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And Ottawa Valley Advocate.

VOL. LIII

LACHUTE, QUE., JANUARY 4, 1929.

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ANNUAL MEETING

The Annual Meeting of the St. Jerusalem Farmers' Club, will be held in the Victoria Hall, on Tuesday, Jan. 8th, 1929, at 8 p.m. sharp. Those who wish to take part are required to have their Membership Fee paid, at least one hour before the meeting.

W. F. BOAS, President.

J. A. POLLOCK, Sec'y-Treas.

The Annual Meeting of the Holstein Club will be held in the Victoria Hall, Monday, January 7th, 1929, at 8 p.m. sharp. Mr. Holtby, of Port Perry, Ont., and Mr. Charbonneau, of Montreal, are expected to address the meeting. A good attendance is requested.

W. R. KENNEDY, Sec'y-Treas.
Jan. 4-1-P.

Owing to lack of a quorum there was no meeting of the Town Council last Wednesday, and an adjournment was made for Wednesday next. This will be the last meeting of Mayor Gail and nomination papers have been circulated, and largely signed for Mr. C. Tremblay as his successor. The other members of the Council whose terms of office expire are A. Larocque, F. Dobbie, Dr. Sauvé, T. Dallaire and J. G. Charland.

OBITUARY

THE LATE ANDREW GRAHAM

It is with deep regret we record the death of one of Lachute's oldest and most respected residents in the person of Andrew Graham, Esq., who quietly passed away at his home on Friday last, at the advanced age of 89 years.

He leaves to mourn his loss his loving wife, (formerly Mary Smith), of Cushing, to whom he was married in 1865; six sons, William, of North River; Richard of Lachute; Andrew of St. Philippe; Archie of Cushing; Alfred of Saskatchewan and Frederick at home; twenty grand-children nine great grand-children; three sisters, Mrs. Wm. Candlish, of Montreal and the Misses Margaret and Christie, of Cushing; two brothers, Richard of Great Falls, Montana and John of Cushing.

The funeral which took place on Monday, was conducted by the Rev. F. L. Jobb and was largely attended by many of his old time friends and the remains were borne to their last resting place in St. Andrews Cemetery by his eldest son William and five grandsons Wm. Graham, Jr.; Geo. Graham, Cecil Graham, John R. Graham and Allan Graham.

Those attending from a distance were Mr. T. Black, of Burlington, Vt.; Mr. and Mrs. N. A. Clarke, of Cornwall, Ont.; Mr. D. W. Candlish, of Montreal, and Mr. and Mrs. R. P. Jolley, of St. Therese.

Large Assortment of
CHINA WARE — CUT GLASS
WATCHES, RINGS
and all kinds of small fancy and useful articles for all occasions.
A. C. LAPIERRE,
Watchmaker and Jeweller
Bethany Street, Lachute.

SPORT

The tightening up of the weather has now enabled the Curlers and Hockey enthusiasts to get lined up for the winter's fun. The Curling Rink is now in good shape and New Year's Day found a number of our curling teams. Three teams were due in Montreal to take part in the Granite Competition and it is expected that the local Bonspells will be started on Monday next.

On the opening of the Ladies' Curling Rink, Friday evening last, a most enjoyable supper was given by the President, Mrs. John A. MacGibbon. After all had done full justice to the meal, two duets were sung by the Misses Scott and Cottingham and bridge was played for the remainder of the evening.

A Hockey League has been formed with Ayers Limited, Argenteuil Motor Sales, Merchants and Bankers and some very interesting games are being looked forward to as our local boys are keenly alive to the game and many good players are coming forward. Mr. Joseph Raymond has made extensive improvements to the rink, which are to be appreciated, and we are all pleased to see our young people enjoying the healthful pastime of Canada's favorite sport.

LACHUTE BOWLING LEAGUE

Gas and Oil				
L. Urbain	99	141	165	
E. Larocque	134	162	141	437
R. Ingis	115	107	135	357
M. Wilson	139	112	148	399
R. Rosen	128	121	121	379
Total				1968

Ayers Limited.				
R. Beauregard	154	118	135	407
R. Carriere	134	159	150	443
J. Joly	157	142	150	449
G. Brisson	107	89	105	301
A. Langille	163	164	120	447
Total				2047

Ayers Gain 79.

The Silver Cup donated by Mr. F. E. Jobb, Jeweller, for the highest averages bowled during the month of December, was won by Raoul Beauregard by a score of 838 pins.

WEDDING BELLS.

LEE — BALL

A very pretty wedding was solemnized on Tuesday evening, December 25th, at five o'clock, at the home of Mr. and Mrs. H. A. Blair, when Catherine Muriel Ball of Lachute, Quebec, was united in marriage to David Lindsay Lee of Stettler, Pastor R. E. Stanley Hunt of the Baptist Church officiating.

The bride was attended by Mrs. H. A. Blair, while Mr. Carson Hubbs supported the groom. The happy couple will reside in Stettler.

CARD OF THANKS

Mrs. A. Graham and family wish to thank those friends and neighbors for sympathy shown them in their recent bereavement.

GRAHAM — At St. Philippe, Que., on Friday, December 28th, 1928, Andrew Graham aged 89 years.

LOCAL NEWS

Miss Hilda Williams, of Montreal West, was the guest of Miss Ethel Doig for a few days last week.

Mr. Robt. Barron and Miss Catherine Barron, of Montreal, spent the New Year holiday at their home here.

Dr. and Mrs. Archibald and the Misses Archibald, of Montreal, were New Year guests of the Misses Barron.

Miss Kitty Foley, of Halifax, is spending the winter months the guest of her aunt, Mrs. Joseph Berniquier, Jr.

Miss Alice MacKinnon has returned to Montreal, after spending the Xmas holidays with her parents at the Manse.

Mrs. Nankivell and son Eddie, of Itherville, were the holiday guests of her mother, Mrs. Geo. Rushbrooke, of Brownsburg.

Mr. and Mrs. Roy Elliott, of Flint, Mich., spent the past three weeks the guests of her parents, Mr. and Mrs. Wm. Morrison.

Mr. and Mrs. Robert Beers and daughter and Miss Edith Beers, of Montreal, were the holiday guests of Mrs. Alex. Beers.

Mr. and Mrs. Eric Adams, of Montreal, were the New Year guests of her parents, Mr. and Mrs. Jas. Armstrong, Lachute Road.

Miss Mary Cruise, Nurse in training of the Montreal General Hospital, was the holiday guest of her parents, Mr. and Mrs. J. Cruise.

Mr. and Mrs. Fetherstonhaugh, Master John Fetherstonhaugh, and Miss Emily MacGown, of Lachute, were the holiday guests of Mrs. J. M. Mackie.

Mr. and Mrs. Lorne McArthur and daughters, of Ottawa, and Miss W. Lavery, of Montreal, were New Year guests of Mr. and Mrs. W. K. McArthur.

Professor R. E. Welsh, D.D., of the United Theological College, Montreal, and Mrs. Welsh were guests of Rev. A. G. and Mrs. MacKinnon for New Year's Day.

Miss A. Moore spent Xmas with friends in Montreal.

Mr. Carl Fraser, of Ottawa, was the holiday guest of his mother, Mrs. Hugh Fraser Jr.

Mr. Robert Atkinson, of McGill University, spent the holidays the guest of Mr. and Mrs. Jas. Logan.

Dr. L. Middleton and Mr. Jas. Yoland Jr., of Montreal, were New Year guests of Mr. and Mrs. A. Middleton.

Messrs. Stewart and Keith Hodgson, of Hudson, spent a few days this week with Mr. and Mrs. H. Hodgson.

Mr. and Mrs. D. Currie and Mr. Wm. Cameron, of Montreal, were holiday guests of Mr. and Mrs. J. P. MacKimmie.

Mr. and Mrs. Albert MacKimmie, of Stratford, Conn., are spending a few weeks the guests of Mr. and Mrs. J. P. MacKimmie.

Mrs. John Melrose and her children, of Montreal, spent the Xmas holidays with her parents, Mr. and Mrs. W. H. Scott.

Miss Elsie Scott, of Montreal, and Miss Stella Scott, of Lochaber, were the holiday guests of their parents, Mr. and Mrs. W. H. Scott.

Mr. R. A. Giles left on Wednesday morning on a business trip to Antwerp, Pembroke and other Western points. He expects to be back again the early part of next week.

Our doctors are having a very busy time owing to the prevalence of the flu, from which many townsfolk are suffering. In the surrounding countryside whole families are down and considerable hardship is the result, in which neighbors are trying to lend the helping hand.

Again the schoolboy outgrows his clothes. Publishing circles report the expenditure by the Family Herald and Weekly Star of close upon a half million dollars for huge new printing presses to cope with their fast-growing subscription list. At their new low subscription rate of three years for \$2, one is prompted to ask "How long before they outgrow this one?"

Wm. Perry Rings in the New Year

Only surviving member of Montreal's
Volunteer Fire Brigade



The Lachute Volunteer Fire Brigade held their seventh Annual Dance on New Year's Eve, and it proved a most enjoyable time for the large gathering who participated. A unique feature of the occasion was the honored custom of ringing out the Old Year and ringing in the New Year, which was performed by our oldest male resident in town, Mr. Wm. Perry, formerly of Montreal, who had been asked to perform the ceremony by the members of our local fire-fighting squad. It was thought to be appropriate as Mr. Perry had been associated with fire-fighting activities since his boyhood and he is now in his ninety-second year. Mr. Perry was a member of the firm of Perry Bros., manufacturers of fire engines, where he worked out his apprenticeship. Our old hand-pumping engine "The Protector" still reveals traces of improvements made by Mr. Perry and his father.

In passing we would mention that he was a member of the old Montreal Volunteer Fire Brigade, disbanded some thirty-five years ago and today he is the only surviving member of this organization.

Needless to say he was heartily welcomed as a companion by our own firemen, and when the midnight hour arrived it was announced by twelve lusty strokes on the old fire-bell by Mr. Perry, after which the firemen joined hands and sang "Auld Lang Syne," and at its close the inimitable crow of the rooster was heard, which Mr. Perry declared has done much to encourage the hens to lay earlier and more frequently in the hope that the price of eggs for the consumer will soon be reduced.

It is indeed interesting to chat with this little old gentleman, and listen to the stories of by-gone days for despite his 92 years he is hale and hearty and possesses a wonderful memory. In reminiscence he told the editor how he was present in April 27, 1849 assisting in the fire of the Parliament Buildings on Yeuville Square and at the burning of the Cathedral on Notre Dame St. on December 10th, 1850. He told of the burning of the Steamer Montreal when at 4 o'clock in the afternoon she took fire at Cap Rouge, near Quebec, and was beached in about six feet of water at low tide. There were 850 passengers, Scottish emigrants just landed from ship John McKenzie. Out of 400 souls more than 200 perished.

Mr. Perry well remembers this fatality because their firm was engaged in looking after the pumps of this vessel and he had been working on the Montreal, but finished his job and landed at Sorel, otherwise he might not have been here to participate in our functions.

Up to a few months ago, Mr. Perry was about his work as usual, but suffering from severe headaches he thought dollars and cents were all that counted in this world, and as he was only going through this once it would be better for him to cut away from business and dropped things as they were and came to Lachute to spend the winter. He is now hale and hearty, and is enjoying the winter months at the Lachute Manse, the Rev. Mr. Currie.

26 Pairs Women

Your choice while

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

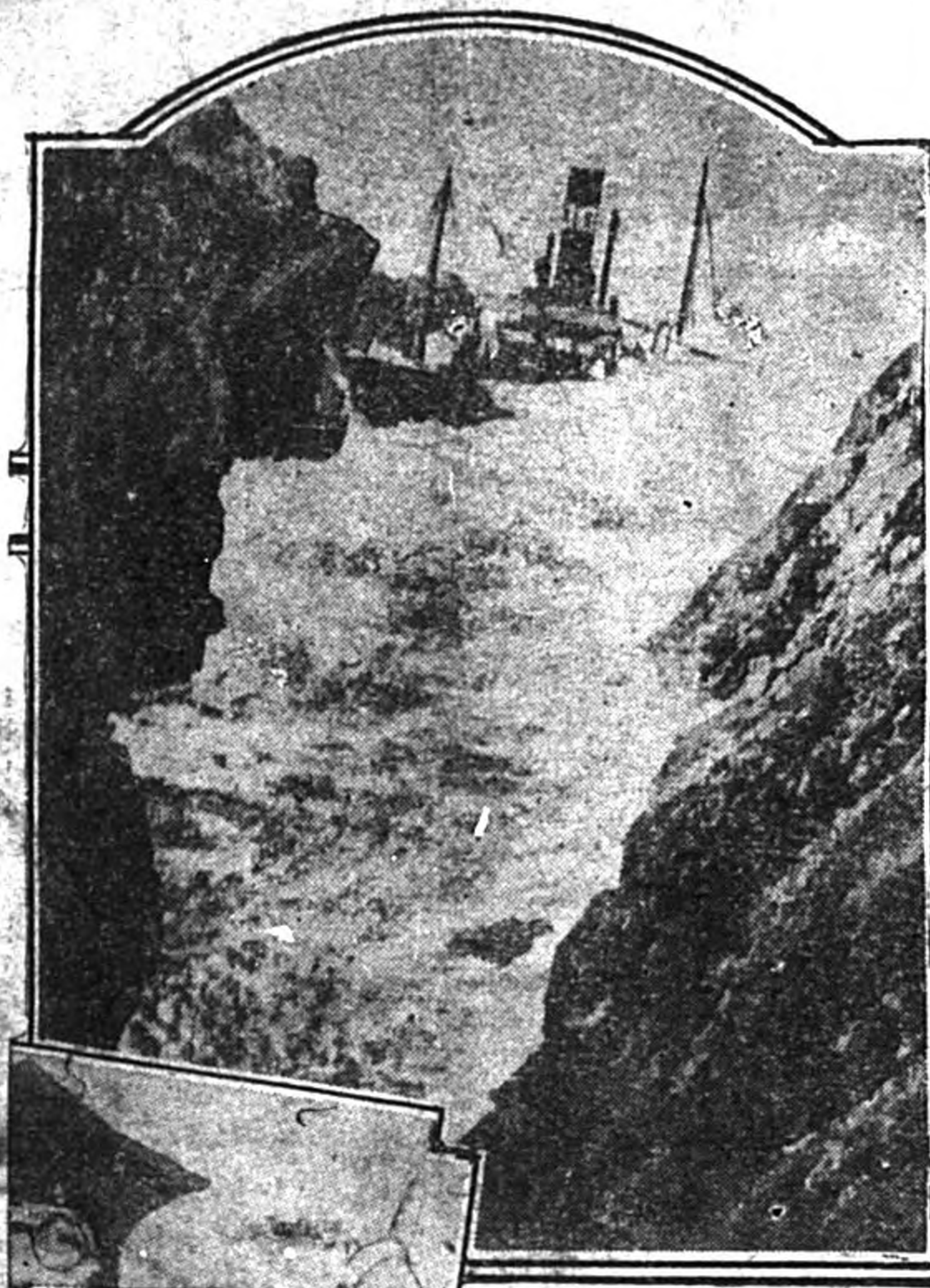
Notice to Farmers!

We are in the market to buy
good quality Birch, Maple, Bass-
wood, Pine, Spruce & Hemlock.

