. Andrew's Church; Many Attend Last Rites

The funeral of Kenneth C. Smith 748 Spadina Crescent, Saskatoon, Sask., who passed away at his residence on Dec. 7th, was held on Dec. 10th, the body being taken from Campbell's funeral chapel to St. Andrew's church, where a service was conducted by Rev. W. G. Brown.

The church was nearly filled, testifying to the esteem in which Mr. Smith was held, the local Masons attending in a body. After the service, the casket was opened and all his friends passed by to see for the last time the features of one who was highly respected and loved.

After the ceremony the Masons took charge at the cemetery and their service was impressive. Friends and Masons attended from Dunblane and Lucky Lake. Mr. Smith having been a master of the Dunblane Masonic Lodge.

Mr. Smith leaves besides his wife a young daughter, Eldren, and a baby boy, Kenneth.

Floral Tributes

Masses of flowers bedecked the grave on all sides and the following sent floral tributes: Mother, Eldren and Kenneth, Mr. and Mrs. W. R. Smith, Ruby and Aunt Jennie, Lawrence and Eva, agents and staff Mutual Life of Canada Company, Saskatoon; Officers and directors of Mutual Life Insurance Company, Waterloo, Saskatoon Loan Inspectors' Association, sales department International Harvester Company, collection department L.H.C., Women's League St. Andrew's Presbyterian church officers and brethren, Lodge Progress, No. 92, officers and brethren Dunblane Lodge, No. 148, Garage Company, Mr. and Mrs. L. A. Wylie, W. E. Bailey, Mr. and Mrs. John Cairns, J. R. Hill, Mr. and Mrs. Tom Boyd, Miss H. Durnham, Miss A. Paul, Miss G. Baker, Mr. and Mrs. Ed. Bogue, Mr. and Mrs. W. T. White, Mr. and Mrs. R. Casey, Hugh and Bessie McDermid, Mr. and Mrs. Kenneth W. Ross, Mr. and Mrs. Eastoe, R. A. Bridgeman, Mr. and Mrs. H. H. Haid, H. G. Roach and family, Margaret and Dorothy Burns, Borland and McIntyre, A. E. Campbell, Mr. and Mrs. W. D. Murray, Mr. and Mrs. Robson, Marion Roebuck, Mr. and Mrs. Les Badger, M. C. Ross, D. G. Armstrong, R. Dobson, Louis Doran and family, J. Gillespie, P. F. Mitchell, R. Gordon, J. M. Hill, Jr., Mr. and Mrs. G. S. Knetchtel, and Mr. and Mrs. W. G. Browning.

"Rex" Theatre

21-22
JOHN GILBERT in
MASKS OF THE DEVIL
Comedy and Pathe
Review

Sunday Only

Rod Larocque and Sue Carolin
Com: Smith's Restaurants

CAPTAIN SWAGGER

Serial: Mark of the Frog

MONDAY — One Day Only

BUFFALO BILL JR. in

THE BALLYHOQ BUSTER

A dramatic story packed with thrills and fights. Will Rogers prowling around France.

Felix the Cat in JAPAN ISKY

Com: TAKE YOUR TIME

CHRISTMAS DAY ONLY

SPECIAL

The Talk of Two Continents. The greatest production ever made in France.

NAPOLEON

PATHE REVIEW

Com: THERE IT IS

Wednesday and Thursday.

POLA NEGRI in LOVE OF AN ACTRESS

Serial: SCARLET ARROW

Friday and Saturday

JACK HULLHALL & GRETA NISSEN in THE BUTTER & EGG MAN Here's something new. Shows you the inner workings of Broadway, the Angel, the Gypsy and the Star

Com: FEED 'EM and WEEP

Oddites: SECRET OF THE SEA

Clocks and Watches

Typewriters, Scales & Gramophones Promptly Repaired. Picture Framing, Sporting Goods, & Camping Equipments.

P. H. Eadie, Phone 143
131 West Main St. Hawkesbury, Ont.

Your Xmas Spread



CHRISTMAS!—The greatest eventful feast of the year is almost upon us once more, so let us solve your problem in selecting fancy and tasty meats that make your table more attractive. Now is the time to order! Don't leave it to the last minute, just phone 136.

Jos. Speight,
Meat Market, Lachute.

Stockings ! Stockings !

Who has the Stockings ?

Just received 100 doz. in Cashmere, Silk, Silk and Wool from Kayser, Mercury & Penmans.

McFaul Bros. - West End
THE QUALITY STORE



Another 1928 Special Touraine Pattern

Artistic coloring, graceful contour, pleasing style, find their fullest expression in Pyralin Toiletware.

Sets consisting of 3 or 10 pieces are in rich shades of white, blue, rose, jade or maize pearl on amber decorated, the beautiful lustre pearl being on both sides of amber. These sets may be obtained at surprisingly low prices.

Arlington Company of Canada Limited

Canada Cement Bldg., - Montreal, Que.

Subsidiary of CANADIAN INDUSTRIES LIMITED

Halifax

Toronto

Sudbury

Winnipeg

Vancouver

If You Want

The SNOWDRIFT FAIRY

You Must Get the

SNOWDRIFT FLOUR

The Snowdrift Fairy, with her magic touch, only comes to users of Snowdrift Flour. The lightness, whiteness, and deliciousness of Bread and Biscuits made with Snowdrift Flour, are as if a Fairy's wand had touched the baking with a magic charm.

SNOWDRIFT FLOUR IS A HIGH-GRADE MANITOBA PATENT HARD WHEAT FLOUR. STANDARD MILLING CO., OF CANADA, LIMITED - TORONTO.

THE FOLLOWING DEALERS SELL SNOWDRIFT FLOUR

G. A. LOWE, Grenville.

FRS. COUSINEAU, St. Scholastique.

ST. JERUSALEM FARMERS' CLUB, Lachute



Say - Folks ! Here's a Real Gift

Nearly all of you have some perplexing gift problem nowadays, haven't you? Well, here's solving it for you. Make that Gift—a Year's Subscription to the

"Watchman"

Whoever gets it will consider it a real, thoughtful Gift. Keep your friends in touch with the home news.

Phone 27

Subscriptions: Canada \$1.50 U. S. A. \$2.00

Colonization was Conference Topic

Canadian Pacific Officials and Others Interested Discussed Problems

The first conference of colonization boards associated with the department of colonization and development of the Canadian Pacific Railway in eastern Ontario, Quebec and the Maritime Provinces, was held on Monday, at Windsor street station. Over thirty officials and representative of colonization boards and church organizations were in attendance. The Hon. J. A. Murray, superintendent of immigration and industry, and Chas. E. Magnussen, assistant superintendent of immigration and industry for the province of New Brunswick; P. L. Sanford, superintendent of land settlement, and R. S. Hubley, superintendent of immigration for the province of Nova Scotia, were in attendance, each contributing to the discussions with regard to conditions in their own territory with respect to colonization and development.

Col. J. S. Dennis, chief commissioner department of colonization and development, Canadian Pacific Railway, opened the conference, welcoming the delegates, and in a comprehensive speech traced the course of immigration into Canada since the war, dealing consecutively with the features of recruitment, transportation, reception, distribution, and subsequent welfare of the colonist. He touched on the many intricate questions surrounding the whole problem of colonization, and congratulated the boards on the fine work they had accomplished. The meeting was then thrown open for full discussion, the chair being taken by H. C. P. Cresswell, superintendent of the department of colonization and development, in the absence of J. N. K. Macalister, assistant commissioner, who, Colonel Dennis regretted was laid up with influenza.

The representatives of the boards in an enlivened discussion enunciated their conviction that the problems of immigration and colonization were the most important which could engage their attention.

An Agent's Reverie

by E. M. JONES.

To-night - a telephone call came to me. In a nearby city a man lies dying. There is a wife and two little children, a boy and a girl. I know the home almost as well as I do my own, and I can see the heart misery in that woman's face. She has only one thought, "O God! Help him live. He means everything to me. He is all that I've got. I need him and our babies need him."

And she stands there with tense muscles waiting for - something to happen.

Six weeks ago that man turned down an offer of insurance for his family. He would have none of it. He was well and strong - had never been sick, so didn't need such protection. The week before Christmas a friend of his was killed by a street car. The day before Christmas my friend changed his mind and took out a Monthly Income policy as a Christmas resolution. He put it away and didn't say anything about it at home for, he said, "Women act funny about life insurance."

New Year's night he attended a party and on the way home he caught cold. Pneumonia set in and to-night the doctor phoned me that my friend will soon be checking accounts with his Maker.

And to-night - I can almost hear him say to that good wife of his, "Don't worry, Girl. We've all got to go sooner or later. We never know when the call will come. I'm sorry that I have to leave you, but it must be all right. You and the kiddies will never want for material things. Educate the children and carry out our plans for them - and some day, dear..."

Supposing that to-night some friend of yours would write about you as I have written about this friend of mine - would he be able to say that you had made as wise provision for the ones you love?

Agent for Imperial Life Assurance Co., Lachute.



Joyeux Noel et
Heureuse Année
à tous !

A Merry Christmas
and a Happy New Year
Z.-N. RAYMOND, L.L.B.

NOTAIRE,

Lachute, Qué.

NOTARY

OFFICE
Phone 32

Insure with

Kirkland Farm
Phone 273 r 2

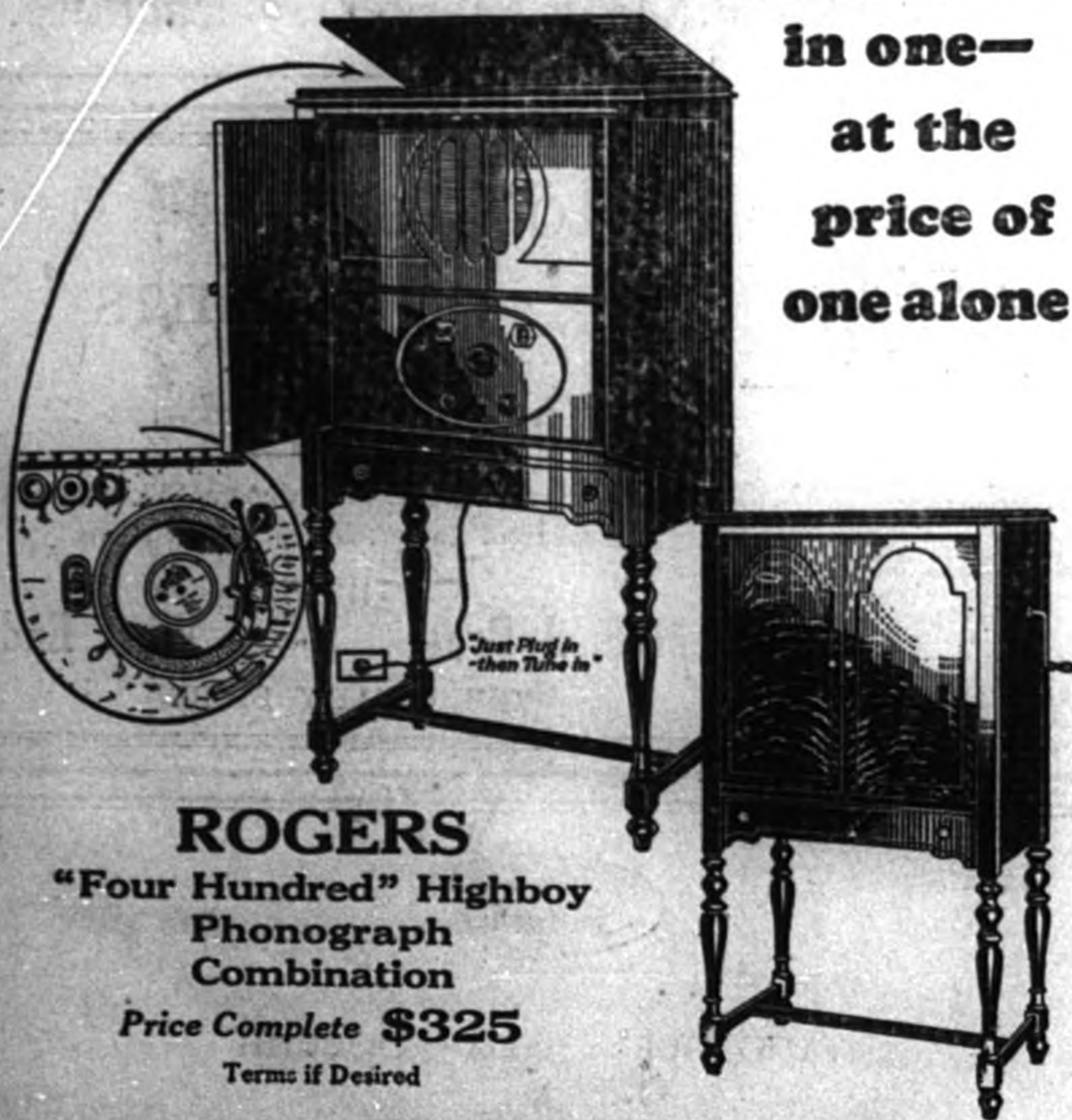
J. E. WALKER

Fire—Accident—Life—Automobile

ONLY RELIABLE COMPANIES REPRESENTED

A Genuine ROGERS Batteryless Radio and Phonograph

in one—
at the
price of
one alone



ROGERS

**"Four Hundred" Highboy
Phonograph
Combination**

Price Complete \$325

Terms if Desired

COMBINES all the advantages of the Rogers "Four Hundred" Highboy and a built-in phonograph with electrical pick-up unit in one complete instrument—at a price heretofore unapproached for a radio of this type. Reproduces phonograph records through the A/C Audio System. Radio equipment, cabinet and speaker same as "Four Hundred" Highboy. One year ago a Rogers of similar type cost \$100 more, without the phonograph. Today you can purchase these two musical instruments in one for only \$325.

Come in and hear this marvellous new model—start the new Radio season with a new Rogers.

John McFaul & Son
Main St. Lachute.

Get rid of idle land



STUMPS and boulders often stand on the most fertile land you own. They damage valuable implements. They cost the farmer a lot of money every year and they keep him from making more.

C. X. L. POLAR STUMPING POWDER is the easy low-cost means of putting waste land under crops. It cuts out hard and costly labor. It blows up stumps and boulders and digs ditches to drain swamps and wet spots in fields... all at very small expense. It does in one season what ordinarily would take years to do.

Our handbook, *The Modern Method of Land Clearing*, tells how each clearing job is done. Tables show the amount of powder required for all sizes of stumps and boulders. It helps the farmer plan to use explosives in the best and most economical way.

Ask us for a copy. It's FREE

Stumping Powder, for land clearing, carries a special freight rate, and orders as small as 100 lbs. can be economically shipped at this rate. Shipments are made from the mills twice a week, so that you can be sure of a two weeks' delivery.

We will gladly quote you prices on Stumping Powder, Caps and Fuse, or you can order from any of the dealers listed below. They all carry C.X.L. Stumping Powder in stock.

CANADIAN EXPLOSIVES LIMITED



Lachute Extends Hearty Welcome



The town of Lachute is one of the most picturesque and busy towns in the Ottawa Valley. It is an educational centre and a thriving and ambitious industrial community; and in consequence of its natural beauties, educational and industrial opportunities it is growing rapidly and is acknowledged to be ideal from a residential standpoint.

It is the home of the J. C. Wilson Company Limited, Paper and Bag Manufacturers; Ayers Limited, Manufacturers of Pulp and Paper Maker's Felts and Jackets, Heavy Cotton Duck (Dryer Canvas) for Paper Machines, and Pure Wool Blankets; T. McQuat & Son, Founders and Machinists; Dominion Shuttle Co'y. Limited, Manufacturers of Bobbins, Shuttles, Pole line equipment, Handles, etc.; J. W. Cottingham Limited, Furniture Factory and General Contractors; C. Charlebois & Co'y. Sash and Door Factory; P. & A. McGibbon's Saw Mills; and other thriving business enterprises.

Situated on the main highway between Montreal, the metropolis of Canada, and Ottawa, the Capital of the Dominion, Lachute is specially favored by excellent motor roads and is served by the two great railways, the C. P. R. and the C. N. R., which run through the town. The fine water powers of the North River furnish energy for the town's industrial life, beside which we are served with the Gatineau Power Co'y. who are ready to supply electric current in any quantity for those desirous of locating in our town.

The past year has seen our industries extend, and building operations have been most active in constructing homes for newcomers.

Lachute

Offers Attraction to Prospective Manufacturers

WHY!

Because we have abundant and cheap power; you will find contented and skilled labor.
We have numerous and ideal sites for manufacturers.
We have good railway facilities with both Canadian Pacific and Canadian National running through the town.
We are on the main line between two principal cities being only 45 miles from Montreal and 76 miles from Ottawa.
We are centred in a fine dairying and agricultural district.



Lachute

A Mecca for Lovers of Nature

Not only is Lachute an industrial centre but it is the starting point for the north country wherein are to be found health-giving Lakes, valleys and mountain, which are unsurpassed for beauty and offer untold opportunities for the tourist and sportsman.

For further information apply to the Town Secretary Jno. A. Rice or Secretary of Lachute Board of Trade, J. S. Giles.



LET IT RAIN

Every duck shooter at some time or other has longed for a waterproof shot shell. This is now a reality, and it is a source of pride that this wonderful achievement has been developed by a Canadian firm, the Dominion Cartridge Company.
Now, you can start out on a day's shoot regardless of the weather, knowing that your shells will function smoothly in your gun even if they do get soaked. Put them in your pocket, wade waist deep among the reeds—what does it matter, they will shoot just as well, wet or dry.
Before the shooting season opens, make sure that your dealer can supply you with Imperial Long Range Duco finished shells.

IMPERIAL SPECIAL LONG DISTANCE DUCO FINISH

The shot shell de luxe. For the sportsman who demands the very best.
Waterproof, steel reinforced, primed with the famous 3B primer. Loaded with double chilled shot. This is the highest grade shot shell on the market.

Dominion Ammunition
Always Dependable
Dominion Cartridge Company
Limited

SUBSIDIARY OF CANADIAN INDUSTRIES LIMITED



I wish to take this opportunity of extending to everyone in Argenteuil My Best Wishes for a Merry Christmas and a Happy New Year.

Faithfully,

Je désire profiter de cette occasion pour souhaiter à tout le monde du Comté d'Argenteuil Un Joyeux Noel et Une bonne et heureuse Année.

A vous sincèrement,

George A. Perley

Sincere Best Wishes for Christmas and all Prosperity for the Coming Year.

We represent only the most reliable Companies, and handle policies covering Fire, Life, Accident, Sickness.

For particulars apply to

J. W. Gall, - Lachute, Que.

Last Minute Suggestions for welcome ELECTRICAL Christmas Gifts

Somebody who simply must be remembered? Someone it's hard to know what to give? Let electrical gifts solve these and other Christmas shopping problems. Our Branch Stores have a wonderful array of quality appliances at attractive prices, and ideal, thoughtful, useful gifts they make.

There is something for everyone...appropriate, welcome...irons, toasters, air heaters, heating pads, percolators, table and floor lamps, curling irons, etc. Make your choice NOW.

**Gatineau Electric Light
Company Limited**



WANT ADS

HOUSE TO RENT.—On Robert St., Apply to Wm. J. Deacon, Lachute, Mills.

HONEY and APPLES FOR SALE. The best of honey and apples from the Laurentian Fruit Farm on the Brownsburg Road. Call 119 r 2-2 or secure your supplies through most of the town stores.

FEED FOR SALE.—Large quantity of Brand and Shorts to be sold at cheap prices for Cash. H. Filion, Baker, Lachute. Tel. 106.

NOTICE

The Lachute Curling Club are holding their opening meeting on December 21st., 1928, at 8 p.m.

SALESMAN WANTED.—A nationally known concern is looking for a hard worker to sell a high-grade line of advertising specialties in this town and district. Your samples will include metal and celluloid novelties, paper specialties, pencils, wide range of calendars, blotters, greeting cards and leather goods. Here is an opportunity to build a business and earnings are limited only by your efforts and ability. Write Louis F. Dow Company, 1405 Bishop St., Montreal.

MONUMENTS

—I wish to remind the public generally that I am prepared to supply monuments of any size, quality or description on shortest possible notice. Re-lettering & adjustments of stones already erected will be carefully attended to by H. J. Hammond, Monumental Works, East Ward, Lachute.

HOLIDAY SPECIALS

A Special Sale of Gramophones, new and used at greatly reduced prices. Pianos and Violins. We make a specialty of repairing Gramophones. J. W. LEFEBVRE. Agent for Sewing Machines, Lachute, — Que.

D-28-2.