Get our specifications and prices before selling.

J. W. Cottingham, Limited.

Effect of Recent Storm in Europe



TURBULENT SEA TAKES ITS TOLL

French cargo ship Yser was dashed against the rocks of Belle Island off the French coast and abandoned by the crew who jumped to the rocks.

Spain's King Talks to Kin in New York

New Telephone Link Cuts Columbus's Message Time From Months to Minutes

New York.—Columbus was more than two months crossing the Atlantic for the Queen of Castile, and his letters and gifts to her from the islands of the Caribbean were almost as long in reaching her. That was more than 400 years ago.

There is a new dynasty in Spain and not least of other changes—a telephone that has reached even to the seat of the kingdom that was Isabella's, and the King of Spain has used it to talk to one of his own Bourbon lineages, 3,000 miles away in New York City.

The conversation at the New York end was from the office of Hernand Behn, executive vice-president of the International Telephone & Telegraph Corporation, where Infante Senor Don Alfonso de Orleans, first cousin to the King, and Infanta Senora Dona Beatriz talked with King Alfonso and the Queen Mother, Queen Cristina, in the royal palace in Madrid.

It required only a few moments to link the new world and the old world. While the Infante and Infanta were in the office of Col. Spethenes Behn, president of the corporation, receiving a few of the higher officials, the ocean spanning connection was made.

King Alfonso and the Infante spoke for 32 minutes, while the latter told about his reception in this country and his delight in finding such great interest in the United States in things pertaining to Spain.

One of the most important things in life is the illusion of the importance of the things that are not important.—Robert Lynd.

Mount Etna Rampage Serious



STREAMS OF LAVA SUBMERGE TOWN

Steaming lava pouring down the side of Mount Etna, with refugees, whose home were buried, standing in background.

Stolen Bonds Coming to Light

Vienna Police Say Securities Are Property of Bank in New York

Vienna.—The police announced recently that they have recovered \$210,000 worth of Tokio electric light bonds, the property of the New York Guaranty Trust Company, which were stolen last August on the United States liner Leviathan while in transit from New York to Paris.

Six of these bonds, each of \$1,000 value, were presented to a Vienna bank which advised the police. Since then 204 additional bonds were traced to Vienna.

MAILS RIFLED LAST JUNE

Mails aboard the Leviathan were rifled last June, the amount of the loot being variously estimated from \$500,000 to \$6,000. New York postal inspectors at the time said the amount was not more than \$10,000.

C. H. Claraham, head of the postal inspection service in New York, said that the theft of the Guaranty Trust Company bonds was not discovered "until some time after" the Leviathan mail theft in June.

J. L. O'Neill, vice-president of the Guaranty Trust Company, said that the dispatch from Vienna was a mistake and that no bonds belonging to the company had been stolen on the Leviathan or elsewhere.

"We have had no losses of the kind," he said. "I understand that the securities lost on the Leviathan, though originally reported in the millions, were later found to be worth only \$10,000 or \$20,000."

Discuss Plight of Miners in Britain

All Political Parties View Unemployment With Utmost Concern

London.—The plight of unemployed miners in Britain has reached such a serious stage that all political parties are viewing the matter with the utmost concern and the Miners' Federation has issued an appeal for assistance. Nearly 300,000 mine workers are out of employment, and of these 200,000 to 250,000 constitute a permanent unemployed surplus.

With their wives and children, this means that over 1,000,000 souls are faced with a cataclysm comparable to speedily forthcoming.

The Miners' Federation, in its appeal, says: "The mining population is faced with a cataclysm comparable to the destruction wrought by some great earthquake or other giant disturbance of nature. Some of the miners have exhausted their unemployed benefits and are being supported by grants from the poor law, which naturally are small, and the courts are filled with stories of hungry miners tramping the countryside in search of work. The miners' natural reluctance to leave the mines is also responsible for much distress and in the valleys of South Wales their mental attitude makes the transfer of them to other areas a difficult undertaking. They are so accustomed to being hedged in between hills that they regard the outside world as foreign, and it is even difficult to get them to allow their daughters to go to London to work as domestic servants."

Newspaper correspondents report terrible conditions. Men, women and children are living on the barest subsistence and thousands of children are without boots in spite of all charitable efforts. The unemployed are rapidly sinking into a state of utter hopelessness.

Bush Telegraph Informs Africans of King's Illness

News Spreads Through Wilds and Natives Assemble Along Route Which Prince of Wales Travels on His Hurried Return to the Coast

London.—How the mysterious telegraph of the African natives, which the white man never has fathomed, spread the news of the King's illness and the race of the Prince of Wales to the coast from his hunting camp was described by Sir Percival Phillips, special correspondent of the Daily Mail, in a dispatch from Dar-Es-Salaam.

Sir Percival cabled: "The inhabitants, both white and black, assembled along the route of the Prince's special train, showing sympathy for the Prince of Wales."

News Travels Fast

"News travels fast in the bush. Natives living in the vicinity of the railroad already knew from their mysterious wireless the purport of the Prince's journey. The women paused amid their cooking pots. The men were curious but impassive."

"A stray European comes to my carriage, in his battered helmet, khaki shirt and shorts, eager for a morsel of news denied to him in his life of solitude."

Sir Percival then presented a picture of the Prince's arrival at Dar-Es-Salaam: "Tropical darkness, damp and oppressive, enveloped Dar-Es-Salaam in its suffocating clasp when the Prince's special train entered the station at 8.05 p.m. The Governor, Sir D. C. Cameron, and his chief secretary were waiting on the platform. The Prince conversed with them earnestly."

"The Prince descended the steps to the street into the glare of a single electric lamp. He paused and looked in wonderment at the scene. The crowd, which had been ordered to keep clear of the exit, forgot its usual discipline and rushed wildly to obtain a close-up view, but there was dead silence."

"The Prince entered his automobile still wearing his safari dress, including a shirt with half-sleeves and no coat, and a khaki helmet. The watchers then cheered him."

Railway Agent Lauds Loyalty of Indian Help

Bengal Official Seeks to Keep Personal Touch of Employer and Employee

Calcutta.—The appointment of "personal officers" whose sole duty is to deal with the grievances of workers, was commended by N. Pearce, who urged that this system should be universally adopted. Mr. Pearce, who is agent of the Eastern Bengal Railway, was speaking at the twenty-fifth session of the Indian Railway Conference Association. The problem of tackling labor troubles occupied the greater portion of the presidential address.

Get back as quickly as possible, Mr. Pearce urged, to that personal touch between the employer and the employee that used to characterize railway working. It was most essential that they should not lose sight of the important fact that India was still a ma hap (patriarchal country) and they must avoid the danger of substituting for the old direct personal touch between the District Officer and his staff a system whereby the personal interest of the staff was handled by those who had no personal acquaintance with his needs.

The officer must be imbued with tremendous enthusiasm for his work. He must get out of his office and move about all over his section of the railway, so that not only would he know practically every man individually, but, what was quite as important, he might be known by the staff. This might sound Utopian, but he was convinced that it was worth while trying, so that there might be an end to the suspicion that often expressed itself in labor unrest.

Mr. Meighen Changes His Tune

Quebec Soleil (Lib.): (At the conference of steel magnates at Bolevia, Miss. Arthur Meighen said that no other nation could hope to profit by the destruction of another. This, says Le Soleil, is a Liberal sentiment.) Who would have said that in three years time the Hon. Mr. Meighen would wake up one morning almost a Liberal? To adore what formerly he used to condemn, to condemn the tools which he used to adore, to leave his old arguments and to state others which contradict them, to throw in the waste paper basket doctrines which once upon a time were dear to him and to oppose others of them, this is what often happens to men who have had the time to reflect and meditate. Thus we were not greatly surprised to learn that the former Conservative leader had practically repudiated his gods to approach the principles of his adversaries which not so long ago he used to fight.

Life

Plutocracy

Generous With Their Purses as the Old Aristocracy

Before the war society was essentially selfish. It was a club with a very small membership, run by a few powerful houses for their own benefit and that of their friends, writes Rosita Forbes in the London Daily Express.

In some cases it may have had exceedingly high personal standards, but it had no sense of responsibility outside its own guarded circle.

Before the war society had no influence at all except on those who wished to get into it or to remain in it. Without interest in anything beyond its own sphere, which included politics and the welfare of its tenants, it was entirely out of touch with life.

With the middle-classes it had no contact, and, content to allow its laborers a pittance of sixteen shillings a week, it had no conception of any rights but its own.

CHANCE FOR YOUTH

The effect of the war on such a narrow system was dynamic.

It is complained that tolerance has become laxity, and that, with the destruction of most social barriers, standards of behaviour are as out of date as manners or morals. "I do not agree."

The dignity and reticence of the Victorian age were doubtless admirable, but they served no better purpose than the freemasonry of the present generation.

The sole logical reason for the existence of a privileged class called society is that it should compromise all that is best in achievement as well as tradition. From the point of view of any country general welfare and progress, what a man has done or can do is inevitably more important than who he is or who was his grandfather.

Since the war everyone imbued with enterprise and common sense has ceased to look backwards.

Therefore, ancestors have ceased to count, except, perhaps, as a stimulus. The war gave youth its chance as much in society as in every other sphere, and youth was not content to divide humanity into strata.

As carelessly as it is accused of crashing codes and ballroom "gates," it felled the barriers between public school and board school.

LACK OF VENEER

The harm attributed to the war is all on the surface. We hear a great deal about the new plutocracy, but they are as generous with their purses and far less invidious than the old aristocracy. Except in veneer, there is no difference between them.

They entertain the same people in the same houses. If they lack the habit of that somewhat frigid dignity which is generally combined with inadequate imagination, they substitute spontaneity, friendliness and a shrewd appreciation of human values.

Society as a club must be just about as disagreeable to its original members as some Tory stronghold in Pall Mall, its placidity invaded by Socialists, would be to its harassed founders.

But to society as a progressive force, in fact, as a force at all, the war has done nothing but good. Today it comprises every intellectual and active element, every shade of political opinion, and every creative impulse on which the nation depends.

NATIONAL RESERVOIR

Before the war society was a preserve. Even I can remember being told as a child that a certain eminent peer and landowner was a Liberal and therefore, of course, outside the pale as represented by county recognition!

Today society is a national reservoir, into which flows all that is most vigorous, whether it be good or bad. Something always rises to the surface, and we are apt to hear too much about the "fast" or "smart" sets, which are really unimportant except in so far as they mislead public opinion.

The effect of the war on social life generally has been to make work an essential necessity. Society plays a more active part in the work of the world than it used to in the past.

Responsibility is no longer a word which is used only in connection with the work of the world, but it is a word which is used in connection with the work of the world.

The work of the world is no longer a word which is used only in connection with the work of the world, but it is a word which is used in connection with the work of the world.

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FOUNTAIN PEN FREE

Three sets of "Poker Hands" will bring you a highgrade oversize self-filling Fountain Pen. This Pen has 14kt. gold nib—and comes in four attractive colours—red, black, mottled or jade. This is one of many presents procurable in exchange for "Poker Hands," one of which is attached to every plug of Big Ben Chewing Tobacco.

Big Ben is rich, satisfying and flavourful. Try it to-day.

BIG BEN

Plug Chewing Tobacco

South Pole Flight by Wilkins's Party Told by Wireless

Message to Pilot's Father Reports Success in the Antarctic

New York.—Radio messages sent from the antarctic by Capt. Sir Hubert Wilkins told of the first flight made over that region.

One message, addressed to Ole Elselon of Hatton, N.D., father of Lieut. Ben Elselon, pilot of the expedition, read:

"Ben made first antarctic flight to-day. Regards, Wilkins."

A second message was received by the Wright Aeronautical Corporation.

The Wilkins expedition, the object of which is to study weather conditions and locate suitable places in the antarctic for meteorological stations, left New York, Sept. 22. They were bound for Deception Island, a desert bit of land 50 miles off the coast of Graham Land, due south of Cape Horn, the southern extremity of South America.

From a base either on Graham Land or Deception Island they hoped to make flights of exploration east along Graham Land and west to the Ross Sea. The latter flights would carry expedition. The messages from Wilkins were sent via Port Stanley in the Falkland Islands.

In addition to Wilkins and Elselon, other members of the expedition are Joe Crosson, assistant pilot, William Gaston and Orval Porter, mechanics.

Self-Expression

Nationalist in the Glasgow Herald (Cons.): The mere machinery of local government will mean nothing without a revival of national culture. A city that thrives to see barbarous and crude American concoctions which would not be allowed to disgrace the opera house of a third-rate Continental town, but form the habitual diet of London, is yet a long way removed in civilization from normal European cities. We have nothing to lose but everything to gain by severing our connection with England, and a collapse of the London theatres in Glasgow, as in Dundee, would give our municipality an opportunity of extending its present laudable work in music, etc.

Mr. Facing-Both-Ways

Ottawa Citizen (Lib.): Plain sense insists that if you formally agree to renounce war and settle disputes by pacific means, there is no reason for the existence of a navy, let alone for the increase of a navy. But plain sense does not always carry the day in the discussion of navies and peace. Statesmen and political leaders live in a world which is full of awkward obstacles in the way of accepting words to mean what they say. So, as in President Coolidge's case, we are sometimes presented with the ironic spectacle of a leader asking his followers to ratify a treaty outlawing war on the one hand, and to vote vast sums for the increase of the navy on the other.

The discussion at the literary club was about the power of conscience. Boswell—"Sir, my conscience won't let me do wrong." Dr. Johnson—"Why, sir, neither will mine. Still it's a poor conscience that won't meet you half-way."

"Well," said the purveyor of platitudes, "there are always just as good ships in the sea as ever came out of it." "You're right," responded the disgruntled angler. "I'm the man who left 'em there."

Minard's Liniment for Chapped Hands.

British Engineer Crosses Danakil in Abyssinia

Passage of Upper and Lower Regions Said to be First Done by Europeans

London.—An account of what is claimed to be the first crossing by Europeans of the Upper and Lower Danakil of Abyssinia is published in The Times. The journey was accomplished by L. M. Nesbitt, a British mining engineer, accompanied by two Italian traders, T. Pastori and G. Rosina, with a caravan of 15 natives, 25 camels and 4 mules.

The party started from Hawash Bridge station on the Jibuti-Addis Abeba Railway, on March 13, zig-zagging along the course of the Hawash River to the Sultanate of Aussa, where they were met by an escort from the Sultan, who, after a period of mistrust, gave the travelers safe conduct to the borders of his dominions.

Thence they marched north to the Biru Sultanate, where water holes are four or even six days apart and the heat is extreme owing to the greater part of the land being several hundred feet below sea level.

Ultimately they arrived at Asale-Dolol, on the borders of the Italian colony of Eritrea, reaching the coast village of Mersa Fatima a few days later on July 1.

Mr. Nesbitt is expected to lecture before the Royal Geographical Society at an early date.

Sauce for the Goose

Calgary Herald (Ind. Cons.): (The Argentine is showing pardonable irritation at the United States' prohibitive tariff wall policy.) Canada is in a position to sympathize with the South American Republic. This country has endured the American conception of friendly commercial relations for many years. Canadians have had to grin and bear it, although they buy more from the United States than from any other nation. The moment any Canadian commodity finds a ready market across the border, the tariff is raised against it. The remedy for unequal treatment lies within the power of Canada as it does in that of the South American republics. It consists of retaliation in kind.

A LAUGHING BABY IS A GREAT JOY

What can give more joy in the home than a laughing, happy baby. The well child makes everyone happy with his tuneful gurgle and bright laughing eyes. It is only the sickly baby who is not a laughing baby, for it is the little one's nature to be happy when well.

Mothers, if your baby is cross, if he cries a great deal and no amount of attention seems to make him happy, give him a dose of Baby's Own Tablets and he will soon be well and ready to radiate that happiness through the home again.

Baby's Own Tablets are a mild but thorough laxative. They regulate the bowels and sweeten the stomach and thus banish constipation and indigestion; break up colds and simple fevers and correct those troubles which accompany the cutting of teeth and in doing those things—and doing them well—they make baby happy and keep him happy. The Tablets are sold by medicine dealers or by mail at 25 cents a box from The Dr. Williams' Medicine Co., Brockville, Ont.

"You're looking bad, Scotty." "Ay. Ah'm suffering frae an awful sore throat." "Gosh! Anybody treating you for it?" "No—that's the trouble!"

Floods Cause a Venice Like Aspect



PROPERTY LOSS OF \$10,000,000 CAUSED BY FLOOD

A street intersection at Neodesha, Kansas. Seventeen deaths are reported from the flood-stricken area in the mid-western states and hundreds of people were forced out of their homes.

NEGLECTED ANAEMIA

Often Leads to a Decline—Enrich the Blood by Taking Dr. Williams' Pink Pills

In their early teens it is quite common for girls to outgrow their strength, and mothers should carefully watch the health of their daughters at this time, for it is when strength is sapped by rapid growth that anaemia develops. The first signs may be noticed by peevishness, languor and headaches. The face grows pale, breathlessness and palpitation follow, with low spirits.

At the first symptom of anaemia mothers should act at once. Neglected anaemia often leads to decline, but if you see that your daughter's blood is enriched there need be no cause for anxiety. The finest blood enricher ever discovered is Dr. Williams' Pink Pills. The pure, red blood created by these pills will quickly banish all signs of anaemia. They will build up your girl's health and ensure her a robust girlhood. Give your daughter a course of Dr. Williams' Pink Pills now. Make her strong like thousands of girls who have been rescued from the clutches of anaemia by Dr. Williams' Pink Pills. Here is a bit of proof. Miss Mary Venditti, Catamount, N.B., says:—"Three years ago while attending a convent, I studied very hard to graduate. The result was I became very nervous and got so thin and pale my teachers thought they would have to send me home. I took different kinds of medicine which my parents sent me, but my condition remained unchanged. At last one of my teachers gave me a box of Dr. Williams' Pink Pills, and I had hardly finished it when I could feel an improvement in my condition. I continued the use of the pills for some time longer, and I can hardly tell all the good they did me. I gained in strength and weight, and the color returned to my cheeks, and at the end of the term I graduated. I never fail to recommend Dr. Williams' Pink Pills to my friends and acquaintances when a tonic is needed."

You can get these pills from your druggist, or by mail at 50 cents a box from The Dr. Williams' Medicine Co., Brockville, Ont.



"Occasionally a good love story nets its author a fortune."

Father: "There was something funny about you last night, daughter." Offspring: "I know, but I sent him home as early as I could."

"How are you getting on with your husband, dear?" "Oh, splendidly. I never find him at home, and he never finds me out."

Norway Wins Fight to Get Blue Whales

\$2,500,000 Research Expedition Financed by British Goes for Naught—But Sad Part is Extinction of Sea Monsters

London.—Norway has apparently beaten England in a fight for the \$2,500,000 whale-oil industry in the Antarctic; and British disappointment over this defeat is so keen that the question will probably be raised in Parliament during the present session.

The public knows and cares little about a business rivalry so far from home, but the business interests involved are resentful. Their disappointment is all the sharper because \$2,500,000 has been spent in trying to establish a profitable industry for England in the Antarctic. An elaborately equipped research expedition, for example, was sent to the south aboard the ship Discovery to investigate the whale and its habits. The Discovery returned with a mass of scientific information, yet the expedition must be called a failure from the British business point of view.

Only two British companies are now operating in the Antarctic, as compared with thirteen energetic Norwegian companies there. More than 10,000 whales are killed each year and the value of whale oil produced annually has risen to more than \$30,000,000. The Norwegians, using floating whale-oil "factories" built in England, have pushed ahead until they have almost a monopoly of the industry.

Still more discouraging to those watching the situation here is the gradual extermination of the great blue whale which American whalers once killed in small numbers but which the Norwegians are now killing by thousands. Licenses for whaling were once issued for small British stations on the shores of the Falkland Islands; but the Norwegians have made licenses unnecessary by their floating whaling stations, which are utterly unregulated. The great Antarctic blue whale, which grows to 100 feet in length, multiplies slowly, and thus there is grave danger that the species will some day become extinct.

If the British oil interest had their way they would acquire the Norwegian whaling stations with encouragement from the Colonial Office here, and would then press for international regulations to govern the whaling trade. "Only in this way, it is argued here, will it be possible for British interests to reap the benefits of expeditions like the Discovery's and make England once more a factor in the only industry of importance in the Antarctic."

New York

Collinson Owen in the London Daily Telegraph (Cons.): An incredible city: A city with its swarming populations of Russian Jews, Italians, Slavs, and every other kind of people; with its flourishing criminals, its Chinese quarter, its town of colored people at Harlem, and its alarming-looking taxi-cab drivers; and on the other hand the chaotic majesty of Park Avenue. Flats at \$10,000 a year—and policemen who walk up and down twirling their very formidable-looking clubs. Never has there been such a city of contrasts, such a mixture of East Side and West Side. New York is one long, everlasting melodrama.

No man is justified in doing evil on the ground of expediency.—Theodore Roosevelt.

ISSUE No. 49—28

Many New Flying Clubs Are Formed

Eight Applications Now Being Considered by Defence Department

Ottawa.—Eight applications for new flying clubs are being considered by the Department of National Defence. Sixteen clubs have been formed throughout the Dominion since May 1. The first club was formed in Toronto early in that month, and the last license was granted to the Calgary club on Sept. 8.

There are 2,227 members in the various clubs according to a report issued at the civil aviation branch. Since Sept. 30, 130 new members have joined.

Two planes have been granted each organization by the Government free of charge in order to stimulate interest in aviation. An average of 350 flying hours for each club to date is indicated in the report.

As a result of the clubs' activities 63 private pilot licenses and 21 commercial pilot licenses have been granted. Seventeen licenses for private pilots have been granted since September.

Clubs are at present in operation at the following points: Halifax, Granby (P.Q.), Montreal, Ottawa, Toronto, Hamilton, London, Walkerville (Ont.), Winnipeg, Regina, Moose Jaw, Saskatoon, Calgary, Edmonton, Victoria and Vancouver.

Applications for licenses have been received from clubs at the following places: Brantford, Ont., Glace Bay, N.S., Fort William, Kingston, Peterborough, Ont., St. John, N.B., St. Catharines, Ont., and Brockville, Ont.

PARENTS HAPPY WHEN BABY SLEEPS SOUNDLY

Here's a way to soothe crying, wakeful babies, to sleep quickly and easily. It's the way doctors endorse, and millions of mothers have proved is safe and harmless. A few drops of purely-vegetable, pleasant-tasting Fletcher's Castoria, has the most fretful, restless baby or child asleep in a few minutes! And for colic, constipation, colds and upset spells, there's nothing like Castoria. The Chas. H. Fletcher signature is the mark of genuine Castoria. Avoid imitations and be safe.

Go West, Young Manufacturer

Victoria Times (Lib.): This change in the Australian tariff will have little effect upon the products which the Commonwealth imports from British Columbia—our pulp and paper, lumber, fish, and so on; it will effect, however, those commodities which the industrial East has been selling to the southern Dominion. But there is no reason why the automobile or piano manufacturer of Ontario should allow himself to suffer under the handicap for very long. The remedy lies in his own hands. He now will have an incentive to come out to the Pacific Coast and establish his branch factory either here or at some point on the coast of the Mainland. By so doing he not only would counter the effect of the new tariff schedule, but he also would put himself in a better position to compete in the Antipodean market with the United States exporter. He would be at the front door of the Pacific and ready for all the developments which are bound soon to take place in many countries whose shores it washes.

Minard's Liniment for Grippe.

Mother Earth

Vancouver Sun (Lib.): Agriculture is our basic industry, and its prosperity is the common concern of every citizen in the land. Towns and cities are keenly alive to the expansion of commerce and industry, and rightly so, but commerce and industry would be in a poor way without agricultural prosperity.

A lot of people are setting out to dazzle the world, and many of them do it by the glaring headlights on their automobiles.—The Muncie Star, being considered."



About two hours after eating many people suffer from sour stomachs. They call it indigestion. It means that the stomach nerves have been over-stimulated. There is excess acid. The way to correct it is with an alkali, which neutralizes many times its volume in acid. The right way is Phillips' Milk of Magnesia—just a tasteless dose in water. It is pleasant, efficient and



EYES!

Smiling BLUE
Flashing BLACK?
Steady GRAY
Emotional BROWN

What Color are
YOUR Eyes?

The color and shape of the eyes tell your disposition—they also tell of the condition of your health. You may be marred by the beauty and sparkle of your eyes by improper diet. Impoverished condition of your blood, sluggish liver, constipation, etc., soon show their effects in the eyes.

If they are dull with a yellow tinge to the whites—that's a signal of intestinal sluggishness. You need to rid the system of accumulated poisons. You need a laxative. You need Beecham's Pills.

REMOVE YELLOW TINGS WITH
BEECHAM'S PILLS

Try a regular daily course for a short period. Your eyes will soon tell the story of improved health.

Read about Character from the Eyes in future Beecham Advertisements. B16

The great business of a man is to improve his mind, therefore consider how he does this. As for all other things, whether in our power to compass or not, they are no better than lifeless ashes and smoke.—Marcus Aurelius.

Classified Advertisements

ARTIST SUPPLIES

ARTIST BRUSHES, COLORS, PAINTS, CANVASES, COMPLETE LINE ARTIST MATERIALS. Write for catalogue Christmas cards for hand coloring. C. R. Crowley, Limited, 1385 St. Catherine West, Montreal.

STOCKING YARD

\$1.15 PER POUND UP. TWENTY-one samples free. Stocking & Yarn Mfg. Dept. 1, Orillia, Ont.

FREE! FARM AND STOCK ACCOUNT BOOKS

This valuable book was compiled to advertise CARHARTT OVERALLS—the best farmer's overalls in the world. One farmer wrote that he would not take ten dollars for his book. Write for yours to-day. Hamilton Carhartt Co., on Mills Ltd., Toronto Over Twenty Thousand Agencies

CANCER FREE BOOK

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.

Quickly Eases Irritated Throats

Slowly swallow a sip of "Buckley's." You'll be astonished by the immediate relief it brings to a sore, inflamed throat. Sings, speakers and singers should never be without it. The first dose clears and soothes the throat and bronchial tubes—and there are 40 doses in a 75-cent bottle! At all drugists and guaranteed by W. K. Buckley, Limited, 142 Mutual St., Toronto.

BUCKLEY'S MIXTURE

Acts like a flash—a single sip proves it. 75c and 40c

Sneezing?

At the first sneeze inhale Minard's. Prevents colds. Also good for bruises and sprains.



When Food Sours

harmless. It has remained the standard with physicians in the 50 years since its invention.

It is the quick method. Beecham's comes almost instantly. It is the approved method. You will never use another when you know.

Be sure to get the genuine Phillips' Milk of Magnesia prescribed by physicians for 50 years in correcting excess acids. Each bottle contains full directions—any druggist.

1929



Whose Birthday This Month?

Buy on Reputation

Remember it with a small, but exquisite gift in the purchase of which you show good taste and sound judgment.

Buy on reputation, an assurance of definite quality and value.

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

Fine Tailoring

Always on hand a large stock of fine Serge and Suiting of every description and best quality.

We repair and make shells for Fur-lined Coats

SATISFACTION GUARANTEED

G. Licop, Merchant 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.

Satisfaction For All!

Come and see our Semi-Ready made Clothes, all latest styles, and appealing patterns.

Boots, Shoes, Overshoes, etc., for all the family.

W. G. Staniforth,

Main St.,

Tel. 65.

The Watchman

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

FRIDAY, JANUARY 4th., 1929.

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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 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—\$1.23 per inch. Subsequent insertions—\$1.12 per inch.

SIR LOMER GOUIN

The public, for some months now, has expected at any time the formal nomination of Sir Lomer Gouin as Lieutenant-Governor of the Province of Quebec, and public opinion in even the most diversified circles will acclaim the appointment made at Ottawa. The former Premier of the Province of Quebec will bring to his new task the weight of at least thirty years of devotion to the public cause, during the course of which municipal, provincial, federal, and even Imperial relations have benefited, and as fitting accompaniment to the discharge of his new high duties, Sir Lomer is blessed with tact and the large measure of urbanity which will make the four years of his term a fitting crown to a long life of public service. Looking back with kindliness that comes after storm and stress, Sir Lomer stands out as eminently the subject fit to represent His Majesty in this province, rich as it is with traditionalism, and love of those things—often little more than symbolisms—which go to make life all the more colorful. It is truly a British saying that the King can do no wrong; by which is meant, that His Majesty acts only with the advice of his Ministers; hence the Lieutenant-Governor represents in Canada's oldest province the same spirit which King George represents in Britain, and in Sir Lomer the Crown possesses a representative who understands British principle. It is rather a coincidence that it was consequent upon the visit of the present Sovereign to Canada—in 1908—that Sir Lomer, then Premier of the province, was signally honored with knighthood. Since that time, and up to 1920 when he laid down the reins to Mr. Taschereau much has happened to prove the worthiness of the honor conferred. What Sir Lomer has accomplished history will tell best when party feeling perhaps never so bitter as now, even though not so strenuous, has subsided, and the principals have passed away; nor is the appointment of a representative of the Sovereign the best occasion upon which to discuss the merits of one who has led a political party. Nevertheless, handwriting is even now so plainly written upon the wall that it is impossible to conceive of the history of Quebec being written without emphasis being laid upon Sir Lomer Gouin as the outstanding figure, who in times of adverse criticism, of doubt, aye, even of hatred, laid down the foundations for the industrial paths which Quebec was, and is, fated to tread. To mention technical education, the installation of the pulp and paper industry, and the broad conception of education which he brought into being, is sufficient to emphasize in what manner he laid broad and deep those industrial and social foundations.

Sir Lomer will go to the gubernatorial seat with a hearty Godspeed from all citizens.

BROWNSBURG.

Mr. and Mrs. M. Wilson spent Sunday with his parents.

Mr. D. McLeod is spending the week-end in Montreal with friends.

Miss P. Owden and Mr. Norman McLeod spent Xmas week with his parents.

Mr. and Mrs. W. Doran and family left for Montreal, after a week's visit with her parents.

Mr. and Mrs. M. Bigelow and family spent Christmas day at Mr. and Mrs. M. McLeod's.

Mrs. C. Stewart and Miss H. Hawkins are spending the week-end in Montreal, the guests of her daughter Mr. H. Graves is spending a week with his mother, Mrs. J. Graves.