CHURCH NOTES

BAPTIST CHURCH

Rev. A. Penman, Pastor. Dalesville 11 a.m. Brownsburg 2.30 p.m. Lachute 7 p.m. Come and give the new Pastor a Hearty Welcome.

LACHUTE UNITED CHURCH

Rev. A. G. MacKinnon, B.D., Minister Sunday, December 23rd.

Public Worship at 11.00 a.m. and 7.00 p.m. Preacher, the Rev. Mr. Wadsworth. Both services will have a Festal and Christmas character. That of the evening especially, will take the form of a Carol and Candle-Light Service under the direction of the C. G. I. T.

BROWNSBURG UNITED CHURCH

Rev. T. C. Carsidy, Pastor. Christmas Services, Dec. 23rd., 1928. 11 a.m., "The Idylls of Bethlehem" Anthem: "Tidings of Great Joy" 7 p.m., "The Message of Christmas."

Anthem: "Never Ending Gladness" The Pastor will preach. 10 a.m., Sunday School and Bible Classes. Come! And Worship Him.

LACHUTE PRESBYTERIAN CHURCH.

Minister, Rev. Henry Cousens, B.A. Christmas Services, Dec. 23rd., 1928. Lachute Sunday School 10.00 a.m. Morning Worship - Sacrament of Baptism 11.00. Evening Worship, Subject: "Crowded Out." 7 p.m. Worship at Brownsburg 4 p.m.

Anglican Christmas Services will be held (D.V.) on Sunday, Dec. 23rd, and not on Xmas Day; Holy Communion at Lachute 11 a.m. and at Brownsburg 3 p.m.; evening service at Lachute 7 o'clock. Special Xmas sermons and music.

Province of Quebec, District of Montreal, Superior Court, No. 120, (In Bankruptcy). In the matter of Latour & Frère, Lesage, Que., Authorized Assignors.

Notice is hereby given that the immovable designated as follows, to wit: An emplacement situate in the parish of Saint Jerome, forming part of lot number three hundred and thirty eight (Pt. 338), on the official plan and book of reference for the parish of Saint Jerome—with a house thereon erected; said emplacement bounded in front by the public road, on the south by "Rivière du Nord," on the north by Mr. Robinson's property and on the south by part of lot number 337; to be withdrawn, however, the part already sold to Prosper Leblanc and the part already sold to the Canadian National Railways Company said emplacement as belonging to the authorized assignors.

Will be sold by auction in virtue of a judgment of the Superior Court, bankruptcy division, rendered on the twenty sixth day of November, 1928, pursuant to the provisions of the Bankruptcy Act, article 20, paragraph 4 a. b. c. for the said sale to have the effect of a Sheriff's sale, at the door of the parochial church of Lesage, district of Terrebonne, on the TWELFTH day of JANUARY, 1929, at THREE o'clock in the afternoon. Conditions of payment: Cash. For information and list of charges, apply to the undersigned.

Montreal, December 3rd., 1928.

CHARLOTTE & LABELLE, Trustees.

Office "La Sauvegarde" building, 17 Notre Dame Street, East, Montreal.—Tel. Harb. 4373.

Canadian Safety Fuse Company, Limited.



The Canadian Safety Fuse Company, who are carrying on the work of the original Blackford Co.'s "Established in 1831" producing Safety Fuse of the highest quality, extend to their patrons throughout Canada the Heartiest Christmas Greetings and assure them of maintenance in the future of the Quality and Service given in the past.



**Brownsburg,
P.Q.**

Hand made Italian Art Laces

Imported direct from Italy, a large assortment of linens, embroideries, centre pieces, etc., all suitable for Xmas presents, and of genuine quality.

★ ★ ★

Come to our toyland, and see the splendid selection of gifts for the children.

★ ★

**A. Habib,
Brownsburg, Quebec.**

APPLICATION TO THE LEGISLATURE

Canada, Province of Quebec, District of Terrebonne.

Public Notice is hereby given that the Town of Terrebonne, a body politic and incorporated, 7 Edward VII, Ch. 75, and its amendments, will make application to the Legislature of the Province of Quebec, at its next session, for the passing of an Act ratifying the By-Law No. 333 adopted by the Council on the 19th. of June 1922, authorising a loan of \$102,000.00 and also to correct and validate any informalities, or illegalities which may be found in the said By-Law and also in the "procès-verbaux" of the Council dated: 5th, 17th, 26th, of December 1923, 9th and 18th. of January 1924, and other purposes.

E. S. MATHIEU, Mayor. Osias Vezina, Secretary-Treasurer. Terrebonne, November 28th., 1928. D-21-4.

Lachute Marble and Granite Works

We deal in Foreign and Domestic Marble and Granite, first class work and the best material, in all latest designs, always on hand. Satisfaction guaranteed in all kinds of Cemetery work, monuments, Headstones.

W. M. Scott, Proprietor.

WELL DRILLING.

If you are in need of a well drilled; have it drilled right now, as I am in the vicinity of Lachute. Write Arthur Campbell, Plantagenet, Ont.

At H. Whissell's Cash and Carry

This is not a Sale, but our week after week prices.

MIXED CANDIES lb.	13c.
MIXED CANDIES, 2 lbs.	22c.
CUT MIXED PEELS, 1/2 lb.	15c.
SHELLED WALNUTS, 1 lb.	48c.
SHELLED WALNUTS, 1/2 lb.	25c.
SHELLED WALNUTS, 1/4 lb.	15c.
TOMATOES, 2 for	25c.
C. LEAF SALMON	43c.
CORN FLAKES	10c.
BUFFALO MATCHES	25c.
CANADA C. STARCH	10c.
BENSON C. STARCH	12c.
MAGIC, 1 lb.	34c.
CAMPBELL SOUP	13c.
SALADA, 1 lb.	70c.
SALADA, 1/2 lb.	36c.
IODIZED SALT	10c.
CLARK BEANS, 3 lbs.	23c.
ICING SUGAR, 2 lbs.	18c.
GRANULATED SUGAR	6 1/2c.
B. SUGAR	6c.
CORN SYRUP, 10 lbs.	68c.
CORN SYRUP, 5 lbs.	35c.
TOILET PAPER, 8	25c.
SEEDLESS RAISINS, 2 for	25c.
PRUNES, 2 for	25c.
MATTHEW SYRUP	25c.
JONAS EXTRACT, 2 for	25c.
COCOA, loose, 2 lbs.	35c.
COCOA, 1/2 lb.	15c.
COCOA, 1 lb.	28c.
BROOMS, 2 lbs.	48c.
CASTORIA	35c.
MINARD LINIMENT	25c.
ASPIRINS	20c.
CHOICE DATES, 2 lbs.	20c.
PEPPERMINT	20c.
LUX	11c.
CHOICE ORANGE PEKO TEA,	
VERY BEST	68c.

Store Open at 9 a.m.

H. Whissell,
Bethany Street, Lachute

VICTORIA
Coffee

The FLAVOUR is sealed in the tin

LAPORTE MARTIN LIMITÉS

One Sale at Victoria Independent Stores

Fess Holden Morgan Automatic Oil Burner

Installed in hot water, steam or hot air furnaces or boilers

**Economy - Safety
Comfort**

Sold by J. D. LEMAY,
Insurance Agent,
Lachute, Que.



Sunday night after church

Both the Henderson boys are far away from the old home. But Sunday is still a very special day for Father and Mother, for every Sunday night after church the telephone bell rings and the old folks know that one of the boys is calling them from the distant city.

Harry calls one week, and Fred the next.

Long Distance is wonderful for keeping family ties strong. It is so simple, so inexpensive, to call distant friends for a few minutes' chat. And how welcome is the sound of their voices!

Do you call friends by Long Distance?

The Evening Rate after 9.30 is very low.



"Every Bell Telephone is a Long Distance Station."

A Budget for Success

Should include provision for the regular saving of a percentage of your income. . . . Whether the amount is large or small, however, regular depositing is most important.

This Bank Invites Your Savings Account.
Interest Compounded Half Yearly.

THE BANK OF NOVA SCOTIA
ESTABLISHED 1832

Capital \$10,000,000 Reserve \$20,000,000
Total Assets over \$260,000,000

J. A. McLEOD, General Manager, Toronto

Jersey Cream
Rich Colour
Fine Flavor
35ct. a pint

The Watchman,

And Ottawa Valley Advocate.

Jersey Cream
Is Easily Whipped
Phone your order to
LOCHABER DAIRY
K. McQuat, Phone 122.

VOL. LIII.

LACHUTE, QUE., DECEMBER 28, 1928.

NO. 50

Compliments of the Season !

The New Year will find us doing business in the old line.
Builders' and Heavy Hardware Tools, Paints, Glass, Putty, etc.
We have all you need to beautify your home, at little expense.

Phone 12 ring 4.

T. McQuat and Son

LACHUTE DAIRY
Bradford & Matthews, Props.
MILK and CREAM
delivered daily.
Phone your order to No. 74.

To all our readers we extend heartiest Greetings for a Truly Happy New Year.

Mrs. Harris, of Toronto, was in town this week, visiting her sister, Mrs. Jos. Deslauriers, returning on Wednesday evening.

Mr. Geoffrey Bedard landed home on Wednesday evening with his new bride (Miss Champagne, of Ottawa). The Watchman on behalf of our town residents extend a hearty welcome and wish them long life and every happiness.

An interesting game of hockey was played in the L.A.A.A. Rink, on Saturday, when the University Team of Montreal, played against our local team defeating them in the score of 6 to 3. The game was handled by referee W. S. MacKimmie.

COMING EVENTS

FIREMEN'S SEVENTH ANNUAL BALL

The New Year is to be ushered in by the Firemen with their seventh Annual Ball to which they extend a hearty invitation. Montreal Orchestra has been secured and it is hoped the Auditorium will be well filled for this event. The patronesses are Mrs. H. M. Gail, Mrs. J. A. McGibbon and Mrs. L. L. Legault.

LAKEFIELD.

Miss Doris Richards has gone to spend the winter in Montreal.

Rev. R. G. Flander is spending a few days in Montreal and Ormstown Que., this week.

Mr. H. McCullough and Mr. R. Riddell were guests of Mr. Thomas Evans over the week-end.

Mr. Leonard Leger is spending this week in Montreal the guest of Rev. A. E. and Mrs. Mount.

Mrs. Wm. Evans and daughter Wilma are spending the holidays with her sons in Montreal.

The W. A. of Holy Trinity Church entertained the children to a Christmas Tree on Thursday evening. Rev. R. G. Flander and our young people showed great talent and gave us a splendid program. Santa Claus was very jolly and some sixty children, received toys and candy and both young and old spent a most enjoyable evening.

May Prosperity be with you throughout the New Year.

We wish to thank most sincerely our patrons in Lachute and district, for all their encouragement in the past year, and hope to be of service to them in the future.

A. C. LAPIERRE,

Bethany Street,

Phone 249.

EVERYTHING TO BUILD ANYTHING

COTTINGHAM

LIMITED

LOCAL NEWS

Miss Evelyn Cruise, of Montreal, spent Xmas with her mother Mrs. P. Cruise.

Miss Grace Smith, of Stonefield, is the guest of her father, Major S. E. Smith.

Mr. and Mrs. Earl Dority and sons spent Christmas with friends in Ottawa.

Mr. Fred Jordan, of Brownsburg, is spending the holidays at Lonsdale, Ontario.

Miss Lyla McKiddie, of Montreal, is spending the Christmas holidays at her home.

Mr. Jas. Logan, of McGill College, Montreal, is spending the holidays with his parents.

Miss Reta Gordon spent a few days last week the guest of Miss F. Gault, of St. Philippe.

Mrs. P. Dobbie is spending this week the guest of her mother, Mrs. McGillard, of Avoca.

Miss Marion Bain spent Monday the guest of her sister, Mrs. W. D. Pollock, of Hill Foot.

Mr. I. W. Roberts was in town on Friday, attending the funeral of the late Mrs. D. McGibbon.

Mr. Wm. Grand-Maison, of Montreal, spent the Xmas holiday with Mr. and Mrs. Jos. Dion.

Mr. Robt. Barron and Miss Catherine Barron, of Montreal, spent Xmas at their home here.

Mr. Donald Hay, of Cornwall, is spending the holidays with his parents, Mr. and Mrs. Geo. Hay.

Mr. and Mrs. Chas. Joss, of Cap Madeline, are the guests of her parents Mr. and Mrs. Geo. Hills.

Miss Marion Bain, of New York, spent Christmas with her mother, Mrs. Jas. Bain, of Brownsburg.

Miss Eileen McPaul, of New York, was the guest of her parents, Mr. and Mrs. Jas. McPaul, for Christmas.

Mr. and Mrs. Robert Hamilton and daughter spent Xmas in Montreal the guests of her sister, Mrs. Massie.

Dr. John Hope, of Kouny, Ont., is spending a few days with his mother this week.

Mr. Allen Muir, of Edmundston, N. B., spent Xmas with his parents, Mr. and Mrs. A. W. Muir.

Mrs. Marcus Hackwell, and Miss Margaret Hackwell, of Lachine, were Xmas guests of Mrs. Chas. Calder.

Miss Louise Parker, Miss Edith Beers, Mr. and Mrs. Robt. Beers and baby Jean were Xmas guests of Mrs. A. Beers.

Are you thinking about building? Let the Family Herald and Weekly Star, Montreal, help you. Write to the Farm Buildings Department.

Mr. and Mrs. Jas. Hay had the pleasure of receiving a cable from their son Stuart, who is in South Africa, on Christmas morning, wishing them all a Happy Christmas.

ST. ANDREWS EAST.

Mrs. Snowden, and Mr. A. Snowden, are spending the Christmas holidays with relatives in Montreal.

Miss Evelyn Wales is at her home here for a few weeks.

The Presbyterians had their Christmas Tree for the children in the Church Hall on Thursday evening.

The Anglican and United Churches joined together for their Christmas Tree in the Town Hall on Friday evening.

The usual rejoicing at the coming of the Christmas holidays was observed at the Consolidated School on Friday. A unique plan was hit upon by which every pupil went home with a present from some other pupil and bags of candy were given by the teachers to each scholar.

Miss Wilson has gone to her home in Shawbridge for the holidays, and Miss Patton and Miss LeRoy have also gone to their homes for the two weeks.

Mr. Willie Perks, principal of one of the City Schools, spent Christmas day at his home.

Mr. Harry Hill spent Christmas with his son, in the city.

Miss Margaret Taylor, Miss Bessie Rodger and Miss Hazel Brown are at their homes here for the holidays.

Health, Happiness, and Prosperity to All !

We take it as a privilege and a pleasure at this season of good cheer, to express our sincere thanks to our many friends.

We hope you have had a successful year, and that the future will bring you a much greater measure of happiness and prosperity.

The "Watchman"

Mr. John Clunie, of Montreal, spent the holidays in town.

Mr. and Mrs. Fred Roberts and children spent Christmas in Montreal.

Miss E. McCoy, of Montreal, is spending the Xmas holidays at her home.

Miss Evelyn Hamilton is spending the remainder of the holidays at her home here.

Mr. and Mrs. A. M. Campbell, of Brownsburg, are spending the holidays with friends in Carleton Place.

Mr. and Mrs. Atkins and daughters spent the Xmas holidays the guests of Mr. and Mrs. J. W. Brunt, of Montreal.

Mr. and Mrs. Geo. Rushbrooke, and Mr. and Mrs. R. Peel, of Brownsburg, spent the Christmas holiday visiting relatives in Irberville.

Mrs. H. V. O'Reilly and family, of Calgary, Alta., have arrived home on a few weeks' visit with her parents Mr. and Mrs. A. McArthur.

Mr. John Dobbie, of Harrington, and Mr. J. McGillard, of Avoca, spent Xmas the guests of the former's parents, Mr. and Mrs. P. Dobbie.

Miss Florence Armstrong, of St. Bruno, and Mr. Linton Armstrong, of the Montreal Theological College, are spending the holidays at home.

The Misses Doris and Eleanor Armstrong, spent the latter part of last week at St. Bruno, the guests of their sister, Miss Florence Armstrong.

Mr. Gordon McQuat, of Toronto, and Miss Janet McQuat, of Ottawa, are the guests of their parents, Mr. and Mrs. A. McQuat for the holidays.

Mr. and Mrs. W. J. Deacon and daughter Louise and Miss Millie Davis, of Ottawa, are spending the Xmas holidays at Morin Heights.

Mr. Harold Calder, of Lennoxville, Que., and Mr. Jas. Calder, of Montreal, are spending the holidays with their parents, Mr. and Mrs. G. F. Calder.

THE LATE MRS. D. R. MCGIBBON.

With much regret we record the death of the late Mrs. Duncan R. McGibbon, of Chatham, who passed away on Dec. 19th, 1928, at her home, after a few days illness. The deceased, who was the daughter of the late Mr. and Mrs. Jas. Clarke, was born in Brownsburg, Que., on June 12th, 1863. There are left to mourn her a loving husband, one son Everett and one grand-daughter, Annie; also one sister, Mrs. James Ogilvie, of Grenville, Que., and one brother, Richard, of Brownsburg. The funeral was held at her late residence on Friday, Dec. 21st., the service being conducted by Mr. R. J. Couch, of Ottawa. The remains were laid to rest in Dalesville cemetery.

THE LATE JOS. DESLAURIERS.

After a lingering illness, borne as a true soldier, Jos. Deslauriers passed away on Friday morning last, at his home on the Main Street, where he had lived for a number of years, following the shoe-making business in which he worked hard until failing health caused him to seek other work and for some time he filled the office as bailiff, while his wife carried on most effectively the store. "Joe" as he was generally known was a returned soldier, having gone over with the 3rd. Canadian Pioneers, and during his stay in England he married Miss Florence Tree, on May 4th, 1918.

A military funeral took place on Monday morning, when a number of the old Vets took charge, with pallbearers and a firing squad under command of Lt.-Col. L. M. Hooker conducted the military honors, the remains being interred in the R. C. Cemetery, followed by a large gathering of sympathizing friends.

DEATH

DESLAURIERS.—At Lachute, on Friday, Dec. 21st, 1928, Joseph Deslauriers, aged 34 years.

26 Pairs Women's Overshoes
Your choice while they last
at \$2.95

W. Banford & Son.,

Main Street,

Lachute

Grain and Poultry Feed
of all kinds
AT MARKET PRICES
for CASH Only

J. D. Campbell, - Phone 50

High-class Groceries

Bacon, Fruits and Confectionery

Lowe Bros. Paints and Brushes

Frost & Wood Farm Machinery

Phone 66 - W. D. McQuat



YOU

won't have this trouble if you use the

MAPLE LEAF

Anti-Freeze
for your

Radiator

GEO. Y. DEACON

FORD DEALER, HARDWARE

Lachute, - Que.

Not Broke But Badly Bent

And Jim's Motor Rattled Like an Old Corn Sheller

By FRANCIS FLOOD

In addition to the many other troubles and complications, both major and minor, which are incident to the job of crossing Africa on motorcycles, Jim and I encountered one more at El Obeld, Anglo-Egyptian Sudan. We were out of money. Broke. We were out of everything else as well, including clothes and patience, and our motorcycles were as badly "broke" as we.

It had taken more optimism than sense even to consider such a foolhardy stunt in the first place and we had believed we could skip across those four thousand miles of jungles and deserts in a couple of months or so. Instead, we fought the Dark Continent for nearly five months before we finally got across. And in the meantime we had bought gasoline at \$3.60 per gallon. We had chartered the camel caravans that had carried our baggage nearly 2,000 miles where it was all our motorcycles could do to carry themselves—and sometimes more than they could do. These expenditures had taken all our funds.

Considering the distance we had traveled, the only thing remarkable about our being broke in El Obeld was the fact that it had not happened long before. It wasn't as strange as it was inconvenient. Most of the Dark Continent was behind us, but the Nile Valley, one more desert and one more mountain range lay between us and the Red Sea.

We had bought our last supply of gasoline from the English government of Darfur at El Fasher and had agreed—with this same unfortunate preponderance of optimism over prophetic judgment—to pay for it at El Obeld. Our problem now was to buy more from the governor of Kordofan at El Obeld and promise him to pay for all of it when and if we should arrive in Khartoum. Our only hope was that governors might sometimes be as long on optimism and as short on sense as we.

We knew that Governor Purvis of El Fasher had wired the governor at El Obeld that we had started but that he didn't believe we would arrive for weeks, if at all. On account of our special British military truck convoy, however, in whose tracks we could follow quite easily, we made the four hundred miles in five days and surprised His Excellency out of all discretion. He was hospitable and interested, and as the governor of North Carolina, just so did the Governor of Kordofan say to us: "Have just as many gallons of gasoline as you want." Jim said he probably reasoned that if we were the kind of men who could make that trip in five days we would be equal to paying the British debt. But I think that if he had reasoned at all he would never have extended our credit.