BROWNSBURG.

Mr. J. Proven is spending the holiday with friends in Montreal.

Mr. Ivan Monk of Montreal, is spending the holiday at his home.

Mr. Elmer Tomalty, of Hoosier, Sask., is visiting his many friends.

A baby boy arrived at the home of Mr. and Mrs. Wm. Prosser, about a week ago.

The stork in her holiday flight left a lovely baby girl with Mr. and Mrs. F. Hosgood.

Miss Irene Turcott, of Ottawa, is a holiday guest of her grandmother, Mrs. L. Robinson.

Mrs. F. Hooper spent the holidays with Dr. and Mrs. Harold Hooper at Grand Mere.

Mr. Wm. Mitchell is seriously ill with pneumonia. All hopes are expressed for his recovery.

Quite a number from here attended the Firmin's Ball, at Lachute, on New Year's Eve and report a good time.

Miss Mona Monk, having finished her training in the Montreal General Hospital, is spending a holiday at her home.

Mr. Wallace Wilson and Mr. Kenneth McGibbon, of McGill University, are spending the holiday at their parents' home.

COMMUNITY WORK IN THE WOMEN'S INSTITUTE.

The Women's Institute in its campaign for better homes and surroundings covers a wide range of activities, the sum total of which cannot fail to have an immense influence on community centres throughout the length and breadth of the Dominion. The nature of the work, of course, varies with the local needs and conditions, and is generally governed more or less by the demands of the vicinity.

In many instances, branch Institutes have acquired ground for a site for a community hall, and have built or are building upon it, thus providing a centre for social gatherings, and filling a great want.

Again, "clean-up" day has become a feature of the work of branch Institutes, which, by this annual event, have established a standard of neatness and tree and flower and streets.

Many Institutes have taken an interest in the local cemetery, providing for its care and beautifying it with trees and shrubs.

Swimming pools, rinks, tennis courts and croquet grounds have been provided by the Institutes for the use of young people, a step which is worthy of highest commendation, because they not only keep youth within safe reach of the home, but provide healthy exercise and encourage sporting ideals.

The conducting of annual school fairs for exhibits made or raised by pupils of the school has had the effect of raising the standard of rural products all over the country.

One of the most important and far-reaching activities of branch Institutes has been, and will continue to be even more in the future, the gathering of items of local history and the preservation of stories of pioneer days in Canada. Such material will be untold wealth to the writers of the future as providing matter for a distinctively Canadian literature.

M. ELIZABETH McCURDY,
Provincial Convener, Publicity Committee,
Quebec Women's Institute.
December 26th., 1928.

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

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Insurance of any kind.

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Money to loan. Farms for Sale.

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Money to loan on security

Depositor of the late J. E. Valois,

notary's papers.

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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.

—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.

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WATCHES & CLOCKS
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Wedding Gifts of Taste
Watch, Clock and Jewellery repairs
MAIN STREET, LACHUTE.

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Municipal, Provincial and Victory
Bonds Handled
Telephone 178.
Opposite Post Office
Main Street, Lachute, Que.



CANADIAN PACIFIC

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. 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.

The only really National Farm

Journal is the Family Herald and

Weekly Star, Montreal. It has as

many readers in Nova Scotia as in

Saskatchewan, and is in its new form

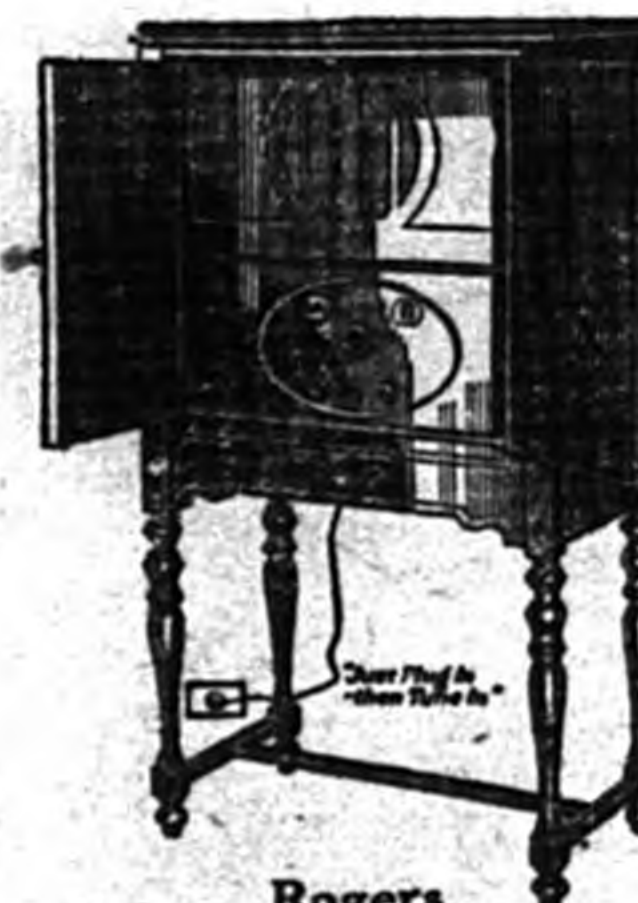
the talk of the Dominion.

"HIGH-BOY"

ROGERS

BATTERYLESS RADIO

You can't go wrong
on either of these
new 1929 Models!



Rogers "Four Hundred" Highboy

Developed this year as the result
of a definite demand for a Rogers
Highboy Model. Automatic Volt-
age Control, Rogers Output Filter
and Phonograph "Plug-in" Jack.
Genuine Walnut Cabinet. Price
complete.....\$250.00



Rogers "Four Hundred" Lowboy

A development of the famous
Rogers 200A Model. Single Tun-
ing Knob operates Illuminated
Drum Dial. Automatic Voltage
Control, Rogers Output Filter,
Phonograph "Plug-in" Jack.
Rogers Symphony Speaker in a
genuine Walnut cabinet by Mal-
colm. Price complete \$260.00

AS we prophesied last year,
90% of all radios now sold
are electric (no batteries, chem-
icals, chargers, etc.), made to
operate direct from the light
socket. Many of these electric
radios have merit, but don't for-
get that the pioneer of them all
—and the only set backed by
four years of proven perfor-
mance in thousands of homes—
is the Rogers-Batteryless Radio.
That is why we say you can't
go wrong in choosing either of
these wonderful new 1929
models.

Highboy or Lowboy—it is just a question of taste. Both models have
all the distinctive new 1929 features. The only difference (apart from
the Cabinets) is that the Highboy has a newly-developed type of Cone
Speaker—whereas the Lowboy is equipped with the Rogers Symphony
Speaker.

Come in and hear both of these new Rogers-Batteryless Models—the
greatest "dollar-for-dollar" values ever offered in electric radio.

Have a Demonstration—Ask about our Easy Terms

JOHN McFAUL & SON,

Main Street, Lachute.

A Christmas Tree Entertainment given by Miss Bates and her family at the "Blue School", Calumet, on Friday, December 21st, was largely attended and, according to all reports, was a great success. The tree was a great success. The decorations were of course, Miss Bates was assisted in her program by Misses Helen and Cecile Bates, Messrs. Young, Messrs. Bissett and J. A. Hoopell. Miss Bates entertained with several selections on the violin while Miss Joseph Page danced a good old time. The program was much to the delight of all present. When the lengthy program ended with God Save the King, Santa Claus came in and distributed the many gifts. After this the crowd dispersed feeling that they had had a very enjoyable time. We hope Miss Bates enjoys her holiday as much as we did her Tree.

CUSHING.

Mr. A. Starnes spent Xmas with his family in Cushing.
Mrs. And. Graham, of St. Philippe, is still seriously ill.
Mr. and Mrs. Bert Mitchell, of Centerville were Xmas guests of Mr. and Mrs. Frank Gaston.

The Misses Ivy and Esie Graham and Miss Doris Leroy are spending the holidays with their parents.

Mr. and Mrs. Robert Shepherd and three children arrived in Cushing on Saturday to take up residence.

Mr. Kenneth and Miss E. Weir, of St. Anne's, were week-end guests of Miss Annie Weir.

Miss Alberta Cleland of Montreal, spent a week visiting Mrs. James Chambers of St. Philippe, and other Cushing friends.

Mr. and Mrs. N. A. Clark, of Cornwall, arrived in Cushing on Saturday night to be the guests of Mr. Fred Graham for some time.

Mr. Alton Douglass, of Fasset, Mr. John Douglass of Montreal, and Miss Frances Douglass of "The Cedars", were holiday guests of their parents, Mr. and Mrs. John Douglass.

Mr. and Mrs. R. P. Jolley and son Donald of St. Therese, spent the week-end the guests of Mr. and Mrs. Archie Graham, while Mrs. R. J. Graham of Lachute, was their guest over the week-end.

We have received some very flattering and congratulatory letters in appreciation of the publication of our Christmas Edition, for which we are truly grateful. This is what helps to greater endeavor and we deeply appreciate these kindly sentiments.

ST. ANDERWS EAST.

Major F. C. Shorey and family are at their home on the hill.

Mr. H. A. Shorey is entertaining a house party at his home here.

Mr. J. Eccles and family have been spending the holidays here with a house party.

Miss Ida Hopper and Miss Iris Whicker were guests of Mrs. Charman over the New Year holiday.

Miss Minnie and Miss Carrie Hooker are leaving on Jan. 3rd, for Montreal, where they will spend the winter.

This community has been saddened by the death on Saturday last, of Mr. Nelson Hyde, and of Mrs. Hyde on New Year's Day. They were old residents of St. Andrews and much respected. Sympathy is extended to the bereaved family.

CUSHING.

Mr. and Mrs. Vachon of Chatboro, motored to Montreal the latter part of the week.

Guests of Mr. and Mrs. Whelehan on New Years were their neices the Misses Grace and Katie Whelehan & Mrs. R. D. Hartley, Mr. Eddie Whelehan and Mr. Charlie Kelly, of Montreal, and Mr. W. H. Robert of Monaca.

Mrs. Jas. Watson left last week to spend some time with her daughter, Mrs. Rev. Usher at Pt. Fortune.

Dr. H. B. Cushing with his family and a number of friends motored up and had dinner at his residence here last Saturday.

The party also included Mr. and Mrs. Lemuel Barron and the Misses Barron, of Lachute. Messrs. T. Weir, of Cushing, and W. Matthews, of Stardale, attended the funeral of the late Mr. Nelson Hyde at St. Andrews on Monday afternoon. We also learn with much regret that Mrs. Hyde, who was very ill at the time of her husband's death had passed away on the morning of New Year's Day. The deceased lady was a sister of Mr. Geo. Nicholls, of this place and we extend to him and the other members of her family the sympathy of the community.

Mr. A. W. Dodd has returned to his work at Gatineau Point.

The Misses Lois Cooke and Muriel Taylor have returned to Montreal, where they are attending Business College.

We are sorry to learn that Miss Helen Bradshaw is confined to the house, with a severe cold, being unable to return to college.

Mr. W. L. Bradshaw has returned to his work in the Rouyon district, where he is Wood's Inspector for the International Co.

A number of young people gathered at the home of Mr. and Mrs. A. MacI. Pridham, to watch the old year out and the New Year in. A most enjoyable supper was served by the hostess and a good time was reported by all.

The long looked forward to sleigh-ride which Mrs. Pickett gave for her grand daughter was a splendid success. The sleigh and the team were in great condition. About twenty young people went on the ride. They arrived at Mrs. Pickett's house about 10.30, where a bean supper was served. When they arrived there were quite a number of people who were unable to go on the ride at the house. The rest of the evening was spent in dancing and playing cards. The party broke up in the wee hours of the morning, everyone claiming they had enjoyed themselves.

SCHEDULE OF GAMES

L.A.A. H.L.			
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	1	0 0 2
Merchants	2	1	1 0 8
Bankers	1	1	2 0 4
Ayers Lt'd. No. 2	2	0	2 0 9
Arg. Motor Sales	1	1	1 0 8

A Faithful Servant

In the corner of an old neglected English churchyard the following epitaph was found on a moss-covered weather-beaten old grave-stone:

Served to the memory of
Eben Harvey,

who departed this life suddenly and unexpectedly by a cow kicking him on the 15th. of September, 1853.

"Well done, thou good and faithful servant."

TABLE OF IMMIGRATION

ARRIVALS AT QUEBEC.			
Year	Number	Year	Number
1829	15,945	1834	30,933
1830	28,000	1835	12,527
1831	50,204	1836	27,728
1832	51,746	1837	21,901
1833	21,752	1838	3,266

Year of Canadian Rebellion

How popular and well-established then was the St. Lawrence route may be gathered from the fact that the total arrivals at Quebec for the decade above recorded was 264,064 as compared with 237,647 to New York.

Unfortunately, as pointed out in Commissioner Richards' Report, the enormous amount of land held as military grants by public officials, friends of the Family Compact, and as Crown Grants and Clergy Reserves, much of which was held by absentees and was untaxed, was forcing thousands of immigrants to continue their journey to the Western States, who, under better conditions, would have taken up lands in Canada.

But in spite of these handicaps, immigration increased again rapidly after Lord Durham's Report was made and reforms were introduced by Lord Sydenham at the union of Upper and Lower Canada in 1841. With the building of settlement roads canals on the St. Lawrence, the Trent and the Grand River, much labor was in demand and even pauper immigrants from Sussex parishes and the House of Indesling, Isle of Wight, were absorbed for they were unemployed and mostly young men in poor health, sent at the expense of the parish, and each was given (£1) one pound on leaving the vessel.

The Annual Report of 1839 of Mr. A. C. Buchanan, General Superintendent of Immigration at Quebec, states that Scotchmen had arrived in August from Greenock with considerable capital and families from Cape Breton were going forward to friends in Burford Township and others from the Bay of Chaleurs going to settle on the Bay of Quinte. Two hundred Scotch Highlanders arrived the next month, going to the lands of the British American Land Company in the Eastern Townships, and in October tradesmen and laborers arrived, bound for Toronto, Hamilton and London.

TABLE OF BRITISH EMIGRATION

TO NORTH AMERICA			
1840 to 1860			
To British N. America			
Year	Emigrants	Year	Emigrants
1840	32,293	1845	40,642
1841	31,803	1846	58,338
1842	109,680	1847	142,164
1843	31,065	1848	188,233
1844	41,367	1849	219,450
1845	32,961	1850	223,078
1846	42,605	1851	267,357
1847	32,875	1852	244,287
1848	34,522	1853	230,835
1849	43,761	1854	193,065
1850	17,966	1855	108,414
1851	16,378	1856	111,337
1852	21,001	1857	126,905
1853	9,704	1858	59,716
1854	6,689	1859	70,308
1860		1860	
1861		1861	
1862		1862	
1863		1863	
1864	12,721	1864	147,042

The following table tells the story of British Emigration during the Period, to North America.

(1) Outbreak of Crimean War
(2) Annual Crisis (world-wide)

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The problems of immigration had been worked out during the years preceding 1840 for the most part, and succeeding years enjoyed the fruits of the efforts of those on both sides of the ocean who had organized schemes, small or large, successful or otherwise. English travellers had written many books and much information regarding Old Canada had been distributed by Government publications.

TABLE GIVING THE POPULATION OF UPPER AND LOWER CANADA IN 1851 BY ORIGIN.

Upper Canada			
English	32,699	Lower Canada	
Scotch	75,811	English	11,230
Irish	176,267	Scotch	14,565
United States	43,732	Irish	51,499
Nova Scotia	3,785	United States	12,482
New Brunswick	2,634	Nova Scotia	474
Newfoundland & Indies	530	New Brunswick	480
Natives of Canada, not French	526,094	Newfoundland and Indies	102
French	26,417	Natives of Canada, not French	125,580
France (old)	1,007	French	669,528
Germany and Holland	155	Germany and Holland	152
Russia, Poland and Prussia	138	Russia, Poland and Prussia	8
Sweden and Norway	29	Sweden and Norway	12
Italy and Greece	15	Italy and Greece	23
Spain and Portugal	87	Spain and Portugal	13
Swiss	209	Swiss	33
Austria	11	Austria	2

The story of origins is thus told, and which in a large degree continued until what may be called the new era of emigration both to the United States and Canada began following the close of the Civil War in America and in Canada, and after the opening up of the Canadian North-West in 1870 and the construction of the Canadian Pacific Railway, begun in 1882.

In both the United States and in Canada the first half of the past century saw an almost wholly British immigration, except the large influx of Germans after the Continental revolution of 1848 to the United States. The early settlers for 30 years to the Canadian West were chiefly from Ontario and the Maritime, and time was given to establish there the laws and social traditions of the British settlers, so largely Scottish from Upper Canada.

All of these have been maintained and were added to under the activating influence of the scientific developments of the Twentieth Century.

Stockings !
Stockings !

Who has the Stockings ?

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

McFaul Bros. - West End
THE QUALITY STORE

Reconstructs Continent's Oldest Music



DR. HEALEY WILLAN.

The oldest music hitherto recorded on the American continent has been unearthed and reconstructed for production at the forthcoming Sea Music Festival at Vancouver. These are three song-dances ascribed to the Indian Chief Mambertou by Marc Lescarbot, the young lawyer from Paris who in the year 1609 published an entertaining account of the life of the French garrison at Port Royal in Nova Scotia. Lescarbot, like all educated men of his day, was something of a musician, and wrote down in so-called notation the melody of songs he heard this Indian chief sing, but no modern historian appears to have realized the importance of this notation. However, in reconstructing an English version of "L'Ordre de

Bon-Temps," written in French by Louvigny de Montigny, J. Murray Gibbon of the C. P. R., was struck by the possibilities of this music, and suggested to Dr. Healey Willan, of the Toronto Conservatory of Music, that he should arrange it for modern production. To an Indian, the melody is only half the music, and the problem was to discover the original rhythm. Fortunately after considerable study, Dr. Willan was able to find in the traditional tribal music of the Mellicite Indians, who are descendants of the Souiquo's of Lescarbot's time, three traditional dance rhythms which exactly fit the melodic line of the notes recorded by the French historian of three hundred years ago. In this manner three

delightful song-dances have been reconstructed and have been incorporated in the ballad opera "The Order of Good Cheer," which will be produced on January 25th at Vancouver. Hitherto the oldest song identified with Canada has been the hymn "Jesus Ah-tomah," which Father Brebeuf translated into the Huron dialect about the year 1642 for the Indian converts at Quebec. The song-dances of Chief Mambertou are, however, native to Canada and were noted by Lescarbot in the year 1606. The probability is that they were old even at that time, as folk-tunes are handed down by Indian musicians from generation to generation.

THE YELLOW SEVEN RUN TO EARTH

BY EDMUND SNELL

ILLUSTRATED BY
R.W. SATERFIELD

This unusual series of stories deals with the exploits of "Chinese" Pennington, a detective sent by his government to British North Borneo to run to earth The Yellow Seven, a gang of Chinese bandits.

A lean face was thrust into the opening of the tent and a man, who was sitting alone over some papers spread on a case around the base of a hurricane lamp, looked up sharply. "Are you Pennington?"

The man with the Chinese eyes rose to his feet.

"That's my name."

An expression of relief spread over the newcomer's countenance.

"I've been searching for your headquarters for the best part of two hours. I'm Clay. I arrived in this forsaken island a matter of five days ago, patten' myself on the back at havin' knocked across a soft billet—and here I am in the wilds of Borneo, with a company of black devils and a fifteen pounder gun that I haven't the remotest idea what to do with! I've instructions from Captain Hewitt—Commissioner of Police at Jesselton—to report to you for duty."

He squirmed through the narrow aperture and, stooping low to avoid bumping his head, unconcernedly disposed six feet three inches of manhood on a length of sackcloth that covered a neat pile of kerosene tins.

"Good man! I was beginning to wonder when you were going to turn up. Where are your men?"

"Standing very much at ease outside. I split 'em up into platoons and spread 'em out a bit. We'd have been here earlier if it hadn't been for that confounded gun. It got stuck regularly every half hour. Last night we had to hack down a tree to get it out. Forty-seven and a half hours forced marchin', my boy, and every man present!"

Pennington laughed. He tacitly admired Hewitt's good taste in selecting Clay for the job. He sat for some moments, stroking an unshaven chin, then, removing a portion of the case, extracted a square bottle and a pair of tumbler.

"I've a sort of skeleton force of my own scattered round the base of the hill," he said, measuring out the precious fluid with generous exactitude. "They're tough little chaps who can find their way easily in the jungle. We've installed a telegraph system by means of Dusun gongs hung in trees."

"If you're pouring that out for me," broke in the other, "I'll have an inch more soda. So Chai-Hung's up there, is he?"

Pennington nodded. "We've cornered him at last—and tomorrow's got to see the end of the Yellow Seven."

Clay shifted his long legs into a more comfortable position and tapped a pipe on the heel of his riding-boot. "D'you know," he confessed suddenly, "beyond the fact that Mr. Chai-Hung's not a nice sort of chap to meet, I remain in sublime ignorance of the real reason of all this expended energy. You don't glean much from a sudden 'phone-call from an harassed official, y'know. What I'm tryin' to get at by all this is: who is Chai-Hung when he's at home—and what in the name of all that's holy is the Yellow Seven?"

"The Yellow Seven is the name of a secret society the members of which are exclusively of Chinese origin, and whose symbol is a yellow Chinese playing-card ornamented with seven black dots. Hewitt cabled for me when the trouble had grown too big for him to cope with. I formed a little band of native enthusiasts and scoured the country from one end to the other, posing sometimes as a Celestial, at others as a tribesman. You see, Clay, the organization was too vast to suppress by sheer force of arms, the island swarmed with Chai-Hung's spies and the only possible method of achieving success was to separate the brigand from the bulk of his followers, hem him in at a spot where the chances of egress were remote and converge upon him from all points at once. Chai-Hung and his immediate bodyguard have been driven from the forest into a small, arid

plateau. A few of his disciples still cling to him, but the vast majority, obeying the false signals arranged by myself, are concentrating in remote portions of British North Borneo, where Hewitt is on the lookout for them."

A few moments later a native in a greasy velvet jacket and a rusty sarong entered silently and stood at attention before his chief. Clay, observing him curiously, noticed that the man was minus an ear and an eye, that his mouth was slit at either side and that he carried an enormous parang in a wooden sheath bound with bamboo.

"Rabat-Pilai, the Tuan Clay has brought with him many soldiers. You will guide them to the points I indicated this afternoon. There is also with them a thing on wheels whose voice is very terrible and certain men whose sole object in life is to make it speak! This must go in the square place among the trees and be covered with bushes until the morning."

The scarecrow saluted and disappeared.

Pennington smiled. "He's my famous chief-of-staff. He'd come from the farthest extremity of the earth if he thought I was in trouble."

Clay was polishing the bowl of his pipe on his breeches.

"When do we start making it hot? Dawn?"

"A trifle after that. There mustn't be the slightest opportunity for Chai-Hung to break through our cordon



A native in a greasy jacket and a rusty sarong entered.

under cover of darkness. Know what he looks like?"

The other felt for his pocket-book. "Hewitt presented me with a photograph. I gathe: that he's lost his left hand since that was taken. Does he speak English?"

"Perfectly. He has the manners and polish of a diplomat when he chooses."

Clay thrust his head outside and brought it back wearing an expression of disgust.

"Rainin' like the devil," he announced. "Wonder if my orderly's put my tent up yet? If it's all the same to you, I'll hop along and see."

He dived into the darkness, leaving Pennington to his own reflections.

Three minutes later Rabat-Pilai joined him. He thrust a crumpled paper into the Englishman's hand. "Jesselton—16th," it read, "Chinese rounded up successfully in most districts. Sending Dawson. Possibly join you myself—Hewitt."

"Any reply, Tuan?"

Pennington reflected, then scribbled four words on a half sheet of note-paper.

"All going well—Pennington."

He bit the end of his pencil, erased the signature and added:

"Reinforcements arrived. Love to Monica."

"Give this to the runner, Rabat, and arrange for outposts to be stationed half a mile in our rear, prepared to warn us if there are any signs of hostile forces gathering behind us. Tahu?"

"Yah, Tuan."

The creature saluted—and was gone.

Pennington bent over a rough map. Presently he smiled at his own reflection in a cracked shaving mirror that hung from the tent-pole. Possibly joined you myself! He had never expected his excellency the Commissioner of Police to resist the temptation of being in at the death.

He jerked up his head. Somebody had blundered into a rope, tripped over it and apparently utilized it to assist him to his feet again, for the tent swayed as if in the throes of an earthquake. The shock was followed by a somewhat colored dissertation on tents in general and tent-rope in particular.

"Who's that?" demanded Pennington sharply.

The swearing ceased and presently a low chuckle broke upon his ears.

"Pennington, or I'm a confounded liar! I'll give you three guesses."

"Don't need em, old son. If anybody were to ask me who was the fattest, ugliest, clumsiest district-

promptly reply—

"Not Dawson—if you're really the little gentleman I take you to be. Lord, Pen, it's a devil of a night!"

The affable Dawson squeezed his great form into the one place that offered cover from the deluge without and lowered himself on to the spot Clay had vacated.

"Not bad—for you," said the man with the Chinese eyes, fishing out a third glass. "Three minutes after the runner. I've just replied to the message announcing your departure."

The red face of the newcomer became suddenly serious.

"The dickens you have! Hewitt dispatched it six hours before I left. The blighter's been messing about on the way."

"Got a thorn in his foot or something. You look cold."

"Cold! I'm soaked to the skin! I've been in the immediate vicinity of this camouflaged hovel for the best part of the night, walking in circles and challenged at regular intervals. I had a deuce of a job persuading one feller I wasn't the notorious Chai-Hung himself."

"Shows they're doing their work thoroughly. You'd better take a few grains of quinine and something neat to help it down. Clay's turned up, by the bye."

"That's all right. I met him in Jesselton the day after he landed. Pretty good man. I should think."

He stripped off his tunic and, coolly appropriating a blanket from Pennington's bed, wrapped it round him.

Pennington pushed over a small bottle of tablets and a tumbler.

"Where do you intend sleeping?"

"Here."

(To be continued.)

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A sheer tweed in beige and brown tones that is always flattering for sports wear is especially lovely in Style No. 347 with rever collar and deep French V, completed with vestee of beige woolen with brown braid trimming. Plain brown woolen is used for rever collar, cuffs and belt fastened with brown buckles. It is a youthful, wearable type, chosen for daytime wear. Designed in sizes 16, 18, 20 years, 36, 38, 40 and 42 inches bust, and is made with 3 yards of 40-inch material with 3/4 yard of 36-inch contrasting for the 36-inch size. It is also charming for more dressy wear, fashioned of printed rayon velvet with plain velvet, lustrous crepe satin combined with dull surface, silk crepe in tweed pattern with plain silk crepe and plain velvet. Pattern price 20c in stamps or coin (coin is preferred). Wrap coin carefully.

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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.

Waiting to be Asked

Saskatoon Star-Phoenix (Lib.): Ultimately, it seems certain, Newfoundland will become a partner in the Canadian Union. This was the intention when Confederation was negotiated and the fact that Newfoundland is not a province is due merely to a failure in diplomacy. The matter has dropped out of public view for about a generation but union is once again a live issue since Newfoundland's acquisition of Labrador.

Minard's Liniment for Asthma.

Better Housing for Old London

Claude M. Leigh of London
Believes That Private
Enterprise Can Cure
Evils of the
Slums

New York—A new attack upon the London slums is being made, this time under the direction of private enterprise. Reconditioning old houses which still admit of repair, very low rents, and the co-operation of tenants are the features of the scheme Claude M. Leigh, said to be the largest owner of homes for workmen in London, is sponsor of the plan. He already controls the housing of 30,000 families. With Mrs. Leigh, who was formerly Miss Myrtle Johnson of Chicago, he is now studying housing conditions in this country.

Since the war London has suffered from a severe housing shortage. Various schemes have been put forward to meet this condition and to diminish the slums. The London County Council has erected 10,000 houses and flats during the last year. A large number of voluntary housing associations have done their part in repairing old houses, providing new dwellings at low rents, and in mitigating overcrowding by skilled management.

Mr. Leigh's plan differs from most of the others chiefly in that it is conducted as a business for profit. He believes that private enterprise, if skillful, can do most toward improving the conditions, and that subsidies and limited-dividend corporations do not rest on such a sound economic basis. Where a building is strong, and where the number of houses to be reconditioned is sufficiently large to admit of the overhead charges being kept low, according to Mr. Leigh, the business can be made remunerative even though the rents charged are from \$3.25 to \$4.50 a week for a five-room flat.

One of Mr. Leigh's first steps after buying a large estate is to establish a settlement where welfare work for the tenants can be centred. Mrs. Leigh aids with this work, and has charge of children's classes in hygiene, sewing and music. Other matrons will do similar "house mother" work on other projects.

About two years ago Mr. Leigh brought to London from America the idea of "baby-carriage garages," and has built many for his own tenants. Playgrounds are also furnished.

Good sanitation is a requirement in these blocks of flats, and Mr. Leigh has adopted the plan of lowering rents where the proper disposal of refuse by the tenants has cut his overhead cost by lessening the number of janitors needed. The co-operation of tenants in making small repairs and keeping the houses clean is a fundamental part of his scheme—and one which, he says, pays both him and his tenants. Pride in their homes also makes better citizens and better workers, according to Mr. Leigh.

There are 100,000 children in Mr. Leigh's various housing projects, and new ideas in regard to playgrounds, club rooms, health and welfare propaganda are being studied especially on the Leighs' visit here. The various city housing corporation projects as well as other properties, will be visited.

Check Colds with Minard's Liniment.

A Tent Within a Tent Keeps You Warm

"Several winters ago I became acquainted with a method of winter camping which I believe was, and is, just about as ingenious as one would expect to meet with in many a moon," writes Robert Page Lincoln in the December issue of "Forest and Stream." "A trapper showed me the trick. It involved the use of two wall tents. The one tent as I remember it, was nine by eleven while the other was twelve by fourteen. The smaller tent was erected inside of the larger tent. A good job had been done of pegging down and stretching both of these tents. The result was that the outer tent was a windbreak par excellence and that even in the coldest winter weather the inside was well protected, the camp stove, a box affair, keeping an even temperature within."

A wise player ought to accept his throws and score them, not bewail his luck.—Sor—les.

STORM SASH



Teas of finer quality are unchanged in price. An avalanche of the cheaper grades has made possible a slight reduction in that class of tea.