We next persuaded the Greek truck driver who had driven our military convoy from El Fasher to sell us three gallons of cylinder oil on time and to loan us five Egyptian pounds for running expenses to Khartoum. Then, we started. We had had no mail for five months, not one single letter, and we hoped—the only of optimism again—that there might be a few checks from some of our editors back in the United States. If so, all right; if not, well, first get to Khartoum. If we shouldn't be able to make Khartoum we would never be called upon to pay our debts.

And we might not. Jim's motor was rattling like an old corn sheller, I had let it run low on oil about two thousand miles back and burned out the connecting rod bearings. It was ruined as far as my running it was concerned, but Jim, the mechanic, had undertaken to nurse it along as far as it would hang together. He drove the cripple and let me take the other. At each French fort Jim had taken the motor apart and worried over the increasing amount of play that had always developed since the last fort. That is, he worried as much as his disposition would permit. Each time he would prophesy that it might get us to the next fort—and so far it always had. Since it had come thus far he scorned to send for a new bearing. We hadn't made a single motor replacement during the whole trip across the continent and now Jim said he wanted to give the game little one-lunged bikes a sporting chance to make their remarkable record a clean one across to Khartoum. With good roads and the most

careful of driving the clattering fragment of a thin bronze bearing might yet pull through. I'm not so sentimental about machinery as my partner is, but he was the mechanic and entitled to take his chance. We'd try it.

There is no road from El Obeld to Khartoum except the railroad, and a footpath beside the track made largely by the Mohammedan pilgrims in their perennial march to Mecca. Every good Mohammedan wherever he may live, must pay at least one visit to the holy city of Mecca, across the Red Sea, in Arabia, some time before he dies. Wee into any Christian who may ever be found within the gates of that sacred Moslem city. But we were any follower of Allah, the only God, whose prophet is Mohammed, if he dies without at least attempting the pilgrimage to Mecca.

All the way across the Dark Continent we had found these zealous pilgrims forever on their long and weary march. Sometimes only a ragged old man begging his way along; sometimes an equally ragged wretch who could, when necessary, produce an occasional coin to buy his bowl of rice or calabash of millet cake. Some of these patient pilgrims were content to tarry here and there during the harvest or planting seasons and work for months to earn a few pennies to carry them a bit farther along their way, a bit nearer the holy city of Mecca. Sometimes we overtook a Moslemite of means who traveled in luxury, doing his thousand or three thousand miles on a camel with perhaps a slave or two to trudge along behind carrying his excess baggage and earning for his own and the camel's commissary. These black men, slaves of a black master, often sold themselves into this voluntary service for the privilege of thus making the pilgrimage to the sacred seat of Islam, Mecca, the holy city.

Even Jim and I discussed making the pilgrimage ourselves, until we learned more about its impossibility for us. Mecca is not for white men and especially for non-Mohammedans. We talked at some length with a good old Mohammedan teacher who was personally very kind to us and friendly. When we asked if he could disguise us, and if necessary vouch for our general harmlessness and conduct us on a sightseeing trip to Mecca and return, he drew an imaginary knife across his creased, black throat, and smiled. Mecca, the birthplace of the great prophet of Islam, Mohammed himself, allows no Christian to profane its sacred precincts even by gazing upon it from the most distant hills. The Holy Well of Zem Zem which Hagar is supposed to have found when her son Ishmael, cast out and wandering in the Arabian Desert, was dying of thirst, is located in the city of Mecca. Its waters are the most precious drink which even the thirst-ridden travelers of the desert may ever hope to have. But it is not for Christians.

From all parts of western and northern Africa, the parched and lonely desert trails of the desert were converging, and surprisingly heavy was this pilgrim traffic along the railroad track toward the east. At sunset and at other prescribed prayer times during the day, we saw all Mohammedanism go down on its knees toward Mecca.

We were in the Sudan during the month of Ramadan, the ninth month of the Mohammedan year when every believer is supposed to keep a strict fast from dawn of each day, or until a white thread can be distinguished from a black thread, until sunset. In the cities a huge drum is sounded or a gun fired at the moment when the daily fast begins and ends.

This fast is strictly and universally observed. Not only must the believer abstain all food, but from dawn to sunset not one drop of water may pass his lips, and during those long, hot days in the arid, tropical Sudan it is a fearful price to pay. No Mohammedan may even swallow his saliva and if his hunger stimulates his saliva glands he may enjoy the moisture in his mouth but must eventually spit it out upon the ground, else he be accused of breaking the fast of Ramadan. And since his guardian angel is constantly at his right hand side to protect and care for him, the believer must therefore be careful that he spit to the left. During the month of

A Pleasant Way to Work One's Way



GIRL IS DRIVING HER WAY THROUGH COLLEGE

Helen Davis, 18, Californian, has had a successful season driving trotters on the western circuit and will be able to continue her college course with purses she has won.

Ramadan it is well to watch where one goes.

The efficiency of the Mohammedan laborer, clerk, and houseboy, low as it is in ordinary times is naturally lowered during Ramadan. This is caused not only by the weakening effects of the rigorous fast during the day, but quite as much by the equal extreme in revelry and feasting at night. As soon as the evening drums are sounded, the fast is broken with a bang. The food, already prepared, is of the very best that can be secured. And the drink is all too often much stronger than the water that would otherwise have satisfied by day. All night long the feasting and celebrating and general excesses continue—and after such a rigorous fast I would be the last to bid them nay. And when dawn finally comes and it is possible to distinguish a white thread from a black the followers of the prophet are ready for sleep. But then it is time to go to work.

Ramadan is especially trying for those who work as cooks for the English or other non-Mohammedans. They must prepare the food for their masters, serve the drinks, keep awake and continually go outside to spit out the saliva that just will form in their dry, parched mouths in spite of the Koran, Mohammed and the Crescent. If by any chance one should forget himself and indulge in a soothing drink of water, he must prolong his fast for one day after Ramadan for each such offense.

These faithful pilgrims made it easier for Jim and me on our own long march toward the endless east. It was they who constituted a considerable proportion of the traveling public who kept the caravan trails so plainly marked. They bore us over bridgeless streams, guided us through jungle trails, sweated beside us as we pushed through the soft, hot sands, shared their water with us on the desert caravan trails, and were always an inspiration to continue on our way. We were traveling for fun, they for faith; each impelled by an urge beyond the understanding of the other, but that at least we had in common. If they could struggle on, always a few miles farther, then so must we. If they were broke but carried on, then so must we. And we did.



THAT 12-MILE LIMIT

"Pop keeps saying he's a waiting for his ship to come in, but that's just a 'saying' ain't it, mom?" "Not now, but it was before prohibition, my dear."

Not Too Fussy

Middle-Aged lady wishes house-keeping in gentleman's or bachelor home.—Seattle Daily Times.

In the Golden Days

Facts About Our Autumn Tree Colorings Which Should Prove Instructive

By Marion Wathen Fox

If Mrs. Baldwin invited to afternoon tea Mrs. McBride, Mrs. Cummings, Mrs. Wood, and each of these guests were charming new gowns of the season's most fashionable shades. Mrs. Baldwin would know definitely and accurately that it was Mrs. Cummings who wore the powder blue; Mrs. McBride who wore the apricot; Mrs. Wood who wore the tomato-colored gown. But very few of us are anything like so definite in our knowledge of the beautiful autumn gowns worn by our tree-ladies. "The trees have changed their colors!" we say; or, "They have on their autumn foliage!"—and let it go at that.

All Canadians should be tree-lovers. Perhaps there is no country in the world that has more beautiful trees than Canada, such a variety of them. Trees give us—next to agriculture—the most of our wealth; they enrich the climate; they are one of the most important factors in the beauty of our scenery—therefore, we should not only love trees, but know them. But do we? Many Canadians do not even know the names of the trees in their own yards, along their own street in their own town, on their own farm, in the nearest woods.

Take this matter of the autumnal foliage. Which trees turn yellow? Which red? Which brown?

All the birches turn dull yellow. The elms turn pure yellow, lemon-yellow or brown-yellow.

Maple leaves turn red, as a rule. Red maple—particularly young red maples, change to an intense scarlet, deepening to crimson. Sometimes we come upon a red maple in which one branch is a vivid red but all the rest green. Rarely do we find any all yellow leaves on a maple, though sometimes the ground-work may be yellow, but with crimson spots. In the sugar-maples there is probably more yellow to be found, now and then the yellow changing to a brilliant orange; but the majority of the leaves of the sugar-maple are red, flaming to scarlet, though sometimes, too, we find a brilliant green with vivid blood-red spots. Indeed, the leaves of the sugar maple have often been likened to a painter's palette, and are perhaps the most varied and beautiful of our autumn leaves: One leaf may contain scarlet, several shades of yellow, orange, green, crimson, or a good half dozen tints and shades in between.

The autumn-dress of the horse-chestnut is a much more sombre one. Indeed, sometimes they fall with little change. But more often they take on a dull brown or yellow, the yellow perhaps merging to brown.

The beech is clear, golden yellow, and is amongst the few trees to which the leaves, after their change of color, may cling all winter. It is not unusual to find the leaves of young beeches that have turned brown.

The predominating note of the oak in autumn is brown, though this brown may vary to the various

shades of red and yellow-browns. The leaves of the red oak are much more brilliant than are those of other species of oak. Indeed, the red shades in the oak have a rich tint which seem almost peculiar to itself. The oak and beech are perhaps the last of the deciduous trees to lose their leaves.

Poplars turn a clear chrome yellow.

The leaves of ash trees go through a whole gradation of tints, from dark to light; first a sort of deep purple, bronze-purple and on into a reddish-yellow.

Willows may fall without change, or turn yellow.

Sumachs and dogwoods add much to the brilliancy of the autumn foliage: the dogwoods turning red and yellow, while the sumachs are often as brilliantly, or as richly red, as the most beautiful and vivid maple.

While yellow doubtless predominates amongst our autumn trees, red is certainly the outstanding note of shrubs and low bushes.

Autumn in Canada may well be called the "Festival of the Leaves." There should be added to the "Seven wonders of the world" an eighth: the autumn foliage of forest trees in Eastern Canada. "I have been nothing in Naples, Rome, Switzerland, Norway, India," said a world traveler, "to compare with the golden autumn of the Maritime Provinces, Ontario, Quebec—particularly in a dry autumn when the colors are most brilliant." And another traveler, just returning to Canada after some years of absence, kept gazing almost speechless with surprise and delight from the windows at one side of his railway-coach to those on the other and finally exclaimed "This must be something special they're putting on for me—I do not remember that it used to be so glorious as this!—Why 'It's Fairy Land!'" Then he told of how coming through the Matapedia valley he actually thought one mountain was on fire, so vividly red was its autumnal foliage. On that very trip I was prosaic enough to take out my note-book and endeavor to chronicle definitely and specifically the various colors that were to be seen from the car-window, amid the autumn foliage through which we passed that day. There were no names in any dictionary to designate some of the colors. But I did see: what I could best describe as amber, lemon, chrome, gold, butter-cup, orange-yellow, orange, orange-brown, bronze, olive, almond and many others in between these. And added to the color or touch was beauty of motion, beauty of symmetry in the leaf-form.

Why They Change Color

Have you ever seen a branch or a few leaves of vivid red on a tree in mid-summer? Or in later summer? I have, and used to wonder at it for I had been taught that frost turns the leaves red, yellow, etc. It was quite customary to heave a snarl when these appeared in late summer or early autumn and say, "Oh, dear! Is it possible that it's autumn so soon. There's been frost already—see those red leaves!"

Of course most of us have now learned that frost has little, or nothing to do with the autumn change of color.

The average life of the leaves of our Canadian trees is four months. During all this time these little affairs which we designate as "leaves" are busy at work. Each is a miniature laboratory or manufacturing concern turning out important products which are necessary to the healthy life of both plants and animals. The leaf receives the raw material for the manufacture of these products from the air about it and from the soil. The matter from the air is received through the little pores of the leaf—stomata, with which the leaf is covered; and the water, sometimes containing much mineral substance, comes from the soil in the form of sap up through the mother tree, via the little leaf stem, and so on into the leaf-carried through the network of veins to every part of the leaf's surface.

So long as the leaf is in the sunshine, receives carbonic-acid gas from the air; receives water from the roots, it can go on doing this work: making chlorophyll—the green pulp of the leaf. But when anything happens to prevent this and chlorophyll can no longer be formed the leaf begins to turn yellow—"put on their autumn dress" as children love to say. And the cause is not the frost but rather, that—

The sunlight has become less intense; the water supply from the

HER LIFE THREATENED



Mozanna Lain, telephone girl, who is testifying against rum-runners in New York, is strongly guarded by federal agents.

roots is being interfered with—the tree no longer making sap; or because the pores of the leaves have become clogged by some mineral matter, left there by the water brought from the soil or perhaps by exposure of the leaf's surface to the dust and dirt of the season, and so the leaf can no longer do its work: its usefulness is over.

To get a proper understanding of this process by which leaves change their color and then drop from the tree we must know that in some wonderful way this material—chlorophyll, which has been manufactured and stored in the leaves, has the unique power of changing the carbonic-acid gas received from the air and the water received from the roots over into starch, sugar, etc., which the mother tree sips back from the leaf as food for her twigs, branches, trunk, and most of all for her baby buds being formed before the leaf falls; and also to separate the carbonic-acid gas into carbon and oxygen, sending the latter into the air as fresh, invigorating, food for animals and man. When the leaf can no longer manufacture more chlorophyll to accomplish these wonderful things the mother-tree keeps on drawing out all the food products in the chlorophyll already stored in the leaf, so soon all the valuable substance is gone: the chlorophyll is disintegrating. Some scientists simply explain the change of color for the process is not properly understood—by saying that the blue of the disintegrating chlorophyll passes out in the food products and leaves only the yellow—the blue and yellow forming the green of the leaf. Others, however, claim that the yellow, orange, brown, etc., now appearing in the leaves is from the mineral substance, left behind when the other constituents of the chlorophyll have been absorbed.

It is generally recognized, however, that the red coloring of leaves is the result of an entirely different process than is the yellow, etc.; the explanation for the red being: when the vitality of the leaves of certain trees begin to fall a liquid red dye is formed which stains all the leaf. Evidently conditions may be such that this dye can be formed in parts of a tree even in summer or in very early autumn, as has been the case when the untimely bit of red now and then surprised us amidst an otherwise green foliage.

The falling of the leaves starts in Canada—at least in the East and Northeast, about the twentieth of September. The great fall comes sometimes between the seventeenth and twenty-seventh of October.

However we attempt to explain the autumn coloring of leaves we know for a certainty that when they change their color and fall their work is over. They have given their life back to the mother-tree from which they first received it. Theirs is a sacrificial death. Fitting, therefore, that their dying time should be their most beautiful time: they die in glory, in color. They "pass out" in a veritable Hallelujah chorus. Let us catch this sublime note in our "Festival of the Leaves."

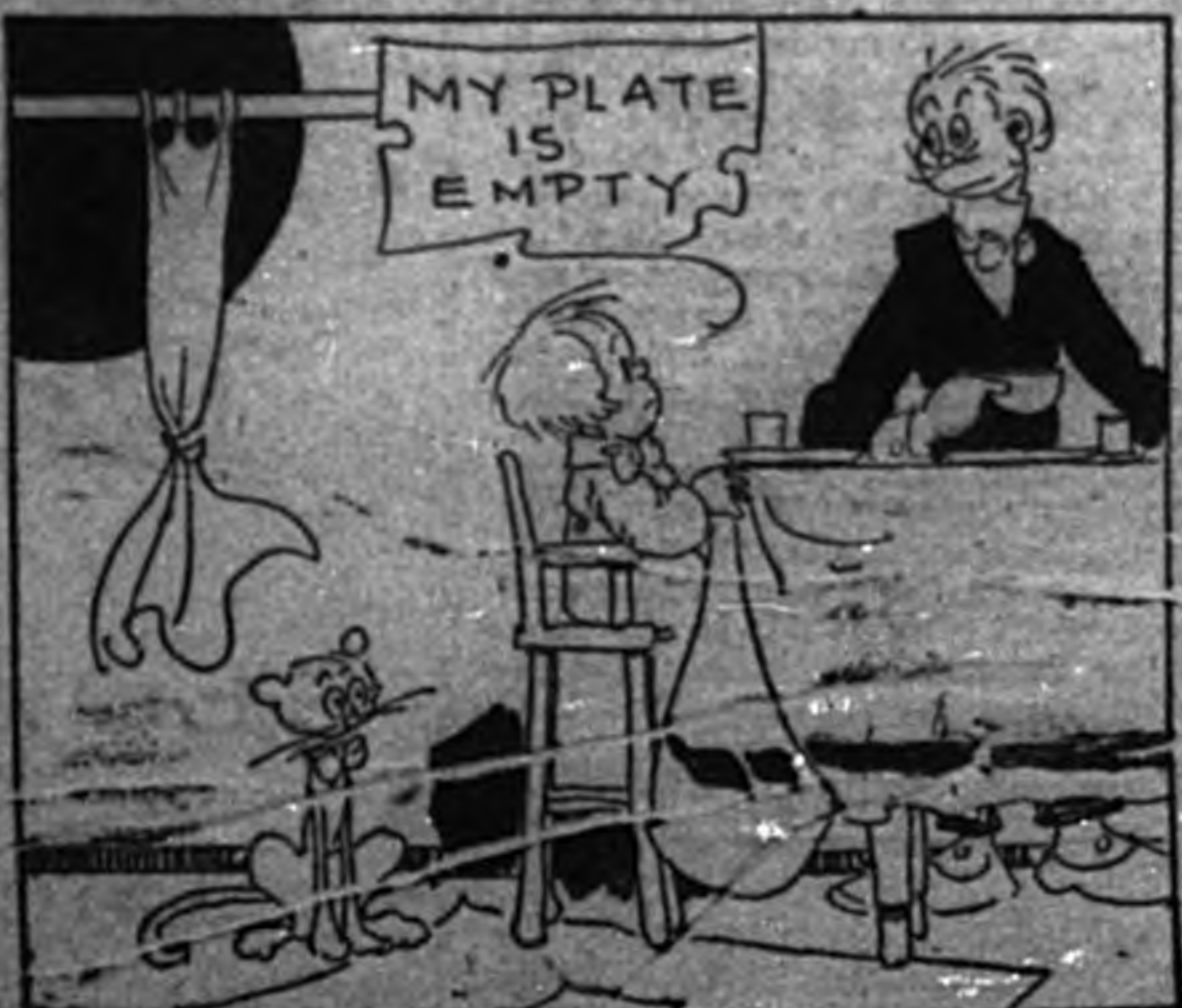
Back With the Duds

Boss—"Well, did you read the letter I sent you?"

Office Boy—"Yes, sir; I read it inside and outside. On the inside it said, 'You are fired,' and on the outside it said, 'Return in five days,' so here I am."—Junior Achievement Magazine.

In these days it is customary for the composer to outlive his song.—Newman Flower.

S'MATTER POP—



He Has a Quiet Efficiency.

Irrigating Dream Comes True

By FRANCIS FLOOD

A few years ago I was a homesteader in Wyoming trying to build an irrigated farm out of a collection of shale hills and bogging alkali bottoms on which the government had dared us to make a living. Sometimes, after a hard day's work herding ditch water down the steep sides of my little alfalfa fields, half of it washed and the other half high and dry, I would clump over to the shack of a neighbor as dejected and as ragged as I, throw my shovel and rubber boots into a corner and discuss farming in general and irrigation in particular.

We would pity ourselves, that much was sure. Then we would compare our rough, raw little fields lying somewhere above or below the crooked canals that wound about among the sagebrush hills with our idea of what a real irrigation district should be. Eventually, before the evening was over, we would enthusiastically picture in our imagination the perfect project, the gum boot farmer's paradise, and describe it in detail to get our minds off our own.

When Jim and I reached the Senar Dam across the Blue Nile in the Anglo-Egyptian Sudan—believe it or not—we saw it, just as I had specified. There is the irrigation engineer's dream come true; there is the gum boot farmer's paradise.

First we visited the dam itself, that huge concrete barrage that stops the Nile in its tracks. Nearly two miles long from end to end, it takes an hour to walk the length and back of this great highway across a conquered river. On the one side presses the captive lake, fifty miles long, sufficient water to supply the needs of the city of New York for a period of two years. Below, on the other side is the torrent loosed through the roaring sluices and boiling away so far, far down that even the comic opera donkeys shambling along the highway on the crest are as frightened as the stern Sudan squires whose bales of freight they bear, as nervous as the clucking women and the bare, black children scurrying like fate along the centre of those concrete heights.

breakfast," ordered this merry engineer from Merrie England, and he shouted toward the brick kitchen in the rear, "Boy, pass breakfast for three."