"SALADA" TEA

A Tea of Finer Quality

Old Days Recalled

Gigantic Figure of Horseman
and Site of Roman Villa
Unearthed on Black
Sea

Sofia.—Old Roman ruins probably dating from the first century A.D. have just been unearthed near Madara, the ancient capital of Bulgaria, which is situated not far from Varna, a port on the Black Sea. During the course of many years peasants have been finding in this area interesting relics, plainly dating from ancient times, but no society nor individual until now has been in a position to do any excavating.

Last fall, however, after a group of excavators directed by Bulgaria's leading archaeologist, had finished work on the site of Bulgaria's first capital, uncovering a very striking stone horseman of gigantic size, they took up work in the adjoining field, where the old Roman relics have so frequently been found, and discovered the foundations of what is thought to have been a large Roman villa. It seems to have contained several rooms, large corridors, hot and cold baths and viaducts running to springs near by. It was probably inhabited by the commander of the Roman garrison stationed at that place.

Imprints on bricks that have been dug out indicate that they date from the time of Emperor Claudius. At the beginning of the second century he carried on a campaign against the Dacians, who lived in what is now Rumania, and his headquarters were at Dorostorium or Silistra, a flourishing city on the Danube, which the Rumanians took away from the Bulgarians 15 years ago. There were garrisons at several other places in the land that is now Bulgaria and the Romans built roads which still serve as Bulgarian highways, though most of the old paving is completely gone.

During the course of this recent excavation many fragments of ancient vases were discovered, which are fashioned after a type that was very popular during the time of the great Roman emperors. They are red, represent figures of domestic scenes and are said to be very beautiful.

It was after the "barbarians" had crossed the Danube and broken the power of the Romans that the Bulgarians formed their first kingdom.

Bonfire

Dry scent of burning wood and smouldering leaves,
A haze of blue shot through with tongues of fire;
And over all the peaceful Autumn sky,
A canopy above my blazing pyre.
A funeral pyre of faded russet leaves,
And little dreams that fluttered forth to die;
Some laughing hopes that ended in this smoke
That drifts in pungent air towards the sky.

And from these ashes other dreams shall rise,
And other flowers be born to deck the Spring;
I warm my fingers at the fragrant blaze,
And look towards the next sweet flowering.
—Lily Dean in the Royal Magazine.

Slander is the defence of a coward and dissimulation his defence.—Dr. Samuel Johnson.

Says Dairy Herds May be Depleted

Motherwell Warns Against
Sale of Milch Stock
to U.S.

Toronto.—A note of warning was sounded to dairymen of Eastern Canada when Hon. W. R. Motherwell, Federal Minister of Agriculture, addressing a recent meeting of the National Dairy Council, declared there was grave danger of Canada's excellent dairy herds becoming depleted through the sale of milch stock to United States dairy interests. Unless stopped they would find their herds depleted and vitiated, and milk products of poor quality with lowered prices.

Once before in the history of Canadian dairying the farmers of this country found themselves in a bad position owing to the fact that they had sold all their best stock across the border. This was immediately after the American Civil War, when cattle prices soared as they are doing today.

Dr. Motherwell advised the dairymen to steer a middle course. "I do not say you should reject all tempting offers for your best stock," he said, "but make sure you do not ruin your herds. I know it is sometimes hard to resist the temptation of taking unprecedented prices for your herds, but remember you will pay for it eventually if you go to extremes."

Film On Canada Greeted by Jeers

Returned Harvesters Were
Prominent When Dis-
order Broke Out

Hamilton, Lancashire.—Scenes of rowdiness were witnessed in a motion picture theatre here Monday when films were shown and addresses given outlining opportunities for settlement on the land in Canada and for training unemployed youths as farmworkers.

The meeting, organized under the auspices of the Ministry of Labor, broke up in disorder amid boos and jeers. The interrupters included a group of men who had returned from the Canadian harvest fields.

Despite interference by Communists with meetings organized in Hamilton to popularize Canada as a new country for unemployed miners to gain fresh opportunities, scenes of remarkable enthusiasm were witnessed at the employment exchange. Scores of able-bodied young fellows of fine character presented themselves for enrolment as candidates for the free training in agricultural work and assisted passage schemes of the Government.

It was apparent that the disorder recorded above had been of a pre-arranged nature and inspired by Communists. The Minister of Labor, encouraged by the success of the scheme, is arranging a series of meetings in all industrial centres of the region.

Nosey-Parker—"Is Wilkins really so miserly?" Gossip—"Yes, he won't buy a calendar in case he dies before the year is out."

STOMACH TROUBLE

Sure relief or Money Back. Stop that indigestion, Gas, Ulcer, Dyspepsia. Complete treatment sent post-paid for \$3.00, or, if you want proof first, send 50 cents for trial treatment to cover cost mailing. Hawthorne Chemical Company, Suite 208, 2 College St., Toronto, Canada.

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-détour, 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."

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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
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English Woman's Odd Picture of Prairie Life

(Marjorie Harrison in London Daily Express.)

There are two great openings for women in the Prairie Provinces of Manitoba, Saskatchewan and Alberta. The first is domestic work and the second marriage—which is also domestic work but less well paid!

I was told, and I believe it is perfectly true, that five thousand British wives are wanted on the prairies of Canada. There is, however, an almost insurmountable obstacle in the course of true love, and that is the extraordinary inhibition about shaving that possesses so many of the five thousand eligible young men. If they would grow good honest beards and have done with it, it would be less hopeless, but though romance may be born on Sunday, so delicate a thing could never survive Wednesday's stubble.

Too often the British settler becomes extraordinarily careless about his personal appearance and lacks pride in his home. Probably the reason is that at first he is so occupied in keeping abreast with the payments for his land and so tremendously hardworking that he simply has not the time. A farmer said to me: "We have an eight-hour day all right, only we have three days in each twenty-four hours! During the hectic seed-time and harvest everyone works from morning to night. I have seen a man so tired that he has fallen asleep over his dinner—if he cannot find time to eat it, it is no wonder that he grudges the time to shave."

It is amazing how many of the prairie houses are unpainted. Their surroundings are untidy, machinery is left lying about, and often little attempt is made to cultivate a garden. In many prairie homes tinned vegetables are used. Yet provided a hedge is planted to act as a wind-screen, good gardens can be made.

The love of flowers dies hard in British hearts, and in the farmhouse living-room there are usually a number of plants. They are put in jam jars, salt tins, treacle tins, anything of the kind. But the labels are left on the jam jars and no effort is made to disguise the tins by a coat of paint so that the whole effect is one of gypsy-like sordidness and untidiness.

In many parts of the prairie, especially Saskatchewan, wire fences inclose each square mile. A man often starts with a quarter section of land—160 acres and a two-roomed wooden shack. When a bumper crop is reaped the profit per acre convinces him that he must have more land on the chance of a run of good seasons, for Canada is essentially the land of hope—the hope of a good harvest. The gambling spirit has caught him, and in course of time he becomes what is known as "land poor." He is the owner of many acres and very little else. It is partly this lust for land that accounts for the careless standard of living that is to be found on so many prairie farms. At least half the success of Canadian farming depends on women. A man's wife is his helpmate indeed, and upon her falls the greatest shock of the transplanting to a new country. While her man is out of doors and has a certain amount of change and variety, her day is spent inside, struggling with a stove she has never seen before, worried by hard coal that she must not poke, or wood fuel that produces a furnace-like heat or none at all.

She is faced with the lost arts of baking and the making of lard, butter and soap, as well as the bottling of fruit and vegetables, for the thrifty wife must still have knowledge of these things.

The majority of farmers kill their own meat, for butchers' shops are not usually found in prairie villages. In winter it is a simple business to preserve, for it freezes, and when it is required for cooking it is simply brought into the warm kitchen and thawed. In the same way, too, bread will keep indefinitely. In summer, however, when an animal is killed the meat must be cooked immediately and bottled, or else salted down.

The twentieth century woman moved from conditions of modern life and planted down in an isolated district has as much need as ever of the sterling qualities of pluck and endurance that animated the pioneering women. The old glamorous days are over, and the Wild West is fast becoming the Tame West. The open rangeland and the great cattle ranches are giving way to small mixed farms. Nevertheless the pioneering days are not entirely passed, and Canada still has need of adventurous souls.

It is true that you do not have to shoot Indians out of the kitchen window, and that you will arrive at your destination by means of a train and a Ford car instead of a covered wagon; still, these were spectacular adventures that, granted the right spirit, probably compensated for much of the hardship.

Canada is certainly not an easy country, as the emigration posters would have you believe, and it does not promise easy things. The pot of gold that lies at the foot of every prairie rainbow is hidden deep in the earth, and I have forgotten the number of inches of frost that covers it in winter time.

But it is a magnificent country, full of possibilities for young men and women, and for children to be born into, where they will have ten chances for every one in England.

It is certainly the land of happy homes. There is a simple piety, too, that perhaps accounts for it. It is many a long day since I have heard grace said, before a meal, but in each of the prairie homes I visited the head of the house bowed his head and asked for a blessing.

A farmer's wife said to me: "We have been here twenty-five years; in that time we have been blown out, failed out, snowed out, and burnt out. That was in the days when the prairie fires were uncontrollable. We lost 14,000 bushels of grain the day after it had been threshed. Yet never once has the farm failed to provide us with a living."

"And would you go back to England?"

"No!" was the emphatic reply, "not to live there. I love Canada and the life." And that is what they nearly all say. It's the freedom, the kindness and the appeal to the eternal spirit of the pioneer, when every man and woman counts as a builder and maker.

Each one takes a definite part in the life of the community, and in a vast land with a total population only equal to that of Greater London each individual counts. And therein is the secret—to be essential is the very essence of contentment—at least, as far as the women are concerned.

Swampy Lands Can Profitably Raise Muskrats

Waste in U.S. and Canada
Made to Yield Profit as
New Industry
Develops

Cost of Operation Small
Animals Also Used for Food
in Some Parts of Country

The fur industry, on which was based the original settling of great territories in our own country and in the Canadian Northwest, is as important to-day as it ever was. We have progressed beyond the stage of bartering furs to fill our daily tobacco pouch, but the turnover in fur trading places it among the fifteen or twenty greatest industries in the land. More fur coats are worn now than ever before. The better heating of our buildings has made heavy clothing indoors less essential, and a warmer wrap is necessary when outside. That which was a luxury a few years ago is now a necessity.

This new demand, coming at a time when our wild animals have been driven back to their last stand by advancing settlement, necessitates bringing the fur-bearing animals under cultivation. The fox farms that are now common throughout the country are evidence of what has already been done. The individual pelts of these animals are sufficiently valuable to make such farming profitable. Other animals farmed in this way include the raccoon, mink, beaver and lynx.

Muskrat Future Source

But nowadays most of our furs do not come from these expensive fur-bearing animals. The lowly muskrat, once despised, is destined to supply our future furs. While plenty of pelts from large animals were available the trapper had no time to give to the small muskrat skins, which he could sell for perhaps 15 or 20 cents. This field of endeavor was left for the farm boy after school hours, who might fill his pockets with candy on Saturday by his sales to the town merchant. But as the price rose, reaching the neighborhood of \$10 a pelt in 1919-'20, later to become fairly stabilized at about \$2, these pelts were worth while. The furriers found them more desirable than they had supposed, as they were easily dyed and made to imitate very closely the more expensive furs. Such furs are sold under a great variety of trade names ending with "seal" or "mink."

But even at \$2 a pelt, it is not profitable to raise and feed muskrats in houses. The solution of the problem, however, is not difficult. The muskrat is an aquatic animal, and its natural habitat is the waste swamp lands which are totally unsuited for any agricultural purpose. By a great deal of effort a small quantity of marsh hay might be raised on such marshes, but it is coarse and of little value. Consequently our marshes are rapidly becoming muskrat farms, and because the muskrat thrives in such otherwise waste places, and he is not subject to disease, muskrat fur is destined to supply this country with its future furs. There is also the fact of rapid propagation in favor of the muskrat, a female producing from twenty-five to fifty young in a single year.

Canada Leases Land

In Canada, realizing the possibilities in muskrat farming, the government has decided to lease out farming privileges of waste land. The tracts are not to exceed 640 acres ordinarily and are to be leased at 25 cents an acre for the first three years and \$1 an acre thereafter. Hundreds of applicants in Manitoba, Saskatchewan and Alberta are awaiting the distribution of the lands. One farm in British Columbia consists of more than 8,000 acres. The government of Manitoba is sowing rice by airplane in its northern areas to increase the natural supply of muskrats.

In the United States



FOR AFTERNOON WEAR

Three-piece black transparent velvet, embroidered jeweled front of dress and cuffs, white ermine collar. Black felt hat, with inserts of velvet.

farms in various states, the largest perhaps being one in Louisiana, consisting of 110,000 acres of trapping lands. The muskrat is native from northern Canada to the Mexican border.

The ease with which muskrats can be farmed is appealing both to the professional trapper, who can settle down and trap from his own lands, and to the amateur as well. The only problem is to keep enemies out, for the farmed muskrat lives under natural conditions, eating the natural food which grows in the marshes, and so has no tendency to escape. Once a good wire fence buried a foot or so below the ground and a few feet high is provided all expense ends other than that of actually catching the animals and preparing the furs. In this way farmers with swamp lands on their farms find a profitable occupation for the winter months.

Make Own Winter Home

The muskrats take care of their own winter food supplies. Their dome-shaped houses, which stand two or three feet above the surface of the water of a pond or marsh, are built up from the bottom of the marsh by

heaping up, with no apparent order, supplies of grass, roots and reeds. By burrowing into the top of this, which forms the dome, they make their winter home. From this, by running burrows which open below the ice level, they emerge in search of food on the marsh bottom during the winter months, and if this fails they use part of the house itself, most of which consists of grasses, on which they commonly feed. If in farming muskrats the winter proves exceptionally long and the natural food supplies run low the cost of feeding is insignificant, as a bushel of turnips, carrots, etc., will feed a muskrat for about three months.