Then he considered a moment, looked us over again, muttered half to himself, "No meal for five months," and shouted again to the kitchen. "Boy, pass breakfast for five."

My American accent and his English ear had confused "mail" for "meal." I put him right. "But never mind correcting your kitchen boy," Jim suggested. "Let him carry on."

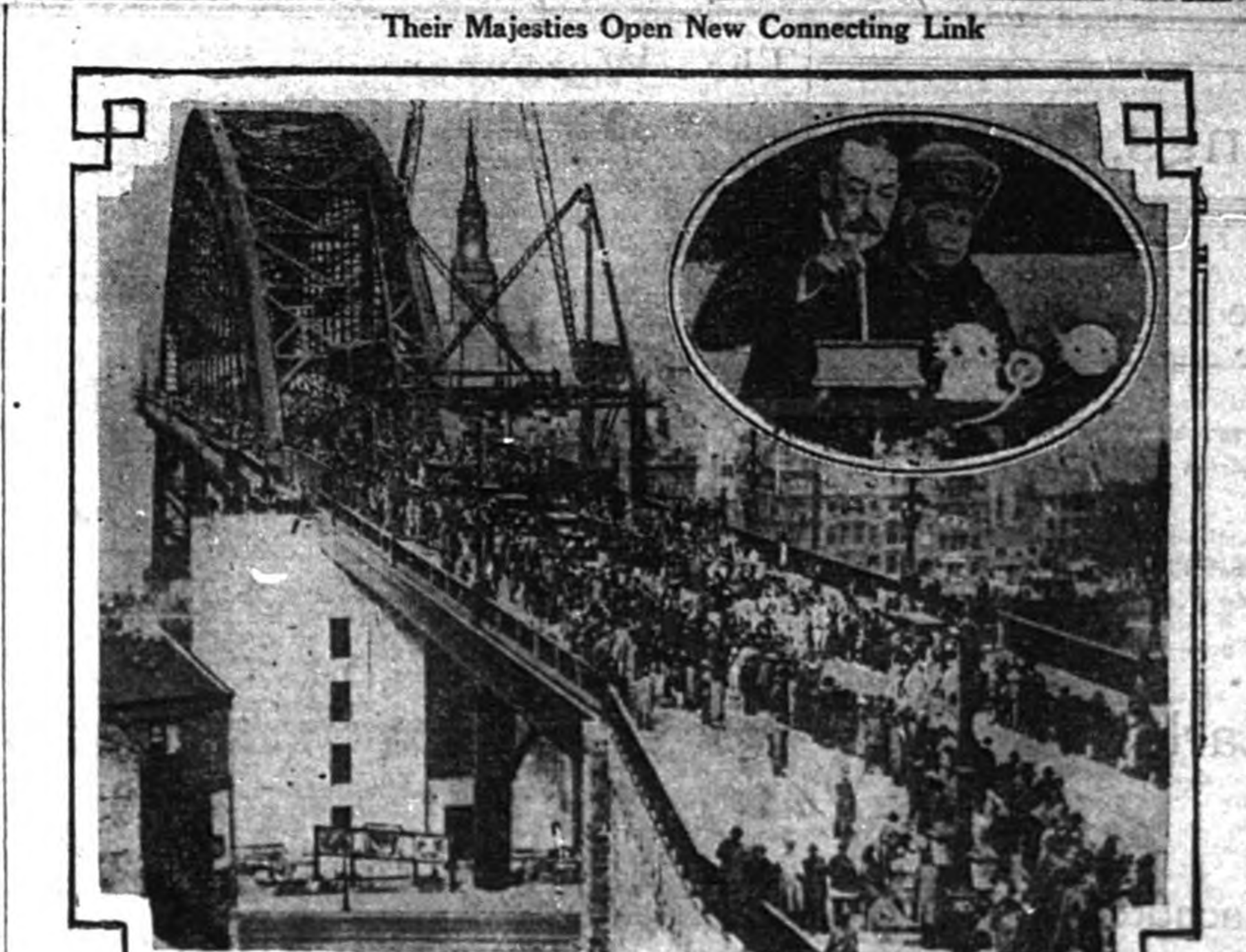
"You surely didn't think we'd had no meal for five months did you?" I questioned.

"No. And I don't believe you've crossed Africa on those motorcycles either," he admitted. "The one I earned your breakfast and I thought two such big ones deserved a double order."

We were only ninety miles from the postoffice in Khartoum, where we were sure there was a sidecar full of mail, our first since we had left the west coast fringe of civilization nearly five months before and yet this English engineer was begging us to stop a day with him so he could show us his irrigation project. He succeeded, and it was worth the delay. Considering how badly I wanted my mail that shows what I think of the famous Gezira irrigation district.

That afternoon our friend and a fellow-engineer took us over as much of the project as they could. We couldn't see it all. The main Gezira area is about 55 miles long with an average width of some 15 miles, running parallel with the river, the whole as level as a football field. Since it was almost a desert before the water was applied it was entirely free from vegetation and little or no clearing had to be done. This block of 300,000 acres which is at present under irrigation is only one-tenth of the three million level acres in the Gezira between the Blue and White Niles which may easily be brought under irrigation cultivation later.

Briefly, the history of the Gezira development is this: Attention was first called to the possibility of irrigating this great plain between the two branches of the Nile in 1904. First it was clear that existing native rights could not be protected unless a register of ownership of land was available. This was difficult because



BRIDGE OVER THE TYNE OPENED BY KING GEORGE

One of the finest bridges in England has been erected at Newcastle-on-Tyne at a cost of \$6,250,000. The royal cortege is seen passing over it. Inset: Their majesties at the opening.

acre. The land is then re-allotted to the actual owners who are cultivating tenants on plots of 30 acres each, as near their original holdings as possible. The theory is that no man can handle more than one 30-acre unit. If he originally held 90 acres he may nominate his sons or relations as tenants on the other two units. So far, of the 8,000 tenancies of 30 acres each, about 5,000 have been taken by owners themselves and the remaining 3,000 by people already resident in the area.

It is a good proposition for the tenant-owner. He gets 50 cents per acre rent and is entitled to farm 30 acres as near as possible to his original land. On each 30 acres he may grow ten acres of cotton and ten acres of green crop for cattle or grain for his own consumption. Instead of relying on the precarious rains he gets regular water for which he pays only as much as if he lived along the Nile bank and we were getting it from an ox-drawn water wheel. He has the best cotton seed distributed to him, he gets cash advances at low interest and he gets plowing machinery to plow his land. He gets expert supervision in his cultivating and his marketing. In fact, he gets so much that he is buying fine automobiles and living on a scale a thousand times higher than his ancestors have ever lived before him.

The soil of the Gezira is a stiff loam containing over fifty per cent. of clay. It rapidly becomes impervious to water so that no seepage occurs through the canal banks. The land is cultivated by machinery well ahead of sowing time. This is done by the syndicate with cable plows drawn back and forth between two tractors, one at either end of the field. The seed is a long staple Egyptian cotton exclusively and is dibbled in at the rate of about 20 pounds per acre.

The rows are about 36 inches apart and the plants at 20 inch intervals. The seed is sown on the tops of the ridges. When picking is finished, all cotton stalks are cut down and burned as a precaution against pests.

The yield is about 300 pounds of long staple lint cotton per acre. This makes an addition to the world cotton production of some 30 million pounds of Egyptian cotton annually, and the development of the Gezira has only begun. What effect this and similar, and even larger, irrigation projects farther down the Nile may have on the U. S. cotton surplus production remains to be seen. At any rate it is well worth watching.

Easy-Going People

Mere good-nature is not the end for which the world exists. Nor is it the law by which we should control our conduct. There is a "good-natured" tolerance of evil in other men, by which we help them to their sins, and become their passive accomplices. There is "good-natured" lying, which seems to say what is pleasant rather than what is true, and it undermines social truthfulness. There is a "good-natured" endurance of encroachment upon rights, which we should guard, not for our own sake so much as for that of society. And there is a "good-natured" avoidance of honest testimony against the world's evils, which reduces us to mere ciphers in the battle for the kingdom of God. There is need for all the really "good-nature," the courtesy, the cheerfulness, the brotherliness, we can muster. But for this vicious "good-nature," which seeks only the pleasant and the easy, neither earth nor heaven has room or need.

Enjoying Autumn Glory of Canada's New Park



BEAUTIES OF NATURE IN THE CANADIAN WEST
On the portage from Kingsmere Lake to Long Island Lake in the Prince Albert National Park, Saskatchewan.

Delhi to Invite Bids on Air Line Across India

Egypt to Karachi Section, First Link of Route, May Start Service in April, 1929

Simla, India.—An important stage has been reached in the development of an air-mail route across India by the approval of the Assembly's Standing Finance Committee to the government of India's proposal to call for bids soon for the operation of three main sections. A weekly plane service between Egypt and Karachi, subsidized by the British government, is expected to be established by April, 1929.

An internal service, in three sections, from Karachi to Rangoon, is the next objective. It is intended that this shall form a connecting link in the England-Australia air route. The three sections will be: Karachi to Delhi, Delhi to Calcutta, and Calcutta to Rangoon. Preparations for the ground organization between Karachi and Calcutta are well advanced and it is understood a start will be made on the Calcutta-Rangoon section as soon as sufficient funds are in hand.

Bring London Nine Days Nearer
As soon as the through route from Karachi to Rangoon is established, the air mail from England will be delivered in Delhi in seven days, at Calcutta in eight days and at Rangoon in nine days, compared with sixteen, seventeen and nineteen days by the present sea route.

It is anticipated that the Karachi-Delhi section will be ready by the fall of 1929. Three-engine aircraft of the approved British type of construction will be used. The government of India proposes, if funds permit, eventually to extend the London-Karachi service to Bombay.

The Finance Committee, in agreeing to the proposals, suggested that, following the English practice, the

Benefits

The sage relishes what is without savour. He avenges the injuries he receives by benefits. He begins by easy things when he meditates difficult things; by small things when he meditates great.

The Lap of Fortune

Ben Franklin said: "To be thrown upon one's own resources is to be cast into the very lap of fortune."

Canada's Native Clowns



QUEBEC BABY BEARS BATTLED FOR A LOLLYPOP

"Kid" Cub and "Bruin" Bruin, two young bruising bears, who staged a one-round bout before cheering tourists in northern Quebec. Ringside seats were free. The purse, a lollipop, was awarded to "Kid" Cub.

"The Black Bear is just a sort of canny, backwoods clown, wishing for nothing but a full tummy and complete freedom from contact with men armed with rifles. In fifteen years spent in the wilderness I have had more than my share of opportunities to get acquainted with Bruin, and to my mind he is not a bad neighbor, except for his ingrained propensity for investigating camp storerooms. At this, he is altogether too adept, and he goes at his work like a group of Bolsheviks looting the home of a wealthy member of the bourgeoisie. When a bear gets through smashing around in a lumber-camp storeroom, the easiest method of cleaning up the wreck is to touch a match to the works and stand clear.

"Bruin is on his toes all the time. There is no record of any hunter ever finding a bear asleep, except during the period of annual hibernation. In his normal state of health he is fully as alert as a modern burglar alarm, and he can get away from a standing start in a manner that would turn Nurmil green with envy."—Kenneth Lee in "Forest and Stream."

Panic-Mongers

Bryngwyn James in the Pall Mall (London): It is the commercial and industrial panic-mongers who have done so much in recent years to retard the recovery of British trade and industry from the blows inflicted on it by the war and its consequences. Their blatherings have been broadcast to the ends of the earth, and their sour bread has been cast upon the waters—and unfortunately found after many days. Is it a matter for wonder that in many parts of the Empire and in many foreign countries there is consequently a tendency to believe that the Old Country is done for?

National Extravagance

Saturday Review (London): It is one of the standing wonders of the day that the luxury trades of Great Britain continue to flourish, while her basic industries founder in the slough of depression. Those enterprises on which the real and ultimate wealth of the nation depend are sunk deep in distress, but the extras, the frills and fancies, increase and multiply exceedingly. This situation of all jam and no bread cannot continue indefinitely; it is utterly uneconomic and must sooner or later come to catastrophe.

government should participate in any profits over and above a certain percentage after making due provision for depreciation.

To Add Ceylon Later

Ceylon, in the near future, will be linked up with existing air-mail services, according to official advice, which say a connection will be made first with America and subsequently with Australia. In the former case it is hoped to effect a saving of one to three days, while, with the latter country, a reduction of approximately three days is expected.

The postal authorities in Simla are waiting to avail themselves of the Cairo-Karachi air service, but at present the saving of time will not be appreciable to Columbus owing to the long railway journey between Dhamshkodi and Karachi.

Two Hands Free

Girl—"Let's drive in the park."
Boy—"Now, let's park in the drive."
Ghost.

Reputation

How many people live on the reputation of the reputation they might have made.—O. W. Holmes.



HAS SECURED 4,000 AUTOGRAPHS

Collection made by Antonio Hauptman, an Italian, includes 60 maharajas, 51 cardinals, 300 diplomats and 400 princes and kings.

There are a million tons of concrete in the big barrage designed to pass 15,000 cubic yards of water per second through the sluices, or twenty per cent. more than the greatest known discharge of the Blue Nile in its flood. And yet one man can weigh the water out and control the flow of that entire stream as easily as a housewife opens the faucet in her kitchen sink.

A main canal, 100 miles long, leads off from the reservoir above the dam and marches straight and true the length of the great project, with a steady fall, just as the ground slopes itself, about four or five inches to the mile. Leading off from the main canal are five distributing canals and, strictly at right angles to these, as straight and as regular as a city's streets run the major channels, one every 300 yards, each designed to water about 90 acres of land, or enough for three 30-acre units.

For miles and miles and miles, Jim and I rode our motorcycles over this flat and level land, the whole checked off into a perfect chart of even, regular squares by the black banks of the canals. There are no fine homes, no fences, and no trees. There are no paved highways, no school houses, and no green grass. It is all a new country. Its future is all before it just as ten thousand years of a dry, dead past are behind it.

We found one neat little frame bungalow beside a huge headgate and stopped, early in the morning to inquire the road to Khartoum. A young Englishman in the brisk uniform of an Injune came to the door. I explained in the best English that my American education could produce that we had just driven those two battered old motorbikes "Rough" and "Tumble" all the way from the west coast of Africa and were in a hurry to get to Khartoum "because we haven't had any mail at all for five months and we're going to get some there."

"You'll come right in here and have

no native really owned any land but yet he had a historical right to cultivate certain little patches because his fathers had done so before him. Furthermore the plain had never been surveyed and the whole was so level and so regular there were no landmarks or boundary stones by which the natives could even identify their claims. It was surveyed and at every minute of latitude and longitude from poles were erected with cross vanes on which are stamped the degrees and minutes of latitude and longitude. Traveling over the flat Gezira is like sailing on the ocean and we navigated in minutes and degrees in exactly the same manner.

The management of the area was entrusted to the Sudan Plantations Syndicate. The Sudan government were to be responsible for the financing and building of the dam and the major canalization. The syndicate became responsible for the minor canalization, management of the whole enterprise and for financing the tenants. The tenants were to supply the labor as cultivators. The cotton crop was to be divided into portions of 35 per cent. to the government, 25 per cent. to the syndicate, and 40 per cent. to the tenant, and all other crops to the tenant. The British government guaranteed an original loan of \$15,000,000 for financing. The dam was started in 1914 but was stopped on the outbreak of the war. After the war the loan was doubled and construction started again. The final full cost was about \$50,000,000 which includes canalization. If someone were to dig three canals from New York to San Francisco the total length would be about equal to the mileage of the canals and field channels on the Gezira scheme, or 9,386 miles.

The government took forty years lease from the registered owners of all land within the scheme at an annual rental of about fifty cents per



Rings, Rings!

The Everlasting Gift

Here we are again! Once more entering the unknown of a New Year. Why not make this New Year stand out above all others? and make it an everlasting event.

An easy and simple way to accomplish that, is to make your beloved ones a handsome gift of a signet ring, that they may remember you till the end, and think of the wonderful New Year of 1929.

Frank E. Earle

JEWELLER

Main Street, Lachute.



Cash Central Meat Market

WHOLESALE & RETAIL.

All kinds of Choice Meats, Fish, Vegetables and Fruits in Season. Also all kinds of Canned Goods, Butter and Lard.

We sell cheaper because of no book-keeping charges. Phone 55 F. P. O. Box 25.

Adolphe Raymond, Main St. Lachute

Once Again!

We earnestly wish, most sincerely, a Prosperous Happy Year to our customers, and hope for a continuance of their patronage throughout the New Year.

Geo. Licop, Tailor, Lachute.

Winter Goods!

Just think of it! Winter is here and you will be wanting some of the following—

STANFIELD'S UNDERWEAR
HEAVY WORKING PANTS
MACKINAW COATS
HEAVY RUBBERS, ETC., ETC.

You can't better our prices anywhere and our Assortment is complete.

John McFaul & Son, Main St.

Five Roses Flour Feed, Hay, Coal, and Salt.

Beef Scrap, and all kinds of Bea Feed.

R. Hamilton, Main Street.

Phone 240.

Lachute.

In grateful appreciation of your
Good will we wish you all
A HAPPY NEW YEAR

We aim this year to excel our
past efforts to please you

W. G. Staniforth,

Main St.,

Tel. 65.

The Watchman

AND
OTTAWA VALLEY ADVOCATE
Published at Lachute every Friday.
J. S. Giles, Editor & Proprietor.

FRIDAY, DEC. 25th., 1928.

Subscription Rate per annum.
In Canada—\$1.50.
In United States—\$2.00.
Notices of Entertainment, Concerts
Announcements etc., 19 cents per
count line. Minimum 50c.—if billed
60c.

(Note:—All locals advertising any
event from which there are financial
proceeds will be charged at the above
rate.)

Card of Thanks, In Memoriam No-
tices, Births, Marriages and Deaths
50 cents.

With each verse additional—25c.
Want and For Sale advertisement.
10 cents per count line, minimum 50c.
—if billed 60c.

Note:—When estimating count
every six words or fraction thereof
as one line.

Legal Advertising—\$1.63 per inch.
Subsequent insertions—\$1.12 per
inch.

DR. TOLMIE'S PLEA FOR UNITY.

A plea for a better understanding
between the Canadian East and the
Canadian West was made by the
Prime Minister of British Columbia
the Hon. Dr. S. F. Tolmie, in the no-
table address that he delivered before
the Canadian Club of Toronto this
week. Many of the misunderstand-
ings that existed between the Far
West and the East when Confederation
was young still linger, Dr. Tol-
mie says. There is a great deal of
good work, then, for Canadians to do.
If these misunderstandings persist
they are liable to create the gravest
problems that can confront the coun-
try. There can be no more danger-
ous problems than result from lack
of mutual confidence and lack of tol-
erance for one another's views. Dr.
Tolmie's plea therefore is made in a
very excellent national cause, and
one of the greatest virtues that Cana-
dians can cultivate, East and West,
is the virtue of toleration and sym-
pathy for one another and recogni-
tion of the fact that though we may
differ in regard to individual actions,
each and every one may be acting in
good faith and with honest purpose.
Travel teaches toleration and be-
gets knowledge that will lead to mu-
tual understanding. Interchange visits
that are becoming more general and
regular amongst public and business
men, educators and others, East and
West, are bound to have beneficial
effect nationally as well as individ-
ually. Eastern members of the
Senate who, a year or two ago, in-
stituted a movement which brought
many western parliamentarians and
others into the eastern provinces for
the first time set an admirable ex-
ample in the country, and one which
had speedy reciprocal effect. As the
idea back of this movement spread-
and it is spreading—and as it gains
new adherents, more and more the
East will appreciate the West and
the West will appreciate the East
with the truer and more adequate
knowledge that is obtained by per-
sonal contact. The result will be
inevitably that easterners and west-
erners will alike think, not against
one another, but for one another and
on behalf of one another, and all will
work with greater unity of purpose
towards the accomplishment of the
Dominion's common destiny. That
seems to be the main purpose of the
entirety that Premier Tolmie made
in his address at the Canadian Club
in Toronto.

THE ROAD-HOUSE AND ITS INFLUENCE.

A phase of the evil of intemper-
ance which has sprung up like a
mushroom growth all over the coun-
try is the road-house. On many of
the most beautiful and well settled
roads in the Townships and elsewhere
these blots in the landscape are to be
found and all around them is a fun-
gus growth of lawlessness and im-
morality. Situated sometimes on a
"Four-cross road," several neighbour-
hoods contiguous to them run the
risk of being contaminated, to say
nothing of the constant stream of
motor traffic which passes by their
wide-open doors, a certain type of
which they hail as guests.

The responsibility for the existence
of these places of dubious entertain-
ment is very hard to fix. The Muni-
cipalities in which they flourish claim
that they have no legal right to in-
terfere because of the jurisdiction of
the Quebec License Commission. The
latter, on the other hand, complain
that where the Scott Act exists, the
Commission has no authority to take
measures to close the road-house,
which, meanwhile, flourishes, cheer-
fully, pays a fine now and then, and
goes on although nothing had hap-
pened. Even a jail sentence does not
stop operations for long.

Whoever may be responsible, cer-
tain it is that this form of evil is tak-
ing heavy toll from the young people
of the country. Complaints are con-
stantly heard of the evil influence
exerted by these places, as well as
of wild car driving, resulting in dan-
ger, accident and death to both young
men and women. The incentive to
reckless motoring is often found in
drink, and in these road-houses the
incentive to reckless downhill pro-
gress is an ever-present element.

M. ELIZABETH McCURDY,
Pro. Supt. W.C.T.O., Dept. Press

NEW ANGLICAN CHURCH

An event that is being looked for-
ward to with interest by the Angli-
can community of Brownsburg in
particular and all branches of the
Church surrounding, is the opening
of the new Anglican Church. The
consummation of many months of
strenuous labor, and untiring energy
on the part of all members of the
congregation is only a matter of days
now until the opening of this beau-
tifully designed edifice for the wor-
ship of God. The work itself is a
triumph of local ingenuity and work-
manship. In all cases where it has
been found possible to obtain mate-
rials locally this has been done, thus
benefitting the community and at the
same time affording an opportunity
of proving also that it is not neces-
sary to go outside our own county for
skilled workers; we have them in our
midst. The design was planned by
Mr. J. E. Davis, of Brownsburg, and
follows the lines of architecture in
keeping with Anglican Church usage.
The Sanctuary is housed in a bay at
the East end of the building with an
eight inch rise from the Chancel floor
leading to it. The Chancel in turn is
also raised eight inches from the main
floor. A spacious vestry is located
at the South east corner of the build-
ing, while provision has been made
for Sunday School and other Church
activities in the basement below the
Church. All stone with which the ex-
terior is finished was obtained from
Brunet's Quarry, Brownsburg. The
interior is modelled along Gothic lines
gyrosc being used in panel effect for
ceiling and walls and the lower part
of the wall finished in stained ash.
Eight stained glass memorial win-
dows, one depicting the risen Christ
interrogating Mary at the entrance to
the tomb, placed in the East opening,
graciously donated by Rev. J. A. Lac-
key, and seven others bearing eccles-
iastical symbols all suitably located
add to the beauty of the building.
Bishop's chair, communion table, pul-
pit, lectern, prayer desk and front
artistically designed are being fur-
nished from the J. W. Cottingham
L'd. factory, while J. Charlebois is
furnishing the pews, choir benches
and communion rail. All furniture is
in walnut stained ash and will har-
monize with the interior furnishings
generally. A word of praise is due
the contractor, Mr. J. Couvrette, one
of our townsmen, who has spared no
effort to meet the wishes of Rector
and congregation in the erection of a
building which does him great credit.
An announcement of the opening ser-
vice will appear in the "Watchman"
as will also the official opening by
Bishop J. Farthing as soon as ar-
rangements are completed.

Business and Professional.

DR. W. M. HOOPER,
Dental Surgeon
Office in the McFaul Bldg.
Main Street. Phone 209

DR. G. A. CLUNIE, L.D.S.
Surgeon Dentist
Office over Banford's Store
Here Every Day
Main Street, Lachute, Que.

CONSULT
CHAS. CALDER & CO.
Concerning
Insurance of any kind.
COURT HOUSE, LACHUTE

Z. N. RAYMOND, L.L.B.,
Notary Public
Money to loan. Farms for Sale.
Bell Telephone No. 168 w.
Main Street, Lachute, Que.

E. M. JONES,
LIFE INSURANCE
Representing
The Imperial Life Assurance Co.
of Canada
Phone 303. LACHUTE, QUE.

GAETAN VALOIS, L. L. L.,
Notary
Money to loan on security
Depositor of the late J. E. Valois,
notary's papers.
LACHUTE, P. QUE.

P. A. LEGER,
Barber and Hair-dresser
next to "Rex" Theatre
Main Street, Lachute,
Clean and efficient service.

DR. J. O. TOUCHETTE,
Veterinary Surgeon
Box 62, Phone 204.
Prompt and Efficient Service
is always ours.
LACHUTE, P. QUE.

—Hemstitching and Pekoe Edge,
properly done. Quick Service. Tele-
phone 71 ring 2-4.
Mrs. A. Habib, Brownsburg, Que.

ALCIDAS LAURIN,
Builder and Contractor
Estimates given on House or Barn
Construction.
Agents for all kinds of Farm Im-
plements.
PHONE 246 J.
GRACE ST., LACHUTE.

MISS M. V. SLATER
JEWELLERY, SILVERWARE
WATCHES & CLOCKS
CUT GLASS & FRENCH IVORY
Wedding Gifts of Taste
Watch, Clock and Jewellery repairs
MAIN STREET, LACHUTE.

This Year- Christmas in Europe

Special Sailings to
England—Ireland—Scotland—
France—Belgium

It will be a wonderful treat to your-
self and to the folks at home. You
will enjoy your trip to the utmost,
if you travel White Star.

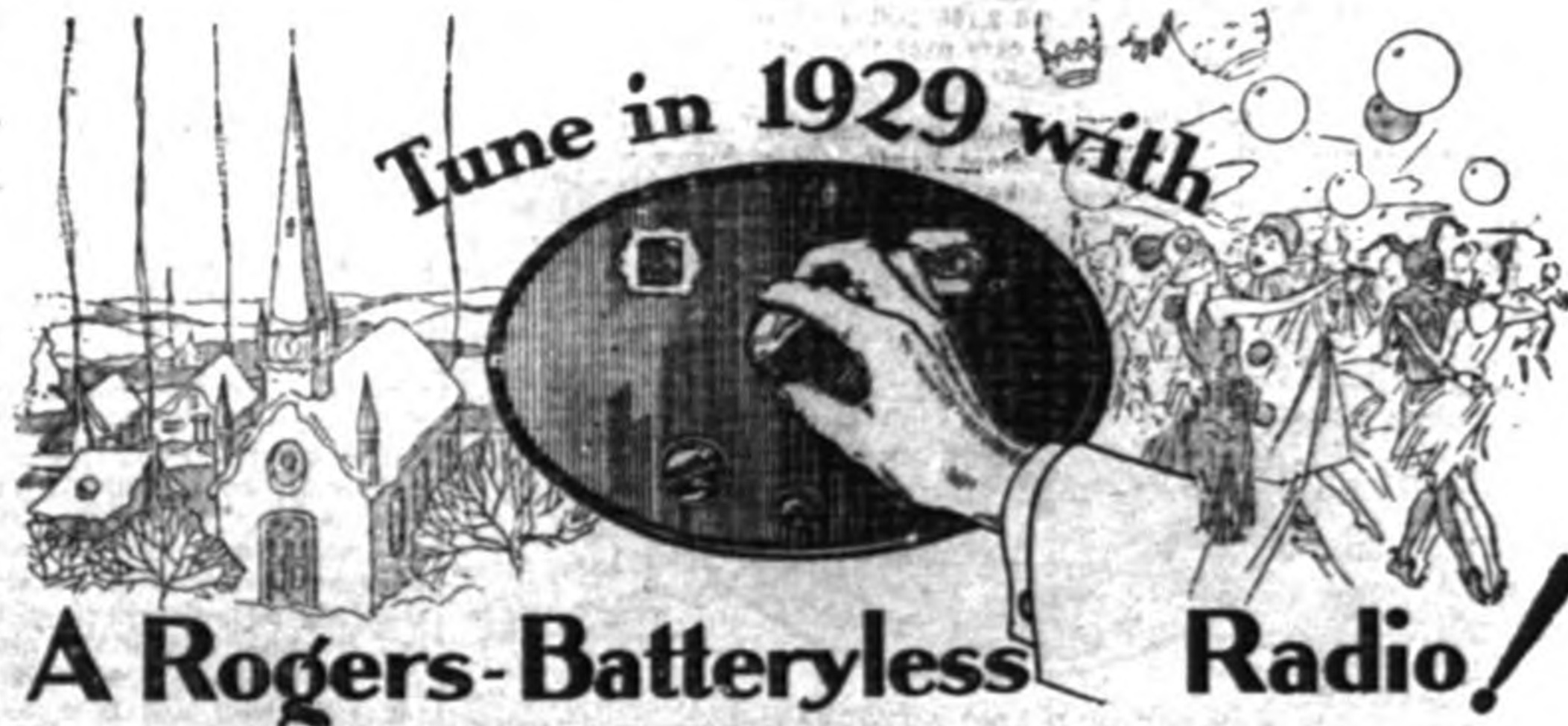
FOR SAILING DATES

Apply to
J. S. GILES, Agent,
Lachute, Que.

WHITE STAR LINE CANADIAN SERVICE

J. F. LAVIGNE, B.A.,
Notary Public
Municipal, Provincial and Victory
Bonds Handled
Telephone 178.
Opposite Post Office
Main Street, Lachute, Que.

The Family Herald and Weekly
Star have just announced a special
offer of a three years' subscription
for \$2. Splendid value at the former
price, this radical reduction should
now place the Family Herald on every
library table in Canada.



Another year is passing and still Rogers stands supreme . . . the
first batteryless radio in the world . . . conceived, developed, per-
fected right here in Canada . . . now entering its fifth year of
proven performance . . . more sold than all other electric sets
combined! What better way to invest that Christmas cheque
than in a Rogers-Batteryless Radio!



Rogers
"Four-Twenty" Table Model
A development of the famous
Rogers Model "Two-Twenty".
Single Tuning Knob operates
Illuminated Drum Dial. Auto-
matic Voltage Control, Rogers
Output Filter, Phonograph "Plug-
in" Jack. Genuine Walnut cabinet
by Malcolm. Price complete (ex-
cept Loud Speaker). \$165.00



Rogers
"Four Hundred" Highboy
Same radio equipment as the
Rogers "Four-Twenty" shown above,
combined with Magnetic Speaker in
a genuine Walnut cabinet.
Price complete \$250.00

To those who have yet to own their first radio, Rogers
offers proven performance—as against expensive ex-
periment—at less than the cost of any other compar-
able electric radio. Years before any other electric
radio was successfully marketed there were thousands
of Rogers-Batteryless Radios in every day use right
across Canada.

To those who still own battery-operated radios,
Rogers offers all the convenience and reliability of
radio without batteries, chemicals or attachments at
less than the original cost of your old battery set.

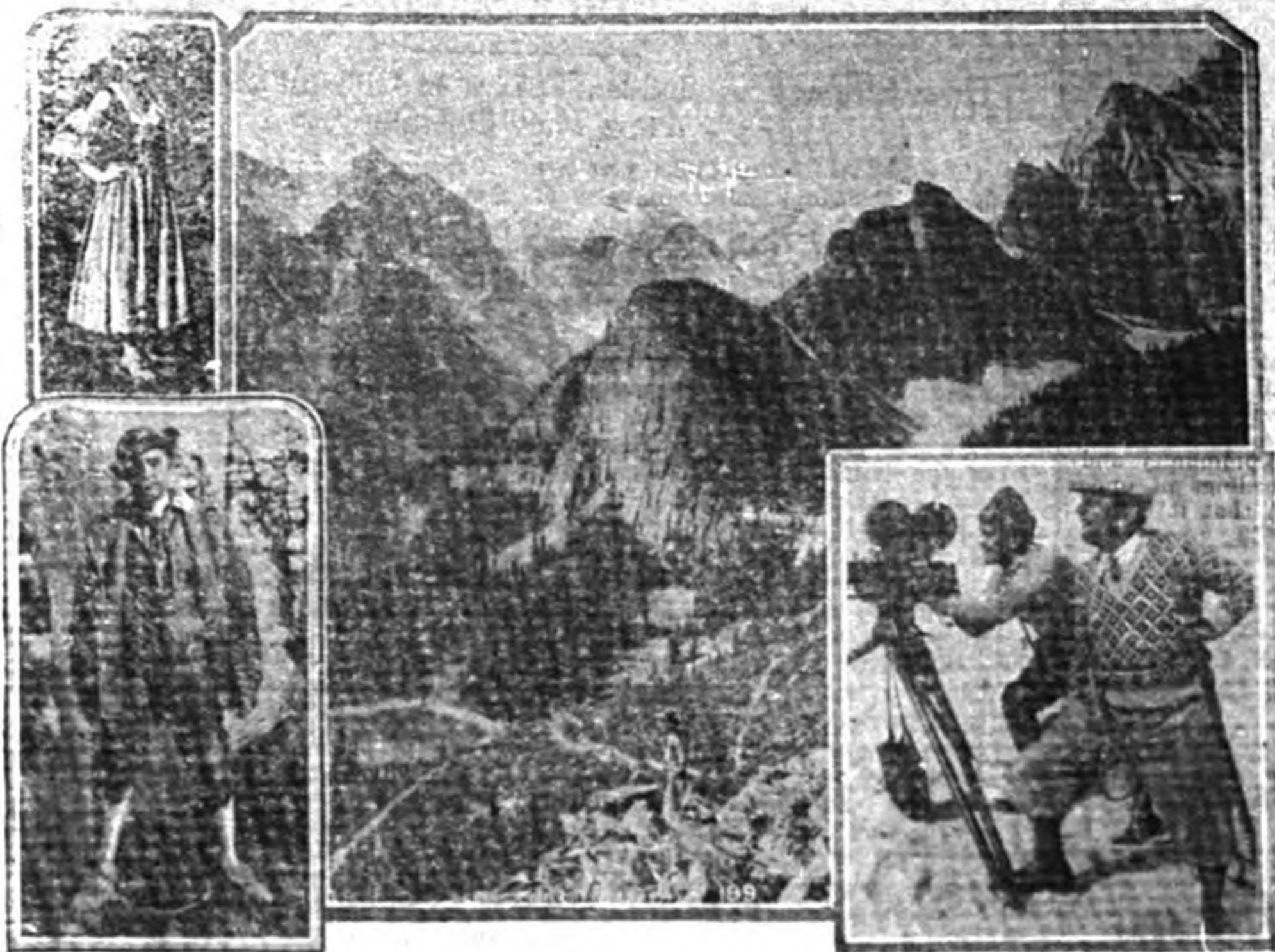
Greet the New Year at the dial of a new and
better radio—a Rogers-Batteryless! All the
leading stations will be "on the air" New
Year's Eve with special gala programs . . .
and throughout 1929 scores of notable events
will be broadcast that will more than compen-
sate you for the small cost of a Rogers.

A Small Cash Payment Will Place a Rogers in Your Home for New Year's

Ask us to install one of these new 1929 Rogers-Batteryless
Models in your home for New Year's. If it does not perform
to your entire satisfaction, return it FREE of all cost. If it
does, a small "down" payment makes you the owner and the
balance may be arranged on convenient terms.

JOHN McFAUL & SON,
Main Street, Lachute.

Making Movies of Mountains



Looking down into Lakes in the Clouds near Lake Louise. Right, Ernst Lubitsch directs the action. Left, Barrymore and Camilla Horn.

The joke is on John Barrymore. Under the direction of Ernst Lubitsch, he, Camilla Horn, Mona Rico and several other screen celebrities were to spend three weeks at Lake Louise in the production of an alpine picture "King of the Mountains". With him he took a carload of Hollywood snow. This was fine business for the railway companies, but almost worse than carrying coals to New Castle as the party discovered when, from their windows in the Chateau Lake Louise, they looked across the lake to where Victoria Glacier hangs with crystal splendour the year round. High up on the mountain side, a short saddle ride from the Chateau they found plenty of snow, and here Mr. Barrymore is said to have amazed the professional Swiss guides by his daring. In portraying the role of a daredevil mountaineer he scorned the use of a double and sprained both his ankles. Hobart Bosworth and Victor Varconi support Barrymore in the picture staged at Lake Louise.

John Barrymore is one of the few Americans to hold a Swiss Government certificate for the climbing of Mont Blanc. He therefore knows whereof he

speaks when he says that the Canadian Rockies, for beauty, charm and thrills may not be surpassed.

During the past few years quite a number of moving picture companies have "discovered" the Canadian Rockies. With headquarters at Banff or Lake Louise they are within easy distance of almost every scenic background which might be desired. The low rolling foothills give the color for the cowboy variety. Somewhere, although perhaps high up, snow can always be found. The myriad lakes, streams and waterfalls, high cliffs and rugged trails, the motor roads and the railway, pack-ponies, dogs and wild life, the peaks and pine-clad valleys bridges and tunnels provide varied properties in proximity obtainable in few other locations on the continent. Many of the thrillers one sees now were filmed in the Canadian West and with the establishment of a Canadian film production company at Calgary, a Canadian Hollywood is in a fair way to becoming built up, particularly as the long hours of sunshine and the clear atmosphere for which Banff is famous are two of the major essentials for successful camera work. The Banff Winter Carnival also provides a splendid background.

Early British Settlement in Canada.

BY DR. PETER H. BRYCE.

During the wars of Maria Theresa, so-called, which broke out between England, France, and Spain, Louisbourg, and with it all Nova Scotia had been taken by the British, but by the Peace of Rastatt in 1748, Cape Breton with Louisbourg was returned to France. As a result, Great Britain established a naval base and colony at Halifax, in Nova Scotia, to protect especially the fishing industry of her New England colonies. As a result, an active immigration took place and at the outbreak of the American Revolution the province of Acadia had a population, largely British, of some 20,000, located on the lands once occupied by the French colonists.

But it was only after the Peace of Versailles in 1763 that the British Government actively began an immigration policy by locating not only the United Empire Loyalists in the Maritimes, but instructed the several governors of Canada to encourage in every legitimate manner the migration to that province of all Americans who would take the Oath of Allegiance, and who would come in and take up land.

As Canada then included what became Upper Canada after 1791, the old feudal seigneurial system of land tenure everywhere prevailed; but Governor Frederick Haldimand was instructed to survey the new territory on the Upper St. Lawrence and the Great Lakes into areas which later were called townships of ten miles square.

Under the new Constitution, with Upper Canada established in 1792 as a separate government, immigration from the United States proceeded rapidly, and the 20,000 of that time became by the end of the Napoleonic Wars in 1815, some 110,000.

The epic story of these first settlements has been often related with history of individual families, but the broader incidents, with England at war with France from 1794 almost continuously to 1815, and with French revolutionary agents in America carrying on a propaganda which finally resulted in the War of 1812, are not so well known. Leading republicans like the Adams of Massachusetts and Joseph Jefferson of Virginia opposed the migration of any Americans to a country under the tyrannical and insane British Monarch. But this immigration kept up till hostilities broke out, especially from 1800. By the influx of German Mennonites and others from Pennsylvania, who said they had fought seven years during the Revolution against taxation and now afterwards were being taxed still more on account of the War, John Maude, a traveller in Canada, tells of these "Continental" and states "hundreds of them are removing and will remove to Upper Canada, where they will form a nest of vipers in the bosom that fosters them." In 1811 the Governor estimated the militia in Upper Canada at 11,000 of whom it would not be prudent to arm more than 4,000. Christian Schultz visiting Canada in 1807 quotes the following as heard in a tavern:—

"If Congress will only send us a flag and a proclamation, declaring that whoever is found in arms against the United States will forfeit his land, we will fight ourselves free without any expense to them."

No wonder then that the heroic General Brock should in his correspondence express fears of a successful resistance without reinforcements yet he bravely addressed the Legislature in the speech from the Throne on July 22, 1812, saying:—

"A country defended by freemen, who are enthusiastically devoted to their King and Constitution, can never be conquered."

Never since 1814 has it been necessary to question Canadian loyalty, even when the Family Compact drove thousands to despair in 1837 of ever obtaining land tax reforms such as had saved Great Britain from revolution in 1832.

But now a new population from Great Britain began to pour into Canada, for the hundred of thousands of unemployed soldiers and others were causing serious disturbances and so forced the Government to turn again to emigration as a practical means of relieving social and political agitation. Money was voted, ships chartered, and the first 2,000 Scotch weavers and their friends sailed from Glasgow and a military colony in 1815 and founded the first post-war settlement in Upper Canada in the Perth district on the Rideau. Even more disturbed through over-population and poverty was Ireland, when in 1823 the Colonial Office was ordered to supply passages for 500 Irish emigrants, approved of by the magistrates as likely to lessen the agitation there. These were placed in the township of Ramsay next to the Perth Scotch settlement, given 70 acres of homestead land, and supplied with implements and provisions for one year. Suspicious lest the Government was shipping them to some Canadian Bay, they were induced to embark through the tact of Hon. Peter Robinson, the Canadian Land Commissioner, who told them that all their past would be forgotten and "no questions asked" when they arrived in Canada. Then, as so often said, Lord Dalhousie expressed the fear that the arrival of poor Irish settlers at a time when the Canadas were "already overwhelmed by a voluntary emigration" must add seriously to the difficulties consequent upon all sudden, great increases of population. He feared that the peaceful Scotch settlers would never become reconciled to their unruly neighbors, whom they looked on as little better than banditti. Indeed he urged that the Robinson scheme be stopped as a waste of public money and a detriment to the progress of Canada.