Sold as "Marsh Rabbits"

"The muskrat industry," says a bulletin of the United States Department of Agriculture, "has reached its highest present development on the eastern shore of Maryland. The extensive marshes of Dorchester County are a center of muskrat fur production. Formerly the land was considered almost useless, as it is subject to tidal overflow. Now, owing to the increased value of fur, many of the marshes, measured by actual in-

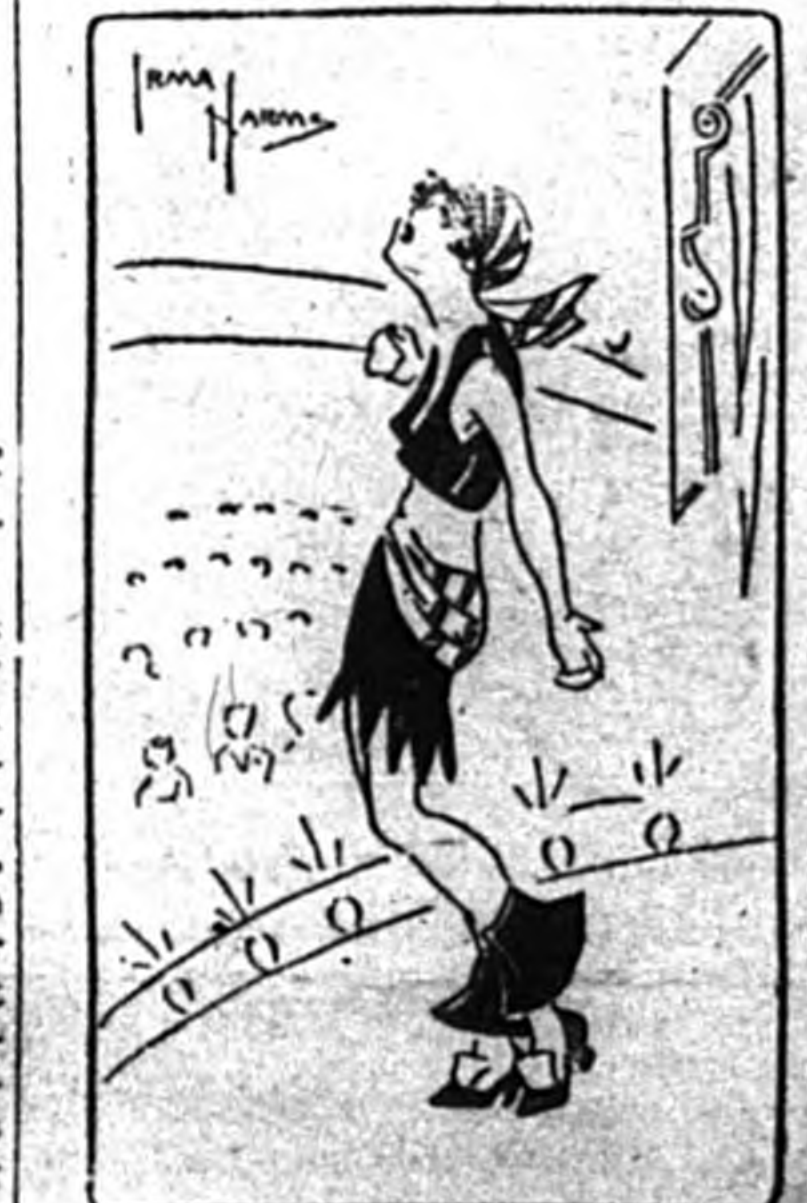
come, are worth more than the cultivated lands in the same vicinity." Many specific cases could be given to substantiate this statement.

While the animals are farmed primarily for their pelts, there is the advantage over most fur-farming projects that they are used for food in various parts of the country. They are, as a rule, sold under the name of "marsh rabbits," but no attempt is made to deceive, as it is well known by most buyers that "marsh rabbits" and muskrats are the same. A single animal ready for market weighs about one and a half pounds. There are certain favorable points about the animal as a food; they are free from disease and their diet is not undesirable. They feed on roots, leaves, stems and fruit of aquatic plants almost entirely, although they will eat such slow-moving fish as carp and also such water animals as muskels.

So important has muskrat farming now become that there are organizations of muskrat breeders. One of these, the National Muskrat Breeders' Association, tells us that there was last year a market for 20,000,000 muskrat pelts beyond the supply, a shortage which is equal to the total of all other furs sold in the United States during the year.

Fur farming marks one more step of civilization. Our forefathers depended for their meat on their skill as hunters; they depended for food on the natural vegetation of their neighborhood. Until recently we looked to the forests for wood and furs. The cultivation of forests, the farming of animals for furs mark the final stages in the development of agriculture.

Canadian rats are always better furred and bring higher prices than U.S. rats.



"The girl who makes a bluff at acting generally gets by with 'it'."

"What is Schmidt doing now?" "He opened a shop recently." "Successfully?" "No, he was caught."

History, like Geology, demands the use of the imagination, and in proportion as the exercise of historic imagination is rigorously performed in thinking of the past, will be the breadth of our conception of the changes which the future has in store for us, as well as the length of time and the magnitude of effort required for their perfect achievement. —Viscount Morley.

Camphor Collectors Dodge Head Hunter

Wild Men in Formosa Forests
Seek Skulls of Workers
for Display on Homes
and Temples

Ten long years ago, when one wanted camphor to check a cold, to frustrate a moth or to banish a fever blister, there was only one place to get it—Japan. But some years ago chemists learned to make camphor synthetically. After the war German laboratories began producing it, and ate into Japan's market until the Japanese introduced new economies, enabling them to cut prices. Recently news came from France of still another new synthetic process which may disturb the camphor balance of trade. Of the 6,000,000 pounds of pungent camphor imported by the United States last year, a third was brought from chemists' retorts and two-thirds from crude stills in the depths of Formosan forests.

"Camphor collecting in Formosa is a hazardous trade," says a bulletin of the National Geographical Society. "It's all outdoor work, including chopping down trees, chipping and tending camphor stills, and it seems as healthy as lumber-jacking. It would be, if the Chinese camphor collectors did not lose their heads. Literally they lose their heads, because the camphor trees grow in the wild Formosa highlands, where live the most dangerous of souvenir hunters. Not autographs, not nails from a famous house, not bits of cloth from a fallen airplane, but human heads, these savages collect. Row on row of whitened doorways. Sometimes souvenir skulls form a frieze under the eaves of the pagan temples. It is this skull cult which has led Japan to assign armed military guards over the advanced camphor camps to protect the Chinese laborers."

"The camphor tree is an evergreen, but similar in appearance to the linden. Collectors seek only the biggest—trees which are more than fifty years old, with fat trunks as thick through as a man is tall. Once the camphor giant is down, the cutters attack it. Like beavers they gouge at it, using a crook-handled chisel with a curved edge. The cutters burrow into the trunk, chipping and chipping the heart wood until only the bark shell remains."

"Meanwhile the chips are placed in a crude retort over boiling water. The camphor vaporizes and passes through a bamboo pipe to a vat cooled by water from a mountain spring. White camphor blocks from which camphor oil drains are produced. The yield is very heavy. One tree of average size will give 6,000 pounds of camphor, worth about \$5,000."

"Camphor collecting has been declared a Government monopoly in Formosa since 1900. Not only does Japan control the methods of exploitation and the regions to be cut over, but also has arranged for the marketing of the annual harvest."

"There has been an attempt to promote the industry in Florida. Camphor there is not the Rip Van Winkle crop it would seem to be, since the leaves and twigs of the growing tree have been found to yield the essential gum."

"Six million pounds of camphor are enough to dose a lot of sick people—more than enough for medicinal demands. In fact, so the rest is used very largely in the manufacture of celluloid. When next you see your favorite movie star, remember that camphor helped put him or her on the screen. The United States' camphor bill for the year ending June, 1923, was \$2,684,000."

Storing Apples for Christmas

Good eating apples are always particularly welcome at Christmas time, and the possessor of even one or two trees of late-keeping varieties would be wise to store the fruit until December or January, when prices are well on the upgrade.

A cellar, when available, may be utilized most successfully as a fruit room, the temperature being low, and the atmosphere not too dry. The apples may be stored two or three layers deep on straw on the floor, except the choice varieties, which should be arranged in single rows. They should be looked over occasionally, and particularly in this necessary for the first few weeks so that the bruised and bad fruit may be thrown out. In frosty weather a covering of straw is advisable.

It is not always realized that apples may be successfully "claviped" like potatoes, in the open ground, which often proves a solution of the storage problem.

The apples should be bedded upon straw, well covered with it, and left there for about three weeks until "sweating" is over. All bruised and bad specimens can then be removed, and the sound ones recovered in straw, six inches of soil being added, and a few whisks of straw left at intervals along the top of the mound for ventilation.

Apples will remain in good condition for months when stored in this manner.

When only a small quantity of choice keeping varieties of apples is grown, each one may be wrapped in paper and stored in a cool place. Only a fairly sound, unbruised and unspiced specimen, however, should be chosen for this method of storage.

Famous Atlantic Liner to Make Her Pacific Debut

NEIGHLEY PEACH

DECHAIR

"LITTLE FATHER," HONG KONG

EMPERESS OF FRANCE

In this modern age, speed is of paramount importance, whether it be over land, on the sea, or in the air. Busy executives and perishable commodities must arrive at their destinations in as short a time as possible, and all modern science and human ingenuity have been devoted to this end. In this connection it is interesting to learn that the Canadian Pacific liner "Empress of France," the fastest passenger vessel in regular service between Canada and Europe, has been transferred to the Pacific, where she will make a cruise from Vancouver to the White Empresses for

the speed record between Vancouver and the Orient.

During the World War the "Empress of France" was chosen because of her speed to be flagship of the 10th Auxiliary Cruiser Squadron of the British Navy. Under the command of Admiral Sir Dudley de Chair she intercepted nearly 10,000 vessels playing between Canada and Europe and prevented tons of contraband materials from falling into the hands of the enemy. Early this year the "Empress" made a cruise from Vancouver to South America and Africa, and

at the lonely Isle of Tristan da Cunha en route, but another vessel of her fleet, the "Duchess of Atholl," of 20,000 gross tons, will make this "cruise of contrasts" in 1923. The "Empress of France" is of 13,250 gross registered tons and was twice chosen by the United States Navy to carry him to Cuba.

The Refrigeration DANGER-LINE

For thousands of years, our ancestors have realized that to keep food cold, was to preserve it.

Intensive study has proven that bacteria cannot grow without heat. Only recently, however, have we properly understood that there is a danger line between perfect coldness and not enough coldness.

This danger line has been proven to be 50 degrees Fahrenheit.

If your refrigerator shows a higher temperature, you may be sure that harmful bacterial growth is taking place.

Electric Refrigeration keeps the temperature of your food constantly below the danger line.

Ask at our nearest Branch Store for further information.

"WHY HARVEST ICE — USE ELECTRIC REFRIGERATION"

**Gatineau Electric Light
Company Limited**



Here and There

(179)
The Canadian Pacific has decided on a new ferry service between Steveston, on the mainland, and Sydney, on Vancouver Island, according to Captain C. D. Neutsoos, manager of the B. C. Coast Steamship Service. The new service will begin early next summer, being inspired by the increased demand for short water hauls.

Tourists to Victoria, the capital of British Columbia, this year numbered 370,000, according to the Victoria Publicity Bureau. Tourist travel from Canadian points and from the west coast of the United States to Vancouver Island and Victoria, via the C. P. R. and the coastal steamship service, show an increase over last year.

New York newspaper cameramen want cow-boys to do their stuff on the parapets of skyscrapers and are not content with ordinary portraits, was the somewhat bitter observation of Guy Weadick, manager of the Calgary Stampede, who returned to Canada recently from participating in Tex Rickard's radio in Madison Square Garden, New York. "They wanted real action for photographs," he said, "and we had to lasso policemen from the top of buses on Fifth Avenue to please them."

Grain storage facilities of the harbor of Vancouver, B.C., which now exceed 10,000,000 bushels, will be largely increased next season, it is believed, in view of the fact that storage bins are already nearly full and the westward flow of grain may have to be reduced in consequence. It is being reported currently that the Alberta Wheat Pool, the Midland-Pacific Terminals and other groups will add storage capacity to existing terminal houses.

Over 175,000 trees have been planted along the main highways of the province of Quebec during the past two years by the Roads Department, in following out its embellishment scheme, which includes co-operation from residents along the roads. "Since the beginning of the season," states an official bulletin, "the Minister of Roads has been insisting on the importance of beautifying roadsides. Tourists can now travel throughout the province on modern and perfectly maintained roads."

"Canary Korndyke Alcatraz," Holstein-Friesian cow belonging to the herd of Den. H. Thompson of Boharm, Saskatchewan, has been declared world's champion butter-fat producer, according to an advice received by the owner from the live stock commissioner at Ottawa, stating that the cow has won the world championship with an enormous margin to spare. The record of Canary Korndyke Alcatraz for 305 days was 1,050 pounds of butter-fat, or 105 pounds more than any previous record holder. In the 305-day period the cow produced 25,396 pounds of milk with an average test of 4.04 butter-fat.

There is no doubt in the mind of L. S. James, of New York, as the New York Central Railway, as to whether moose will attack human beings. Although the subject is a controversial one among big game hunters, decisive testimony was afforded recently in the experience of Mr. James in the Metapama district, lying between Sudbury and Chapeau in Northern Ontario. He was paddling in his canoe along the shore of the Spanish River and came upon a bull moose unaware. The animal at once gave chase and only by dint of hard paddling by Pete Commanda, the Indian guide, were they able to escape. Another canoe in rear was similarly pursued.

WANT ADS

HOUSE TO LET.—Four rooms, very modern and comfortable, on Main Street. Apply at the Barber Shop next door to Rex Theatre.

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.

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. Penman, Pastor.
Daglesville 11 a.m.
Brownsburg 2.30 p.m.
Lachute 7 p.m.

LACHUTE UNITED CHURCH

Rev. A. G. MacKinnon, B.D., Minister
Sunday, Jan. 6th., 1929.
Public Worship 11 a.m. and 7 p.m.
Mr. MacKinnon will preach at 11 a.m. Mr. Macaskill will preach at 7 p.m.
Sunday School at 10 a.m.
East Settlement 3 p.m.

BROWNSBURG UNITED CHURCH

Rev. T. C. Cassidy, Pastor.
Services, Jan. 6th., 1929.
11 a.m. and 7 p.m.
Sunday School 10 a.m.
Union Prayer services from 7 to 10 inclusive at 7.30 p.m.
A Welcome to All.