To be Continued.

"Rex" Theatre

Friday and Saturday

THE BUTTER AND EGG MAN
Latest Novelty

Sunday and Monday—23—31 RICHARD DIX in WARMING UP
Big League Stuff. A great Baseball Story.
Features: SPEED AND SPUR Serial: MARK OF THE FROG
Com: FEED 'EM AND WEEP

Tuesday—One day only.
RONALD COLEMAN and VILMA BANKY in TWO LOVERS
A tale of yesterday, today and tomorrow. A story of Mystery
Com: Lupin Lane in Roaming Romeo Pathe Review

Wednesday and Thursday
JACK HOLT in a Smashing New ZANE GRAY STORY
AVALANCHE
Serial: Last Chap. Scarlet Arrow

Friday and Saturday
Dorothy MacKail, Ralph Forbes, Anna Q. Nilsson, Lowell Sherman in
The Greatest of English Melodrama THE WHIP
Felix the Cat in SURE LOCK HOME Comedy

IN SUNNY CALIFORNIA

In sunny California hundreds of Canadians will again revel this winter in the beauty of that land of perpetual summer—the orange groves, the pepper trees, and the palms and flowers, and the ever-changing scenery of sea and mountain.

The attractions of California are manifold. It is recognized as one of the greatest outdoor playgrounds in the world, with an unsurpassed winter climate. The glory of its mountain scenery is indescribable. Deep-sea fishing, motoring, golf, and every other outdoor recreation may be indulged in.

Canadian National Railways offer special fares and wide variety of routes, going and returning—either through Canada or the United States.

Apply for particulars to any agent of the Canadian National, or to the City Ticket Office.

EAST SETTLEMENT SCHOOL

Grade VII, Max. 1400.—B. Cleland 1067, Ernest Gordon 916, Edward Armstrong 830.

Grade VI, Max. 1400.—Delmar Copeland 1162.

Grade V, Max. 1200.—Allison Cleland 1152, Lillian Gordon 1077, Austin Rodger 1049.

Grade IV, Max. 1400.—M. Dorion 935, Dorothy Copeland 844, George Dorion 801.

Grade III, Max. 1200.—Stanley Cleland 1011, Janet Boa 990, Donald Rodger 983, Ross Gordon 902, Keith Boa 813.

Grade II, Max. 1000.—A. Dorion 812.

Grade I, Sr., Max. 700.—Albert Boa 534.

Grade I, Jr., Max. 700.—L. Copeland 618.

Pr. 1, Max. 600.—Ruth Gordon 494.
HAZEL E. LEISHMAN, Teacher.

WILLIS-OVERLAND ANTICIPATE TREMENDOUS DEMAND FOR NEW SUPERIOR WHIPPETS

New Models will be on Display January 5th. Factory Now Working to Capacity to Make Initial Shipments to all Canadian Dealer Points.

The new Willis-Overland merchandise that is to be presented to the public on January 5th, according to all reports is very outstanding. Factory officials claim the new Whippets are unlike in design, performance and appointments, any automobile that is at present on the market. New features that are at present to be found in no competitive car have been incorporated in their construction while the appearance of the new models has been changed completely.

The new cars, it is learned, are much bigger than their predecessors and ample inside room has been provided. On good authority, it is learned that the fronts of the new cars show a very marked improvement. New high radiators are offered. The sweeping lines. Newly designed headlights add further to the outstanding beauty of the new models.

Executives of the factory sales department when asked relative to the sales possibilities of the new cars enthusiastically proclaimed they would be accorded a very warm public reception.

"Never," stated Florian Ladue, General Sales Manager for Canada, "have we felt so confident about the future. Our dealer organization is today one of the best in the country. Our new merchandise offers the greatest dollar for dollar value obtainable and our factory production is being rapidly stepped up to the peak level to assure us being in a position to take full advantage of the tremendous demand we are certain will come for the new cars when they are introduced."

By January 5th, we expect every Willis-Overland dealer will have the new cars on their showroom floors to show to the public."

Clocks and Watches

Typewriters, Scales & Gramophones Promptly Repaired. Picture Framing, Sporting Goods, & Camping Equipments.

P. H. Eadie, Phone 143
131 West Main St. Hawkesbury, Ont.

Phone 136

We are at your service, and will do our utmost to please you.

Whether you call at the store, or phone, we aim to give satisfaction.

Jos. Speight,
Meat Market, Lachute.

Stockings! Stockings!

Who has the Stockings?

Just received 100 doz. in Cashmere, Silk, Silk and Wool from Kayser, Mercury & Penmans.

McFaul Bros. - West End
THE QUALITY STORE

TO FLORIDA.

It's train time now—pack up—get ready for Florida.

The social season is on in Florida—the amusements are at their height. Florida is a winter rendezvous where you may enjoy summer pastimes to your heart's content—swimming, yachting, fishing, tennis, golf—or just plain loafing.

An enchanted land, it seems, with its wonderful climate—its wondrous sights—its charming and hospitable people.

Your fondest dreams of a tropical winter will be exceeded when you visit Florida this year.

From Jacksonville to the Mexican border, hundreds of Golf Coast resorts will help you to make your holiday perfect—where there are boarding houses or homey bungalows to suit your pocket-book.

From Montreal straight south to Jacksonville, St. Petersburg, Miami, and other points in Florida—with-out a change of cars—that is the service offered by the Canadian National Railways, via the Washington carrying the latest equipment in club-compartment cars, etc.

Any agent of the Canadian National Railways will gladly help you arrange your itinerary besides giving you all other information you may require or apply to City Ticket Office.

CHRISTMAS EXAMINATIONS CHATHAM SCHOOL, NO. 3.

Class IV, Sr., Max. 1100.—Elsie Morrow 963, Elleen Canning 793, I. Derrick 713.

Class III Sr., Max. 1100.—Gertrude Moncrieff 940, Joe Derrick 353.

Class III Jr., Max. 900.—A. Laughren 693, Margaret Laughren 378.

Class II Sr., Max. 900.—Alice Morrow 828, Gordon Moncrieff 755, G. Moncrieff 639, Keith Canning 548, H. Laughren 478.

Class II Jr., Max. 800.—Helena Morrow 774, Isabel Denamore 732, M. Denamore 696, Beatrice Denamore 604.

Class I Sr., Max. 500.—Violet Laughren 467, Russell Owens 414.

Class I Jr., Max. 400.—May Conway 381, Maud Laughren 376, John Derrick 270, Harold Barron 215.

Grace Smith, Teacher.

CANADIAN PACIFIC



STANDARD TIME

GOING EAST

No. 436 daily, due at Lachute 8.30 a.m.

No. 422 daily, due at Lachute 10.46 a.m.

No. 420, Saturday and Sunday only, 4.33 p.m.

No. 424, daily, due at Lachute 8.18 p.m.

GOING WEST

No. 421, daily, due at Lachute 9.44 a.m.

No. 423, daily, due at Lachute 7.12 p.m.

No. 425, daily, due at Lachute 1.04 a.m.

No. 427, Saturday and Sunday only, due at Lachute 2.47 p.m.

For further particulars apply to J. S. GILES, Town Agent, Lachute.

Here and There

(308)

Apple shipments over the Dominion Atlantic Railway in Nova Scotia up to and including December 6th totalled 2,168 carloads—an increase of 372 cars over the same period of last year.

A motor road that will shorten the present Banff-Calgary highway and take in some of the finest scenery in the Rockies is now in course of construction and should be in operation next year.

The Port of Montreal has again scored a new record with grain deliveries at 210,500,000 bushels for the season of navigation. Last year's deliveries ran to 195,247,914 bushels and those of 1926 to 134,591,240 bushels.

Many visitors from western cities in Canada and the United States are expected at the Banff Winter Carnival this season, said W. A. Brewster, president of the winter sports organization at Banff, judging from the number of inquiries that have been received. Skiing, skating, and other kindred winter sports will be in full swing, he said, and it now appears there will be many competitors from outside points in the various events.

The present season of navigation is characterized as "a phenomenal year as far as general cargo is concerned" by the chief of the wharftage department of the Harbor Commission of Montreal, commenting on business outside of grain. "We shall show a revenue increase that will be astounding when the annual report comes to be made up," he said.

Although the Canada Colonization Association only started to operate in Ontario last February, it has already placed 139 families on 5,671 acres of Ontario farm lands, according to a statement made recently in Toronto by W. C. Kent, Hamilton, provincial representative of the association. It was his opinion that British settlers found it easier to start in Ontario than elsewhere.

Some 200 of the thousand head of buffalo in Elk Island Park, east of Edmonton, have been slaughtered during December in order to keep the size of the herd within the carrying capacity of the park pasture. It is expected that most of the meat thus secured will be shipped north in the form of pemmican to provide food for Eskimo inhabitants of the Northwest Territories as a result of the growing demand from this source following the trial shipments made last year.

Supplies for the 150 inhabitants of the lonely little island of Tristan da Cunha in the southern Atlantic not far from St. Helena are being collected by Montreal chapters of the I.O.D.E. and will be delivered in February by the Canadian Pacific liner "Duchess of Atholl". This great liner, making a cruise of South America and Africa, is one of the few vessels to call at this isolated point. The visit is one of the unique features of the cruise for the passengers and the event of the year for the inhabitants of the island.

GRENVILLE.

Miss Perry Cooke, of Detroit, Mich., is visiting her parents, Mr. and Mrs. L. E. Cooke.

The Misses Lois Cooke, Muriel Taylor & Helen Bradshaw are home from Montreal, where they are attending Business College.

Mr. and Mrs. F. Robinson with their son and daughter, of Cornwall, are the guests of Mrs. J. Williamson.

Miss Helen Fridham, of Ottawa Ladies' College, is home for a short time.

Mr. and Mrs. Thos. Johnson and family spent the Xmas holiday with Mr. and Mrs. W. M. Bradshaw.

The Misses Eva and Jessie White also Messrs. Earl Grey and William Gilbert spent the week-end and holiday at the home of Mr. and Mrs. R. B. White.

Mr. Robert Arnold, of Brock, Sask., is visiting his mother, Mrs. Isaac Arnold.

Mr. W. L. Bradshaw is spending a few days of holiday with his family at Mrs. James Pickett's.

Mrs. James Pickett is giving a sleigh drive, dance and bean supper for her grand-daughters on Thursday night. Further particulars next week.

Mr. W. A. Dodd, of Gatineau Point, spent the week-end and holiday with his family here.

Mr. Willie Dodd, who is attending Lachute Academy is spending the holidays at his home.

Mr. Albert Steele, of Buffalo, and Messrs. Walter Steele and Sidney Wilson, of Hawkesbury, called on Mrs. James Pickett to wish her the compliments of the season.

The many friends of Miss Lois White will be pleased to learn that she is convalescent, after her recent illness.

The stork visited the home of Mr. and Mrs. Gilbert Arnold, and left a young son.

CUSHING.

Mr. Elliott spent Christmas with friends at Vankleek Hill.

A Happy New Year to all the readers of the "Cushing chronicles."

Mr. A. C. Pinkerton, of Montreal, spent Christmas with his parents.

Miss C. L. White, of Mascot Lodge, entertained very pleasantly at dinner on Christmas evening.

Mr. and Mrs. W. Villeneuve and Mr. T. Bryerton, of Carillon, were visitors on Sunday last of Mr. and Miss Whelehan.

Mr. C. F. Watson went to Ottawa for Christmas, where he was a guest of his cousins, the Misses Johnson, and also of Mr. and Mrs. Archibald Kains.

Mr. and Miss Whelehan also Miss Katie and Mr. Eddie Whelehan spent Christmas at Monalea, with their sister, Mrs. R. Funcheon, whose guests also included her daughter and son-in-law, Mr. and Mrs. E. J. Mahoney and sons Billy and Teddy, and Mr. J. O'Callaghan, of Montreal.

Christmas passed off rather quietly here, owing to the fact that about two thirds of the population were prostrated with gripple. There was no service at St. Mungo's on Sunday as the pastor, Rev. F. L. Jobb was then confined to the house with a rather severe attack. He is now, we are pleased to state, able to be out again.

Lord Allenby Romantic Hero

Defeated as Commander on the West Front, He Achieved One of the Greatest Victories of the World War on the Ancient Battlefield of Palestine

Lord Allenby, of Megiddo, leader of the "Last Crusade," captor of Jerusalem from the Turks, comes to the U.S. as the guest of the American Legion at its convention at San Antonio. No more romantic figure has crossed the Atlantic in recent times. For Allenby's career is one of vivid contrasts. As a young cavalry officer he won distinction in the Boer War; as a divisional commander in France he suffered military reverses and humiliation; as commander in Palestine he refought the battles of the Bible and drove the Turk from the Holy Land, and, after the war, he showed his talents as a diplomat and administrator.

General Allenby went to France in August, 1914, in command of the British cavalry division with the reputation of being able to handle cavalry with any other man in the British Army. One of his exploits in the Boer War was still a tradition of the service. As a hard-riding young Major, Allenby had swum his squadron of Inniskillings across the Modder River in the night to catch a well-entrenched Boer column in the rear and cut it to pieces. Killing or capturing the Boers to the last man, Allenby provided what was called one of the turning points of the hostilities.

In France, Allenby soon proved a shining figure in covering the British retreat from Mons. According to German reports, Allenby and his cavalry were one of the principal factors in saving the British Army.

But then the deadlock settled down on the Western front. Trench warfare superseded war of manoeuvre. Tactics and strategy had to be learned anew. The role of cavalry and cavalry leaders was particularly obsolete. After a while it was hard to do with a trench spade and periscope-spyglass. Allenby's horses were made infantry reserve and stationed in the thin line holding the Channel ports, and Allenby's temporary eclipse set in.

Nevertheless, for a time Allenby still moved. His prestige was widespread; he distinguished himself by both valor and resource in the Ypres salient; he received command of the Third Army.

Yet this period showed Allenby at his worst, according to his biographers. As army commander he chafed at restraint from General Headquarters. He was described as extremely irritable with his staff, and as fully living up to his service nickname, "The Bull." He wished to make a surprise attack through a series of subterranean tunnels which, he figured, would take his men out behind the enemy lines, but the high command had no faith in his methods, the records show, and declined to give them a trial.

Allenby was in command at the Battle of Arras, a costly defeat. His attempt to use cavalry proved a failure. Monchy-le-Preux stood on a hill topped by a large house, the Mairie. That house was bristling with German machine guns which commanded the only road leading up to it. Up that narrow street Allenby's cavalry charged, troop after troop, only to be mowed down. Within the narrow gulch the troopers and their horses were piled ten high. As in the ill-fated charge of the Light Brigade in the Crimean War, some one had blundered. The same heavy toll of life was taken in other sectors. Allenby was blamed.

One man, however, apparently still believed in the great cavalry leader whose star seemed to be on the wane—Lloyd George. The keen Welshman correctly appraised Allenby's failure as one of adjustment rather than of the man himself. Lloyd George divined that the cavalry specialist had not yet oriented himself fully to the peculiar new conditions of the battle-making in France. But he did not accept this as meaning Allenby would not be useful elsewhere. Operations in Palestine had come to a standstill. The Turks had stopped Murray at Gaza. Open warfare was the order of the day there, and the Allies needed Allenby's type in that theatre of operations. The following June the British Army orders revealed that General Edmund Henry Hyman Allenby

was being transferred to command the Egyptian Expeditionary Force. Settling his teeth, Allenby entered upon perhaps the most appealing period of his career, his comeback.

Allenby formed an early liaison with the famous Lawrence. For lack of money and supplies Lawrence was having difficulty in holding together the Arabs under Feisal, whom he had persuaded to take the field against the Turks. It was a picturesque meeting. The new Commander-in-Chief at first did not know how to take this former Oxfordian now gotten up as an Arab. It ended up with Allenby giving Lawrence what he asked for—a few thousand pounds in gold to pay wage-arrears of the Arabs and the support of the Red Sea Fleet.

Allenby's immediate objective in campaign was Jerusalem, seat of the Christian faith. To get into Palestine Allenby could take two routes, except that now they were held by Germans, who outnumbered him. One route was along the coast, the other route inland. Gaza was the key to the coast route. Situated on a hill, it was deemed impregnable to a frontal attack. It was at Gaza that Samson had died. Near it was the hill where Samson had carried the city gates (Judges xvi). At Gaza, too, Falkenhayn, the German commander, now had his headquarters. Beersheba, thirty-five miles inland from Gaza, was the key to the inland route. The Israelites had passed through the sleepy desert town on their return from Egypt. Later the Romans had used it; later, also, the Crusaders. Now a bust of the "Last Crusader" stands in the square at Beersheba—not a Coeur de Lion, but a figure in khaki with his cap at a typical angle. Beersheba was equally a German stronghold.

Preparing the Attack

Allenby was already feeling a new man. He had again found use for his talents. Characteristically, the cavalryman moved his headquarters to Yanis, a small town almost upon Gaza itself. It was risky. In case of defeat he had only a tenuous road behind him across the desert as a line of retreat. But it heartened the troops, who had been hard hit by recent reverses at the hands of the increasingly aggressive Turks. Their new commander apparently did not think in terms of retreat. Anzac and Australians who had fought under Allenby in Africa began to grin among themselves and remark that that was "something like!"

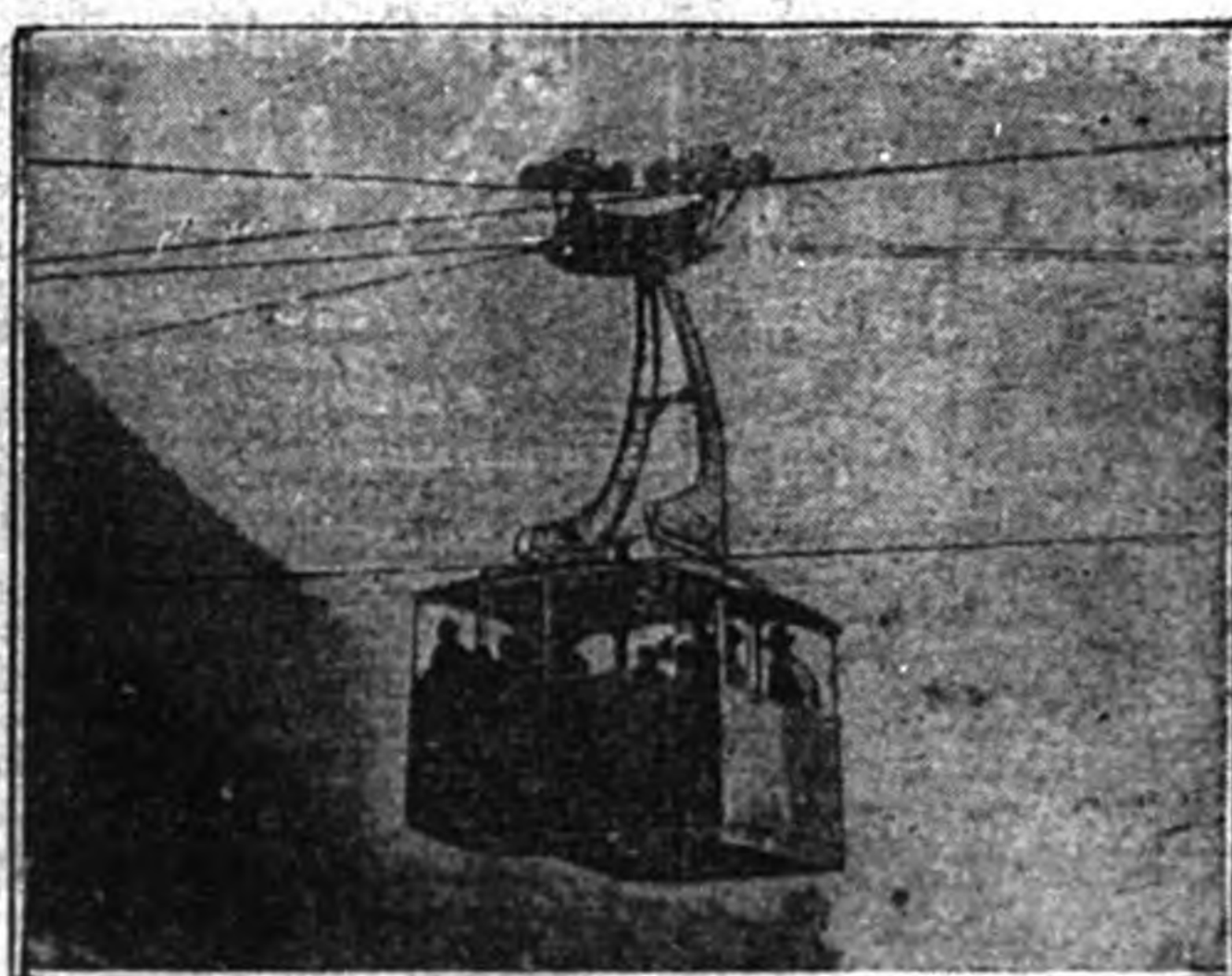
While preparing his advance on Gaza, Allenby received word of the death of his only son, Michael, who had been killed in France. Allenby bore it stoically, his staff recalls. If in the dead of night he ever yielded to a father's anguish, none of them saw sign of it by day. All they knew was that Michael, in the few short months of his service in the Royal Horse Artillery, had been awarded the Military Cross for personal bravery in the field, and was his father's idol. The preparations for the taking of Gaza went on.

Von Falkenhayn said afterward that, with his superior numbers, he had considered his position at Gaza secure, and that he had even been planning an offensive to capture the entire British force. But he was up against Allenby at his best. Just a few hours before von Falkenhayn had planned to launch his own attack, Allenby planned his down by a terrific bombardment of Gaza. Under cover of the heavy fire, Allenby then switched a part of his forces to Beersheba, and captured the inland town in a few hours. This move not only secured a plentiful supply of water but opened the road to Jerusalem, and insured communications from the rear. He was no longer at the mercy of the little, lone railway south of Gaza.

Beersheba done for, Allenby turned his victorious expeditionaries coastward on von Falkenhayn himself at Gaza. Von Falkenhayn retired. Gaza fell without a fight. Driving the Turks before him, Allenby used the same route and followed the same plans once adopted by Napoleon, and Jaffa fell next, fourteen days later.

The retreating Turks divided. One column made for a rugged pass fifteen miles distant. If they reached it they were safe. If they reached Jerusalem through it, they could probably delay the latter's capture indefinitely. Against all the rules and without support, Allenby took a chance and rushed his cavalry across the Plain of Sharon ahead of the Turks and cut off the pass. Enver Pasha and von Falkenhayn turned and took to flight in the other direction. Djemal Pasha, coming up from Damascus with reinforcements to take command, was held up by Lawrence, the train-wrecker.

A Breath Taker



HIGHEST FERRY LINE

One of the aerial cars plying between Chamonix and the plateau of Planpraz, France.

Jerusalem was surrendered on Dec. 9, 1917. Two days later Allenby, preceded by the customary aids, entered the Holy City on foot through the old Jaffa Gate. A thick oaken, brass-studded door, long disused, thrown open for him, has never since been closed—a fit symbol of the new tolerance and freedom which Allenby has brought to the Holy Land as a whole. Brilliant as was Allenby's attainment of his objective, it was but the preliminary for his greater success in the victory of Megiddo, the Armageddon of the Bible, bearing still a third name, the Plain of Esdraelon. This victory put Turkey out of the Holy Land—and out of the war.

In the ensuing months after the capture of Jerusalem Allenby planned the closing campaign "down to the last meticulous detail." The army, entrenched twenty miles north of the city, waited patiently. The attack was first set for May, but had to be postponed when the best troops were hurriedly transferred to France to bolster the weakened line on the Western front. A new army was developed. Replacements came from India, some of them led by warrior princes. His force now presented a brilliant spectacle: Anzacs in their plumed hats, British in steel helmets, native Indians in varicolored turbans and saris.

Meanwhile General Allenby stood in a historic perspective. Napoleon before the Pyramids had told his troops the ages looked down upon them. The ages looked down upon Allenby. Between those Judean hills and the sea, in the flat, white plain from Ascalon to Caesarea and Mount Carmel, lay one of the oldest battlefields in the world. From Rameses to the Little Corsican, from Sansashir to Richard the Lion Hearted, for thousands of years, warriors had fought over this ground. Allenby himself was re-fighting battles of the Bible, duplicating them geographically and in part tactically. And General Liman von Sanders in the Yildirim General Headquarters was waiting for him at a city of Galilee called Nazareth.

The Final Victory

The battle upon which Allenby's greatest fame rests opened in September, 1918, and effected the annihilation and capture of three Turkish armies. Victory resulted from the flawless execution of a beautifully concerted movement which again took the enemy by surprise. Allenby chose the coastal plain for his attack rather than the passes through the hills north of Jerusalem; the former offered topographical advantages to his cavalry. He concentrated his forces under cover of a series of feints delivered to the east to deceive "the enemy into looking for the 'push' at some point beyond the Jordan. Hoodwinked, von Sanders massed a full one-third of his Fourth Army on the east side of the Jordan, and Lawrence and his Arabs proceeded to eliminate them by harassing them into a state of complete demoralization.

The Seventh and Eighth Turkish Armies broke under the pressure Allenby had brought to bear. In thirty-six hours it was not a retreat but a rout. The Turks were streaming back through the hills of Samaria, Allenby's cavalry which held all the exits. The line of flight was a course over which from time immemorial every army that had marched across Palestine had been forced to pass, but this was its first use for military operations in modern times. Crowding through, a target for artillery and rifle fire, bomb-

ed from the air, the Turks were completely broken when they emerged upon the Plain of Esdraelon within sight of the high mound which marks the sight of ancient Megiddo. Near a pass are the ruins of a Saracen castle. Richard bested Saladin there; Napoleon in 1799 defeated the Turkish Army there; it was there that Allenby watched the battle that wiped out Arras.

Meanwhile the Fourth Army was also in full flight toward Damascus, and surrendered on the taking of that city the first of October. By Oct. 26 Allenby had advanced 300 miles to Aleppo, captured 75,000 prisoners, of whom 200 officers and 3,500 other ranks were European officers, and confiscated the last Turkish field piece in Palestine. Allenby had vindicated himself and justified Lloyd George.—A. H. Roberts in "The New York Times."

Poor Australia's "Blight" of Strikes

A new state of chaos in the majority of Australian ports, brought about by another dock strike, called widespread attention to the frequent outbreak of labor troubles in Australia, which are said to present a serious political problem for the Commonwealth Government. In the second week of the latest strike, it is reported, grave losses had been suffered both by shipowners and exporters, because it came at a time of seasonal activity in the shipment of wool, butter and many goods of a perishable nature. Declaring himself in a sharp anti-union tone in the London Daily Mail and Australian, G. C. Dixon, remarks pessimistically that if twenty-five Australians were stranded on a desert island, he believes that within a week twenty-four of them would be engaged in a cricket match and the twenty-fifth would be busy persuading the umpires to go on strike. This informant goes on to say:

"Strikes in my native land have become a business, a sport, and a blight. The great struggle now in progress in the shipping industry has not an element of novelty. It is one of an interminable series that have cost the workers \$35,000,000 in six years; it is merely a new phase of an endless war waged by labor on capital.

"In no other country in the world is labor so highly organized, both as regards individual trade-unions and the linking up of one trade-union with another. Twenty or thirty years ago the unions functioned mainly in the towns. I remember when an agitator who ventured near a sheep station was liable to be chased by dogs.

"Today there is not a shearing shed, from the mountains of Tasmania to the Gulf of Carpentaria, which does not take its orders from the delegates of the Australian Workers' Union. A whole continent lies helpless—or at least supine—in the trade-union web. Ships sail, trains run, factories hum, sheep are shorn, theatres entertain, lamps shine, ovens cook, taps run only at the whim of labor.

"Without organized labor's permission you may do no manner of work. Joining a union is about as expensive and prolonged a business as joining the Carlton Club; and unless you are a unionist your chances of obtaining work are precisely nil. The employer who gave you a job would have a

Pirates of the China Seas Still a Scourge to Shipping

Their Strategy of Sudden Forays Is Difficult to Combat—How They Operate

The pirates of the China seas are on the rampage again. In spite of strenuous—if somewhat sporadic—attempts on the part of successive Chinese Governments to drive them from the rivers and the seacoast these buccaneers continue to operate.

News of the latest outbreak of piracy came a few days ago, when it was announced that two British officers and the Chinese Quartermaster of the China Navigation Company's steamer Anking had been killed in an attack. Following their usual custom, the pirates steered the ship into a bay near Bias Bay, the main headquarters of Chinese pirates, before looting it. Then the boat was allowed to proceed.

The account of this exploit coming over the cables from Hongkong recapitulates the history of many recent cases of piracy in this locality. Foreign shipping interests have suffered heavy losses, time and again, as the pirates made their attacks, collected the loot and disappeared to their fastnesses. By getting a few of their confederates to sign on with the native crew of a foreign ship they establish a basis of operations. The ship clears port with a valuable cargo and heads for the sea. Then one night the pirate leaders come aboard and with the help of their confederates in the crew overpower the foreign officers. Resistance is met with death. Once the officers are out of the way the looting begins.

Sometimes the ship is beached, so that the looting can be carried on more easily, and the money, merchandise, provisions and arms carried inland or transferred to the pirates' boats. In any case, once the pirates have got away it is almost useless to search for them. They have countless places where they can hide.

Officers of a steamship company that operates in Chinese waters said recently that cases of piratical attacks on coastal steamships occur a dozen times a year. These ships fall easy prey, because they make frequent stops at places where the pirates can board them with little trouble. As for eliminating the pirates' accomplices from the crew, the steamship men assert that this is almost impossible because of the difficulty of picking out the sailors allied with the buccaneers. And even if the pirates are unable to get any of their fellows aboard as crew, they sometimes send their accomplices to travel as passengers on a boat marked for looting.

Native Chinese ships are not immune. The Chinese steamship Hsin-Wah was looted last April. On that occasion pirates posing as passengers made the attack. Fifteen of them overpowered the officers of the ship and ordered the captain to steer for Samchu Inlet, near Bias Bay. Their cargo was transferred to sampans, and the personal belongings of the passengers were not overlooked. Five of the Chinese passengers were carried off to be held for ransom.

The Pirates Beaten

But relief was not far off. A Chinese gunboat appeared as the looting was being completed, and the pirates rushed for shore and scattered. A landing party gave chase. For two hours the retreating pirates were followed, but no gain was made, and the chase was given up. The Hsin-Wah, now accompanied by the gunboat as escort, completed its journey from Shanghai to Hongkong. The latter place has been the centre of efforts to stamp out piracy for years.

strike on his hands, and his output, if any, would be declared black.

"Declaring things black is quite a pastime in Australia. Often and solemnly coal is declared black; and for the same reason seamen recently refused to eat breakfast consisting of porridge, steak, chops and hot rolls. For the cooks were volunteers, and so the chops, too, were black."

In reply to a presumable question as to why the Australian workers can afford to be so independent, and why they don't starve, Mr. Dixon argues that, first of all, Australia is a land of riches and sunshine. Food is cheap and easy to come by, he tells us, and "it is no great hardship to lack a bed in a lotus land where the air is generally soft and warm and the buffalo grass lies thick beneath the gums and palms." Secondly, he points out, each trade-union is "bled to support the other," and he adds:

"In 1919 the miners of Broken Hill went on strike, and for two years the world was treated to the astonishing spectacle of a whole town which idled yet did not starve. The shops thrived; people flocked to the cinemas; the hotels remained open; sports went on; bank deposits fell only 15 per cent. The explanation was that from one end of Australia to the other, workers were contributing to the miners' support; a whole town was on an unofficial dole.

"This little experiment cost Australia \$60,000,000 in minerals alone, and the workers themselves lost heavily in wages. What did they gain? Little or nothing. But they all agreed that it was a wonderful strike.

"Why, you may ask, doesn't the Government do something about it?"

"Well, in the first place, there are seven governments in Australia—six State and one Federal. And they all govern a good deal and create courts of conciliation and arbitration and pass many laws designed to prevent and settle industrial disputes, and we are all delighted at the lead we are giving to a strife-weary world. And the workers, to show their appreciation of these peace-promoting bodies, strike as often as possible; and when only one State is involved, strike in other States as well, so that the Federal Court shall not be idle and there shall not be any backbiting among the judges.

"The net result of the solemn deliberations of all these tribunals is that Australia had 360 disputes in 1926 and 436 in 1927. What the employers lost is almost incalculable. The workers' losses have been roughly \$5,000,000 a year. A poor little Tasmania, isolated year after year

through strikes while fruit crops rotted where they lay, has been forced to go on a Federal dole.

"How long can the Great Strike Game go on? Mr. Bruce (Australia's Prime Minister) says it must stop and has passed a law inflicting a fine of \$5,000 on any employer or union responsible for a lockout or strike. But Mr. Bruce's last experiment, which began with an attempt to deport Messrs. Walsh and Johannesen and ended with the payment of compensation to both, does not inspire much confidence; and if the law ever is put into operation the unions will probably declare the judges black.

"Where, then, may salvation be expected? I haven't the faintest idea. But if you are very optimistic you may hope that the Australian worker will learn something from (a) the greater prosperity of the American worker, who follows exactly the opposite policy; and (b) the fact that his own tactics are largely responsible for the present industrial depression and unemployment. The recent sale of the union-ridden Commonwealth Shipping Line, as the result of which many men have lost their jobs, is only one of numerous signs that the Australian worker can not cook his goose and still have golden eggs. It is also another proof that no Australian industry, outside primary production, will ever be able to compete with the outside world until a stand is made against the tyranny of labor."

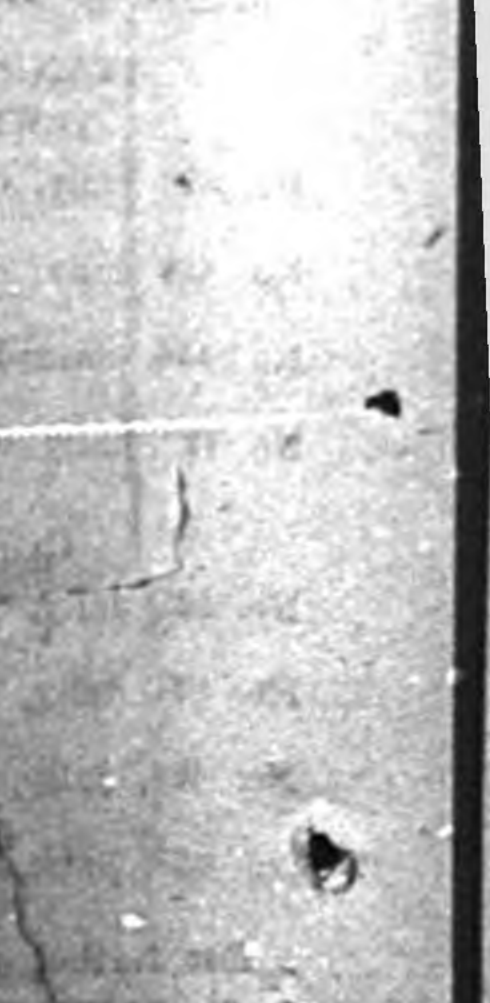


He: Too bad you sprained your ankle.
She: Goodness! I thought you'd be pleased.

They say reform must wait until religion convicts men of sin, but juries might help a little.—San Francisco Chronicle.

Some married women have steady employment keeping their husbands at work.—Philadelphia Inquirer.

S'MATTER POP—



Sure Death To Mean Looks.

Hang the Expense Open Up Canada

J. A. MacNeil in the New York Times Tells of Progress Made and Making in Giving Our Inaccessable places Transportation

HUGE EXTENSIONS

Important railway projects and developments now actually under way or being planned will within the next five years alter Canada's transportation map to an extent that the outside world hardly realizes. Even many Canadians have failed to note the full significance of the prospective changes and shifts which are due to become actualities within so short a time. Making the immemorial motivating impulses, the need of wheat for food and the desire for gold, either literally or in its equivalent form of metals less precious but equally necessary in the world's work, are the two prime factors in the urge which is rolling back Canada's northern frontier three, four and even five hundred miles into regions which but a few years ago were looked upon as barren and inhospitable wastes, but which are now known to include areas incalculably rich in natural resources or agricultural potentialities.

Ten years ago there was a general agreement on the part of Canadians that railway expansion in the Dominion had outstripped the needs of the country to a degree that placed a heavy burden upon the public. Of three transcontinental systems, one at least, it was believed, was superfluous. With the Canadian Northern lines bankrupt, the Grand Trunk Pacific tardy in meeting its obligations and the original Grand Trunk embarrassed by the difficulties of its Western subsidiary, the Government of the day felt constrained to step in and take over the trio, consolidating them with the Intercolonial into the present Canadian National Railways, with a trackage of more than 20,000 miles, approximately equal to the mileage of the C.P.R., the other great Canadian system.

In addition there were probably another 5,000 miles of railway under independent corporate or provincial ownership, a total mileage hugely out of proportion to the population of the country and its transportation requirements.

Heavy Deficits Faced

One of the most serious consequences was the operation of the Canadian National for years at the price of heavy deficits in running costs, not to mention unpaid interest charges, all of which came out of the pockets of Canadian taxpayers. Under the skilful management of Sir Henry Thornton, the operating deficits were gradually eliminated and replaced with surpluses, but it took time to allay the feeling that Canada was "over-railwayed."

To-day all this is changed. The two big systems have gone steadily ahead, building strategic feeders and absorbing independent lines which offered promise of profitable use. Other State or private enterprises have added and are adding to the mileage. Canadian, American and British capital and public funds are available in plenty for what in the end will be regarded as sure things. What little criticism is heard is mostly based on sectional jealousies or apprehensions as to the effect on the critic's own community of developments elsewhere consequent upon the new construction.

Outstanding in interest is the Dominion project of the Hudson Bay Railway. After making a start, it had lain in abeyance during the war years, but was again taken up because of the insistence of the Prairie Provinces where the wheat growers saw in this short haul to tidewater a prospect of quicker and cheaper carriage of their grain to the British and European markets. The end of steel is being pushed through the wilderness, and should reach Port Churchill, the chosen port on the west shore of Hudson Bay, by 1930. The line, nearly 500 miles north of Winnipeg, is now a thriving little city, with all the amenities of a modern community in existence and a daily newspaper applying for a new franchise, where but yesterday was a trading post chiefly known to the outside world for its dog derbies. Whether the Hudson Bay route to Europe will fulfill all the hopes of its champions, in view of the uncertainty as to the duration and the safety of navigation through the Straits, can only be determined by experience, but the opening up of so large a territory believed to be rich in minerals will probably justify the enterprise in the end, apart from its grain-carrying capacity.

Ontario Extending Road

Meanwhile the Province of Ontario is pushing its Temiskaming and Northern Ontario railway northward from Cochrane, a town nearly 500 miles north of Toronto, with James Bay, the southern portion of Hudson Bay, as its objective. Already nearly half the distance has been spanned, with completion to the bay, or at least to one of the large rivers giving access to it, in early prospect. Another extension of the same railway taps the Rouyn mining area in Quebec Province, into which the Canadian National also has a branch, and a C.P.R. line is projected, thus giving triple service to a region which experts say may prove one of

the world's richest gold producers, judging by mines now in operation.

Northward from Winnipeg a railway is being built to serve the Flin-Flon mining district which lies partly in Manitoba and partly in Saskatchewan. Here the Whitney interests are prepared to spend \$100,000,000 in development.

Ontario has made a success of its public ownership railway, the T. & N.O., largely due to the lucky chance which led to its location through or near the later-discovered silver and gold districts of Cobalt and Porcupine. Other provinces have not been so fortunate, but Alberta has just made a favorable bargain by which the Canadian Pacific has taken over the Alberta & Great Waterways Railway and the Edmonton, Douvagan & British Columbia Railway, which have for years been heavy liabilities to the province. In part they serve the Peace River Country, where world's prize wheat and oats are now being grown, and where millions of acres of the richest farm lands await the settlement which has been retarded by inadequate railway facilities and lack of a direct outlet to the Pacific Ocean. The logical sequel to the C.P.R.'s acquisition of the Alberta lines will be the providing of these two requisites and the creation of a new and important Canadian shipping point on the Pacific well to the north of Prince Rupert, one of the two western termini of the Canadian National.

May Help British Columbia

British Columbia has its white elephant in the Pacific and Great Eastern Railway. The good fortune of Alberta in disposing of its incubus will doubtless hearten the new administration in the Pacific province to open negotiations for a sale to one or other of the two chief systems, which may see an opportunity of profitable operation where public ownership has failed.

Another radical change in the general scheme of transportation is seen in the reversal of the flow of part of the prairie wheat. Up to five years ago virtually all produced east of the Rockies came by rail to the Great Lakes or even to the Atlantic seaboard. Now much of Alberta's yield goes across the mountains to Vancouver for shipment to Europe via the Panama Canal, or to the Orient, and this year nearly one-fifth of the record crop of 560,000,000 bushels is expected to go out via Vancouver.



FILM STAR WHO SWAM THE TIBER

Signora Korda, Italy's favorite screen actress, swam the Tiber, when garbed in aluminum armor.

cover. The apparent tendency is to make the centre of the prairies a dividing line, one-half the crop going west and the other east, with the ultimate result of Vancouver becoming a serious rival of Montreal for the honor of being the world's greatest grain-shipping port. Certainly the outlook at present is that Vancouver within the next quarter of a century will make greater progress than any other Canadian city.

Ten years ago the cry of Canadians was: "No more railways until our population is doubled." To-day the slogan is: "Open up the inexhaustible mineral and cultivate regions and the population will come in."

Our War Toll

Montreal.—The men of the C.E.F. who died in World War battles numbered 39,488, latest figures compiled by the Canada War Records Office show. The number of men who died of wounds resulting from enemy fire was 7,786. There also were 2,187 men who died in camps and barracks in Canada.

The total enlistments for war service were 619,636, and of these 424,598 actually became members of the C.E.F., an deserved outside of Canada. Of this number nearly one-third suffered wounds, the wounded totaling 140,739. There were 477,893 who suffered from sickness or disease and 35,512 who suffered injuries due to "war service" other than shot and shell.

Character

Never does a man portray his own character more vividly than in his manner of portraying another.—Jean Paul F. Richter.

There are 416,53 victims of leprosy in the British Empire.

British Speed King Has Many Trophies



REMARKABLE SHOWING OF SILVER WON BY SPEED
Capt. Malcolm Campbell, British ace of the "flying" motor car.

Interesting Story of 'Rockford' Flight

Bert Hassell Described the Trip and Landing at Greenland in New York Times

THE NEW ROUTE

The intrepid, and I think possibly the lucky pilot of the big Stinson plane that flew via Cochrane, Greenland route for Norway, tells in graphic phrase, of their trip and the hardships they endured after circling the preliminaries, Hassell goes on:

"The trouble on the first leg was that our load was too heavy. The solution was to break the first leg of the flight by a stop in Canada, and we chose Cochrane, Ontario. Shortly went up there to make arrangements

to cross to reach Greenland, away we went.

Storms Gather at Start

"As night came on storms gathered around us, but we batted right along. The Ungava River north of Labrador showed 'black beneath us and we knew we were right on our course. At daylight we passed our last check point, Port Burwell, on the coast. There's where we made a big mistake. We did not fly down and circle them. They never saw us, and later, when rescuers were searching for us, that caused a lot of trouble and expense.

"We checked our instruments by the sun compass and flew out over the sea. For twenty minutes it was good flying, and then the clouds closed in and there was no way for us to check our drift. There was a strong northwest wind.

"After we had been flying out there about five hours we suddenly saw the sun shining there before us what appeared to be a great mirror. It was ice. That was a pretty sight. There is a fringe of mountains along the shore of Greenland. On the horizon ahead of us was what appeared at first to be clouds, but really it was a great dome of ice.

"Below us was a fiord, corresponding to the description we had of the fiord on which Professor Hobbs's camp is situated. We flew up it and found we were wrong. It wasn't long enough. We knew then that we had been swept off our course in the wind and fog and were many miles south of our objective.

"And our gasoline supply was running low. We saw that we could not land in the rough strip near the coast. If we had tried it we merely would have given the Eskimos a fine exhibition of how to crack up. We swung out over the inland ice, where we had been told no human being could survive. Shortly Cramer looked out of one window and I looked out of the other. There were crevasses everywhere. We saw a small space which looked smooth, but we had no idea what the snow hid. We couldn't waste gas circling. Shortly sent out a radio call, and we set her down and hoped. It was as smooth a landing as if we had come down on Mitchell Field.

Plane Is Abandoned

"Shortly and I climbed out and looked at each other. Well, Shortly, it's ten minutes to 12, Eastern Standard Time. I said to him, looking at my watch. 'We've been flying twenty-four hours.'

"We had no sleep and no food since the bacon and eggs at Cochrane, but we were happy. We thought we were only a day's walk from Professor Hobbs's camp, but distances in the Arctic are deceiving. There was five inches of snow over the ice. We unloaded our duffel-bags, our parkas,

pemmican, rifles, knives and Very pistol and started out. It was lots of fun. We bade our plane a regretful farewell, for the noble old ship had certainly stood by us, but we expected to get back to it in two or three days and go on with our voyage to Sweden.

"Then next day we started out again. Each day was like the one before. Rough ice. Crevasses. We would look down one and see huge pieces break off the sides. The breaking ice was booming and crashing around us like an earthquake night and day.

"We left the ice and tried the mountains. It was an uncharted area 20 miles across. We walked sixty miles in crossing it in three days.

Pilots Get Separated

"I began to worry about Cramer. He was sick with a fever, but he wouldn't admit it. I foresaw having to put him in a cave and hunt caribou. We could have lived on the raw meat, I guess, and the skins would have kept us warm.

"One day Shortly was walking a long distance ahead of me. When I wasn't watching he stepped behind a rock to rest. I passed him without knowing it, and, missing him, began to worry. For an hour we were lost from each other, each fearing that the other had stepped into a hole and broken a leg. That wasn't very comfortable to think about.

"We leaped across crevasses and waded rivers with our clothes held over our heads. We tried sand flats which turned out to be quicksand, and one almost cost Shortly his life when he went in up to his armpits. Mosquitoes buzzed around us, bit us and imbedded themselves in our ears. We cut our pemmican ration down to four ounces a day for each.

"Shortly shot a ptarmigan—a bird like a partridge—and we made a little fire and tried to cook it. Anyhow, it was fresh meat.

"One day Shortly saw a big rabbit looking at us. He tried to shoot it, but there was sand in the firing pin and the rabbit just smiled at us and walked off. We had five shells left.

"And so it went on for two weeks. On Sept. 2—we thought it was Sept. 1; we had lost a day somewhere—we camped alongside the fiord leading to Professor Hobbs's camp, many miles away and on the other side of the fiord.

Hunter's Boat Sighted

"We planned a last effort that night to attract help. We prepared to build a fire which Greenland would never forget, shoot off all our Very lights and fire our guns.

"Anyhow, Shortly said, 'we'll give the Eskimos a fine fireworks display.' We built a fire to warm us and drive the mosquitoes away. Shortly thought he saw a sail. I was through seeing sails which turned out to be



PRETTY BRIDE

Setauko Matsudaira as she appeared on the day before her marriage to Prince Chichibu in Tokio, Crown Prince of Japan.

icebergs and told him so. 'Did you ever see an iceberg sail upstream?' he demanded. Sure enough, it was a boat, a caribou hunter's boat, and I learned afterward that the hunters had seen our smoke and reported 'white man's fire' to people of the Hobbs' expedition.

"While we waited for night Shortly heard a motor. I thought it was the mosquitoes in our ears, but after an hour we heard the unmistakable roar of an outboard motor and ran to the shoreline. There in a boat were Elmer Etes, whom we had sent ahead to prepare for us in Greenland, and Duncan Stewart, geologist of the Hobbs' expedition, whom the Eskimos had told about the fire.

"Etes shouted, 'My God, Fish, I'm glad to see you!'

"He had canned peaches and beans. That was a reunion. I was anxious to get over to the station and send word to my wife. On the way across the fiord Etes flashed a signal to Ralph Belknap, who was waiting on shore, and Belknap flashed it on up to the observatory on top of the mountain three miles away. They sent a radio message to The New York Times, and so our families and friends learned of our rescue in record-breaking time.

An "Enjoyable Shipwreck"

"Professor Hobbs came racing down to the shore and served us hot soup and caribou steak and that night we slept under warm blankets."

But even then the aviators' adventures were not over. On their way to the coast their motor boat foundered and they had what Cramer described as a very enjoyable shipwreck. They had tents and one of the Eskimos had an accordion.

"Cramer, getting off our course in the fog; landing on the ice; cold; hunger; ailing marches; shipwreck—all experiences," said Hassell.

"We didn't get to Stockholm, but our very difficulties proved what we started out to prove, that a safe route to Europe lay over Greenland. We weren't very comfortable after we came down in Greenland, but how much more uncomfortable we would have been down between Newfoundland and Ireland!"

Democracy in the East

H. J. Temple in the Empire Review (London): Europeans who have lived in the East shake their heads at the idea of democratic institutions in the East. The Oriental politician is a professing democrat on a platform, but democracy, as a working principle, is alien to the Oriental mind over which race, caste, and creed have the strongest influence. We must recognize, however, that the East is undergoing rapid change. The development and increasing use of easy and rapid communication, the influence of newspapers, and other adjunct of Western civilization, coupled with the spread of education, are weakening and even wearing down barriers that divide the population. Nevertheless, Eastern instincts, rooted in the traditions of generations past, are not to be supplanted in a few years, and, when a time of test and trial comes, they will be apt to assert themselves over new ideas.

A fool must now and then be right by chance.—Cowper.

The appearance of things to the mind is the standard of every action to man.—Epictetus.

Interesting Sanctuary on St. Lawrence



A VANISHING SPECIES

Gannets on the shore of the St. Lawrence River. These birds, once very plentiful, are disappearing. The gannet lays but one egg, which takes 45 days to hatch.

GREETINGS

To all our customers we extend heart-felt good wishes for the coming year of mutually helpful service. The success we have enjoyed during the past twelve months is based on that spirit of friendly co-operation epitomized in the Christmas season. May it continue into the future, indefinitely.

Gatineau Electric Light Company Limited



1st. LACHUTE TROOP BOY SCOUTS

The usual weekly meetings have been discontinued during the holiday season. The first meeting of the new year will be held on Wednesday 9th. January when a full attendance is expected.

The \$25.00 cheque received from Sir George Ferley, in aid of the Xmas Toy Repair Shop of the troop was certainly a blessing, for, after all the toys received had been repaired, the number was short of the requirements. We had to buy a large number of toys, candies, etc., to prevent any of the children being disappointed. The following is a list of the toys distributed amongst children of 18 families:—

Toys received and repaired, including books	170
New Toys bought	40
Total	210

Distributed as follows:—	No. of children	No. of Toys & Books
New Settlers' children in Western Canada	5	15
Lachute and District	65	195
Total	70	210

The troop wish to thank all those who donated toys, books and clothing or who helped in any way to make the Toy Repair Shop a success.

MACDONALD COLLEGE School of Household Science Winter Short Course Beginning January 7th, 1929

A Ten Weeks' practical course in Household Science subjects including: Cooking, Dressmaking, Laundry, Household Administration, Nutrition, Home Nursing, etc.

Applications now being received. For particulars apply: **THE REGISTRAR, MacDonald College, Que.**

SOOTFOE

"A FOE TO SOOT"
The Modern Chimney Cleaner.

A small amount will clean your Flues and Prevent Fires Save Fuel Give More Heat.

50c PER PACKAGE
FOR SALE BY **R. McARTHUR & SON.**
J. D. CAMPBELL.

The MAGIC TOUCH of the SNOWDRIFT FAIRY

Explains the miracle of Perfect Bread

The looks, the fragrance, the lightness of good bread when it comes from the oven thrills the heart of the woman who loves to bake.

The cook's best friend is Snowdrift Flour.

High Patent Manitoba Hard Wheat Flour.

SNOWDRIFT FLOUR

Makes Lovely Bread & Biscuits

STANDARD MILLING CO., OF CANADA, LIMITED
TORONTO, MONTREAL, QUEBEC, SAINT JOHN, HALIFAX

THE FOLLOWING DEALERS SELL SNOWDRIFT FLOUR
G. A. LOWE, Grenville. FRS. COUSINEAU, St. Scholastique.
ST. JERUSALEM FARMERS' CLUB, Lachute

WANT ADS

HOUSE TO RENT.—On Robert St. Apply to Wm. J. Deacon, Lachute, Mills.

HONEY and APPLES FOR SALE.
The best of honey and apples from the Laurentian Fruit Farm on the Brownsburg Road. Call 119 r 2-2 or secure your supplies through most of the town stores.

MONUMENTS
—I wish to remind the public generally that I am prepared to supply monuments of any size, quality or description on shortest possible notice. Re-lettering & adjustments of stones already erected will be carefully attended to by H. J. Hammond, Monumental Works, East Ward, Lachute.

HOLIDAY SPECIALS
A Special Sale of Gramophones, new and used at greatly reduced prices. Pianos and Violins. We make a specialty of repairing Gramophones.
J. W. LEFEBVRE,
Agent for Sewing Machines, Lachute, — Que.
D-28-2.

TENDERS
Tenders are hereby called for the following cord wood to be delivered at the Court House, Lachute, on or before March the 1st, 1929. 10 cords of 3 ft. wood; 5 cords of 2 ft. wood; 5 cords of 18 in. wood. The same to be of good body at least 60% hard maple and the balance of birch. Lowest or any tender not necessarily accepted. Tenders to be in the hands of the Secretary-Treasurer not later than Jan. 5th.
J. W. GALL, Sec.-Treas.
For County of Argenteuil.
J-4-2.

CHURCH NOTES
BAPTIST CHURCH
Rev. A. P. Man, Pastor.
Daleville 11 a.m.
Brownsburg 2.30 p.m.
Lachute 7 p.m.
Come and give the new Pastor a Hearty Welcome.

LACHUTE UNITED CHURCH
Rev. A. G. MacKinnon, R.D., Minister
Sunday, Dec. 30th.
Public Worship at 11.00 a.m. and 7.00 p.m. The Rev. T. A. Wilson, lately United Church Minister, of Ormstown, will preach at both services.
Sunday School 10.00 a.m.
East Settlement 3.00 p.m., Rev. J. Macaskill, B.D.

BROWNSBURG UNITED CHURCH
Rev. T. C. Cassidy, Pastor.
Services, Dec. 30th, 1928.
"The Closing Year."
11 a.m., Subject: "The Man Who Was Left."
7 p.m., Subject: "Simmering Creeds"
The Pastor at both Services.
10 a.m., Sunday School and Pastor's Bible Class.
A welcome to all.

LACHUTE PRESBYTERIAN CHURCH.
Minister, Rev. Henry Cousens, B.A.
Lachute Sunday School 10.00 a.m.
Worship, Subjects: "Choosing a Ruler" 11.00 a.m.
"Belief in Prayer," 7.00 p.m.
Brownsburg Worship 4.00 p.m.

SCHEDULE OF GAMES
L.A.A. H.L.
Dec. 18th, Ayers Lt'd. No. 1 vs. Argenteuil Motor Sales
Dec. 20th, Merchants vs. Bankers
Dec. 24th, Ayers Lt'd. No. 2 vs. Argenteuil Motor Sales
Dec. 27th, Bankers vs. Ayers Lt'd. No. 1
Jan. 2nd, Merchants vs. Ayers Lt'd. No. 2
Jan. 3rd, Argenteuil Motor Sales vs. Bankers
Jan. 8th, Ayers Lt'd. No. 1 vs. Ayers Lt'd. No. 2
Jan. 10th, Argenteuil Motor Sales vs. Merchants
Jan. 15th, Ayers Lt'd. No. 2 vs. Bankers
Jan. 17th, Ayers Lt'd. No. 1 vs. Merchants
Jan. 22nd, Argenteuil Motor Sales vs. Ayers Lt'd. No. 1
Jan. 24th, Bankers vs. Merchants
Jan. 29th, Argenteuil Motor Sales vs. Ayers Lt'd. No. 2
Jan. 31st, Ayers Lt'd. No. 1 vs. Bankers
Feb. 5th, Ayers Lt'd. No. 2 vs. Merchants
Feb. 7th, Bankers vs. Argenteuil Motor Sales
Feb. 12th, Ayers Lt'd. No. 2 vs. Ayers Lt'd. No. 1
Feb. 14th, Merchants vs. Argenteuil Motor Sales
Feb. 19th, Bankers vs. Ayers Lt'd. No. 2
Feb. 21st, Merchants vs. Ayers Lt'd. No. 1
Feb. 26th, Ayers Lt'd. No. 1 vs. Argenteuil Motor Sales
Feb. 28th, Merchants vs. Bankers
Mar. 5th, Ayers Lt'd. No. 2 vs. Argenteuil Motor Sales
Mar. 7th, Bankers vs. Ayers Lt'd. No. 1
Mar. 12th, Merchants vs. Ayers Lt'd. No. 2
P. W. L. D. Pts.
Ayers Lt'd. No. 1 1 0 0 2
Merchants 1 0 0 0 1
Bankers 1 1 0 0 3
Ayers Lt'd. No. 2 0 0 0 0
Arg. Motor Sales 1 0 0 0 1



BANK OF MONTREAL

Established 1817

ASSETS and LIABILITIES

31st October, 1928

ASSETS	
Cash on hand	\$ 93,937,065.12
Deposits with and notes of and cheques on other Banks	67,346,958.25
Deposit in the Central Gold Reserves	25,000,000.00
Call and Short loans on Bonds, Debentures and Stocks	178,112,255.00
Dominion and Provincial Government Securities	79,704,087.20
Canadian Municipal Securities and British, Foreign and Colonial Public Securities other than Canadian	26,054,892.93
Railway and other Bonds, Debentures and Stocks	3,693,024.06
Quick Assets	\$473,898,232.56
Loans and Discounts and other Assets	375,259,014.44
Bank Premises	11,500,000.00
Liabilities of customers under letters of credit (as per contra)	13,125,226.62
Total Assets	\$873,782,523.62
LIABILITIES TO THE PUBLIC	
Notes in circulation	46,967,574.00
Deposits	733,489,179.93
Letters of credit outstanding	13,125,226.62
Other liabilities	17,144,683.33
Total Liabilities to Public	\$810,726,663.88
Excess of Assets over Liabilities to Public	\$63,055,859.74

"VICTORIA" Coffee

PACKED IN AIR TIGHT TINS

LAPORTE MARTIN LIMITEE

One Sale at Victoria Independent Stores

Lachute Marble and Granite Works

We deal in Foreign and Domestic Marble and Granite, first class work and the best material, in all latest designs, always on hand. Satisfaction guaranteed in all kinds of Cemetery work, monuments, Headstones.

W. M. Scott, Proprietor.

GUNS

RIFLES • CARTRIDGES • SPORTSMEN'S SUPPLIES
Compare or Write for Catalogue
T. W. BOYD & SON
27 Rue Duane St. W., MONTREAL

Fess Holden Morgan Automatic Oil Burner

Installed in hot water, steam or hot air furnaces or boilers

Economy - Safety - Comfort

Sold by **J. D. LEMAY,**
Insurance Agent,
Lachute, Que.

At H. Whissell's Cash and Carry

This is not a Sale, but our week after week prices.

MIXED CANDIES 1 lb.	13c.
MIXED CANDIES, 2 lbs.	23c.
CUT MIXED PEELS, 1/2 lb.	15c.
SHELLED WALNUTS, 1 lb.	48c.
SHELLED WALNUTS, 1/2 lb.	25c.
SHELLED WALNUTS, 1/4 lb.	15c.
TOMATOES, 2 for	25c.
C. LEAF SALMON	48c.
CORN FLAKES	19c.
BUFFALO MATCHES	25c.
CANADA C. STARCH	19c.
BENSON C. STARCH	12c.
MAGIC, 1 lb.	34c.
CAMPBELL SOUP	13c.
SALADA, 1 lb.	70c.
SALADA, 1/2 lb.	36c.
IODIZED SALT	10c.
CLARK BEANS, 3 lbs.	23c.
ICING SUGAR, 2 lbs.	18c.
GRANULATED SUGAR	6 1/2c.
B. SUGAR	6c.
CORN SYRUP, 10 lbs.	68c.
CORN SYRUP, 5 lbs.	35c.
TOILET PAPER, 8	25c.
SEEDLESS RAISINS, 2 for	25c.
PRUNES, 2 for	25c.
MATTHEW SYRUP	25c.
JONAS EXTRACT, 2 for	25c.
COCOA, loose, 2 lbs.	35c.
COCOA, 1/2 lb.	15c.
COCOA, 1 lb.	25c.
BROOMS, 2 lbs.	48c.
CASTORIA	35c.
MAYNARD LINIMENT	25c.
ASPIRINS	20c.
CHOICE DATES, 2 lbs.	20c.
PEPPERMINT	20c.
LUX	17c.
CHOICE ORANGE PEKO TEA, VERY BEST	68c.

Store Open at 9 a.m.

H. Whissell,
Bethany Street, Lachute