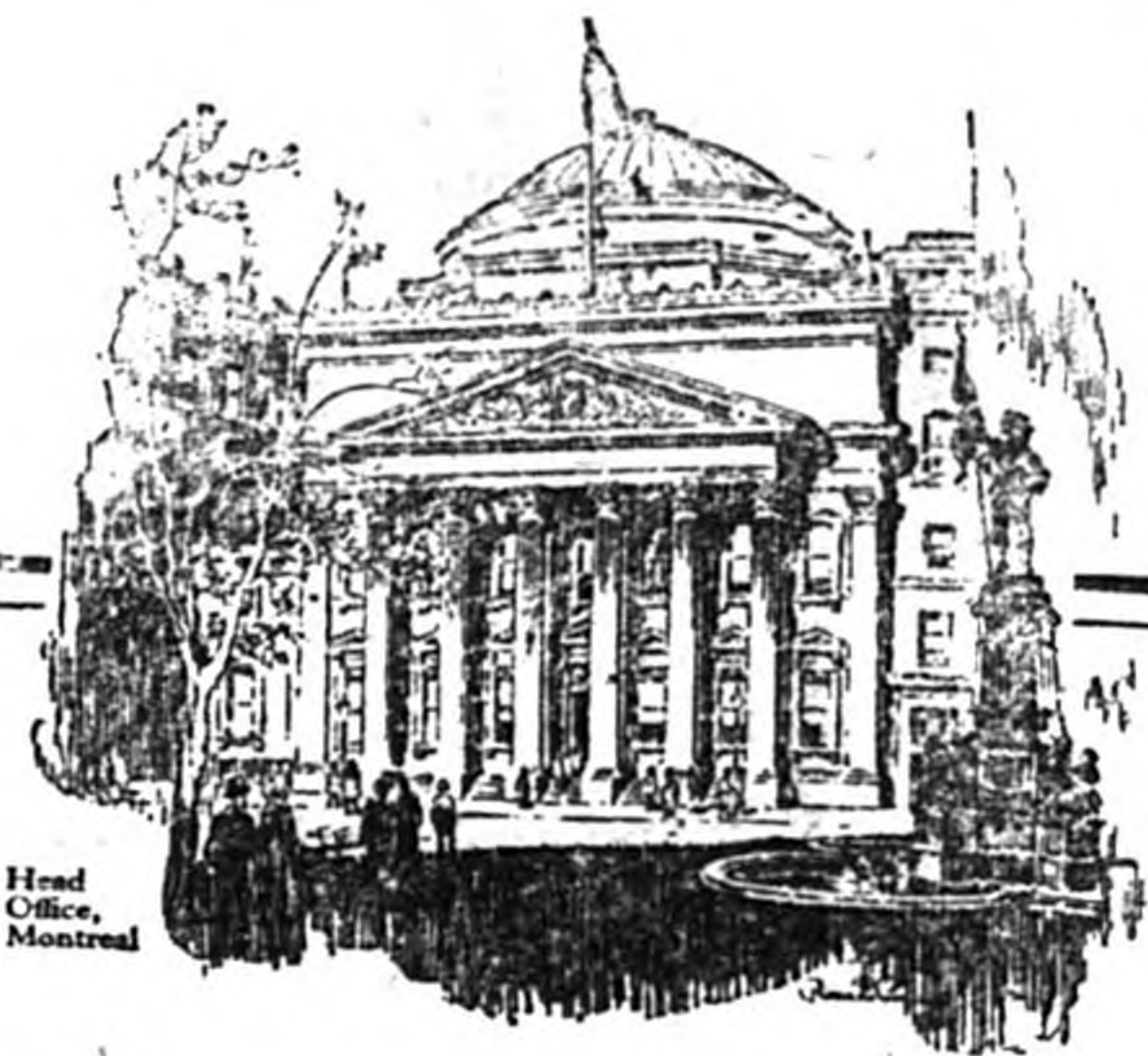
LACHUTE PRESBYTERIAN CHURCH

Minister, Rev. Henry Cousens, B.A.
Services, Jan. 6th., 1929.
Lachute Sunday School 10.00 a.m.
Worship, Morning Subject: Strength for the Day, 11.00 a.m.
Evening, Subject: "Need of Faith", 7.00 p.m.
Brownsburg Worship 4.00 p.m.



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



BANK OF MONTREAL

Established 1817

ASSETS and LIABILITIES

31st October, 1928

ASSETS

Cash on hand	\$ 93,987,065.12
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	2,693,024.06
Quick Assets	\$473,898,282.56
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	1,144,688.33
Total Liabilities to Public	\$810,726,668.88
Excess of Assets over Liabilities to Public	\$63,055,854.74

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.

MACDONALD COLLEGE School of Household Science Winter Short Course Beginning January 7th, 1929

A Ten Weeks' practical course in Household Science subjects including Cookery, Dressmaking, Laundry, Household Administration, Nutrition, Home Nursing, etc.

Applications now being received.
For particulars apply:
THE REGISTRAR,
MacDonald College, Que.

FRESH

A middle-aged bachelor was in a restaurant at breakfast when he noticed this inscription on his eggs: "To Whom It May Concern: Should this meet the eye of some young man who desires to marry a farmer's daughter, eighteen years of age, kindly communicate with—"
After reading this he made haste to write to the girl, offering marriage, and in a few days received this note: "Your note too late. I have been married five months today."

The SNOWDRIFT FAIRY

has touched her wand to every bag of Snowdrift Flour.



The Snowdrift Fairy's magic turns out the most wonderful Bread and Biscuits when cooks use the famous

**SNOWDRIFT
FLOUR**

Make no mistake; when you go to the store for Flour, tell your dealer you want "the Flour that has been touched by magic"—Snowdrift Flour. It is milled from high grade Manitoba hard wheat. It is a patent Flour, which good cooks love because it **MAKES BEAUTIFUL BREAD AND BISCUITS**

Luck with your Baking goes with Snowdrift Flour.
STANDARD MILLING CO. OF CANADA LIMITED
Toronto, Montreal, Quebec, Saint John, Halifax

THE FOLLOWING DEALERS SELL SNOWDRIFT FLOUR

ST. JERUSALEM FARMERS'

CLUB, Lachute

G. A. LOWE, Grenville.

FRS. COUSINEAU, St. Scholastique.

Home Town Boosters !

I always read the Ads, to see
What Home Town Merchants offer me,
No coin of mine goes out of Town,
Each Ad I read, both up and down,
And find my Home Town Merchants' store
Won't soak my wad—and even more—
I save in time and don't pay freight;
He always gets my orders straight.

The goods are right in weight and price,
From feathered hats, to cakes of ice.
I thank my stars for getting wise
And trade in stores that Advertise.
Right here at home I spend my kale,
No better goods are sold by mail.
I prosper now, so does my Town,
Thanks to these Merchants of renown.

Are you a Merchant whose bright Ads
Help customers to save their scads?
If not, come in and see our plan.
Just ask our Advertising Man
To show you Cuts and Ads complete
From Bonnet-Brown's Sales Service neat
They make your Advertising pay,
Come in and see them right away.

The "Watchman"

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
Cheaper or Better
Write for Catalogue
T. W. HOYT & SON
27 Notre Dame 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

Cash and Carry

This is not a Sale, but our after week prices.
MIXED CANDIES 1 lb.
MIXED CANDIES, 2 lbs.
CUT MIXED PEELS, 1/2 lb.
SHELLED WALNUTS, 1 lb.
SHELLED WALNUTS, 1/2 lb.
SHELLED WALNUTS, 1/4 lb.
TOMATOES, 2 for
C. LEAF SALMON
CORN SYRUP, 10 lbs.
BURNAL MATCHES
CANADA C. STARCH
MAGIC, 1 lb.
CAMPBELL SOUP
SALADA, 1 lb.
SALADA, 1/2 lb.
IODIZED SALT
CLARK BEANS, 3 lbs.
ICING SUGAR, 2 lbs.
GRANULATED SUGAR
B. SUGAR
CORN SYRUP, 10 lbs.
CORN SYRUP, 5 lbs.
TOILET PAPER, 8
SEEDLESS RAISINS, 2 for
PRUNES, 2 for
MATTHEW SYRUP
JONAS EXTRACT, 2 for
COCOA, loose, 2 lbs.
COCONUT, 1/2 lb.
COCONUT, 1 lb.
BROOMS, 2 lbs.
CASTORIA
MINARD LINIMENT
ASPIRIN
CHOICE DATES, 2 lbs.
PEPPERMINT
LUX
CHOICE ORANGE PEKO TEA.
VERY BEST

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H. Whissell,
Bethany Street, Lachute

The Watchman,

And Ottawa Valley Advocate.

VOL. LIII.

LACHUTE, QUE., JANUARY 11, 1929.

NO. 52

Hardware that will stand Hard Wear

Resolve right now to make this store your buying headquarters for all your Hardware and Household needs. We can fill your needs in hardware with articles of merit at the most reasonable prices. In our large stock are to be found all manner of household helps so needful from the kitchen to the garage. Our motto is, "Hardware that will stand Hard Wear." Make us prove it.

T. McOuat and Son

LACHUTE DAIRY

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

The St. Mungo's Annual Tea Meeting will be held on Friday, January 25th., 1929. Supper served from 6.30 to 8.30. A good programme is expected. J.-18-2. Admission 50c.

The Ladies' Guild of St. Simeon's Church will hold their Annual St. Patrick's Tea, on Saturday, March 16th., followed by a Concert in the evening. More later.

The Ladies' Auxiliary of the Brownsburg United Church, purpose holding their annual Tea Meeting on Thursday, Feb. 7th., 1929. Keep the date open.

The Congregation of the St. Andrews United Church will hold their Tea Meeting in the Town Hall, St. Andrews East, on Friday, Jan. 18th., 1929. In the evening the members of the Y. P. S. will give a three act Comedy, entitled "The Blundering Mr. Brown." J.-18-2.

CHURCH NOTES

BAPTIST CHURCH

Rev. W. Penman, Pastor.
Dalesville 11 a.m.
Brownsburg 2.30 p.m.
Lachute 7 p.m.

LACHUTE UNITED CHURCH
Rev. A. G. MacKinnon, B.D., Minister
Sunday, January 13th., 1929.

Public Worship, Lachute 11 a.m. and 7 p.m.
East Settlement 3 p.m.
Thos. Gore 3 p.m.
Rev. E. I. Hart, D.D., Secretary Anti-Alcoholic League, will preach at both services. Rev. J. Macaskill, B.D., at East Settlement.
Sunday School at 10 a.m., under the new Superintendent, Mr. Q. R. MacAdam.

BROWNSBURG UNITED CHURCH
Rev. T. C. Cassidy, Pastor.
Services, January 13th., 1929.
11 a.m., "God's Reward for Love."
7 p.m., "Angel Presence."
The Pastor at both services.
10 a.m., Sunday School and Bible Class.
7 p.m., Friday, Choir Practice.
A Welcome to All.

LACHUTE PRESBYTERIAN CHURCH.
Minister, Rev. Henry Cousens, B.A.
January 13th., 1929.
Lachute Sunday School 10 a.m.
Evening Worship, Subject: "The Need of Faith", 7 p.m.
Brownsburg Worship 4 p.m.

Large Assortment of
CHINA WARE — CUT GLASS
WATCHES, RINGS
and all kinds of small fancy and useful articles for all occasions.
A. C. LAPIERRE,
Watchmaker and Jeweller
Bethany Street, Lachute.

Notice to Farmers!

We are in the market to buy good quality Birch, Maple, Basswood, Pine, Spruce & Hemlock.

Get our specifications and prices before selling.

J. W. Cottingham, Limited.

LOCAL NEWS

Miss Lillian Hamilton is spending this week with friends in Montreal.

Mrs. Alex. Beers spent Tuesday in Montreal the guest of Mrs. Whaley.

Mr. Wilfrid Swanson, of Winnipeg, was the New Year's guest of Mrs. Geo. Stanforth.

Mrs. R. Langille was called away to Boston last week, owing to the serious illness of her daughter Doris.

The Misses Maria and Iona Westgate spent the holidays with their parents, Mr. and Mrs. Geo. Westgate.

Mr. and Mrs. Geo. Bennett, of Carillon, spent New Years, the guests of Mr. and Mrs. Geo. Westgate.

Miss Bertha Carriere left on Saturday for Detroit, where she will spend the winter months the guest of her mother.

Miss Y. Marsil wishes to announce that she is having a Sale of Millinery Hats, in the latest models; sold under cost price.

The many friends of Mrs. Ed. Patterson, of Brownsburg Road, will be sorry to learn she is in the Montreal General Hospital for treatment.

Don't forget to take in the Hockey Match on Saturday, Jan. 12th., at 10 a.m. between Hudson Heights and Lachute Academy. Admission 25c.

Mr. Russel Carpenter, Mr. and Mrs. Percy Carpenter, of Sudbury, and Mr. Roy Carpenter, of Montreal, were the week-end guests of Mrs. J. Carpenter.

The farmer's best friend is the Family Herald and Weekly Star, Montreal. It costs only a dollar a year, and the family circle gets a superb magazine free.

Mr. Oscar Balser, of Flint, Mich., and Mr. Norman Westgate, of London, Ont., who motored over to spend New Years with the latter's parents, Mr. and Mrs. Geo. Westgate, has returned home, and reported a good trip.

Mrs. Wm. Scott and her brother, Mr. W. J. Rodger, of Lachute Road, were in Cowansville over the weekend and visited their brother, Dr. D. A. Rodger, and his many friends will be pleased to hear that he is very much improved in health.

Miss A. Boutin, Hairdresser, formerly at Mr. Fortier's Barber Shop, has removed to Mr. R. Urbain's Barber Shop, West End, near Fish's bridge. She is ready to accept appointments at her parlor for hair-dressing at moderate prices. Satisfaction guaranteed. Phone 275.

We have been treated to all sorts of weather during the past few weeks but Lachute experienced its greatest change in weather temperature this winter, when in the twenty four hours from Saturday night to Sunday night the mercury rose 53 degrees. Much rain fell Sunday morning and the lowering temperatures caused the streets and roadways to be a mass of ice, which made walking extremely difficult.

The Annual Meeting of the Holstein Club was held on Monday evening last, in the Victoria Hall, which was well attended. Owing to the absence of the President, Mr. Maisonneuve, of St. Philippe, Mr. Jas. MacKenzie, of Lachute Road, presided. The directors were elected as follows for the ensuing year. Mr. Jas. MacKenzie, A. Maisonneuve, J. McVicar, Mr. J. O'Reilly, W. Wilson, A. Murdoch, Geo. H. Stanforth, L. Boas, P. Gordon, A. Stewart, R. Bradford, and W. R. Kennedy, Sec.-Treas.

We were very fortunate in having with us Mr. R. Holby, Holstein Field Man of Port Perry, Ontario, who spoke very enthusiastically on the progress that the Holstein Cow has been making in the Dominion. The meeting then adjourned.

ANNOUNCEMENT

Mr. and Mrs. Dominique Lemay, of Lachute, announce the engagement of their daughter, Fernande, to Dr. Gustave Archambault, Professor at the University, of Montreal. The marriage will take place in February.

WOMEN'S INSTITUTE

Some of the Activities of the Women's Institute, of Hill Head, during the year of 1928 were; a social held on June 15th., at which they realized the sum of \$54.97.

Their school being in need of repair, the ladies donated \$53.55 on improvement.

During the fall a quilt was made and 200 tickets were sold at 10 cents. This was raffled at the January Meeting held at Mrs. Albert Scott's and the lucky No. 23 was drawn by Mr. Lees; Mrs. T. H. Hume being the winner.

1st. LACHUTE TROOP.

The Scouts commenced the New Year in an energetic manner and with bright outlooks. The meeting will be held on Monday night next week, instead of Wednesday, as the hall is going to be used on the regular night. The competition for January has commenced.

Crowl Patrol, —33 points.
Wolf Patrol, —30 points.
Bull-dog Patrol, —30 points.
Fox Patrol, —13 points.

OBITUARY.

THE LATE MISS JANET RODGER.

Another of our County's oldest residents passed away on Sunday morning January 6th., in the person of Miss Janet Rodger, at the advanced age of 84 years. Up to a week prior to this illness she was enjoying her usual good health, and her death came somewhat of a surprise. She leaves to mourn her loss two sisters Margaret and Elizabeth and two brothers William and John, all of whom are at home. The funeral which was largely attended, was held on Tuesday 8th; service being conducted by the Rev. H. Cousens, of Lachute.

THE LATE MRS. GEO. ROBINSON

On Friday, Jan. 4th., there passed into eternal rest the soul of Mrs. Geo. Robinson.

Mrs. Robinson was born at Shrewsbury, on March 26th., 1864. She had therefore nearly completed her sixty-fifth year when her summons came. With the exception of four years spent in Montreal, Mrs. Robinson resided at the place of her death. Filled with untiring zeal and enthusiasm she accomplished well her household duties, being a faithful friend, companion and wife, but she will ever be remembered for her kind interests in the community at large.

One who has been but privileged to know her but a very short time, feels that her Church was one of her first considerations. She gave evidence of her christian endeavours by her continuous attendance at the Church she loved, and there she took a noble part in the services of God and his Christ.

In the Spring of 1928 she was obliged to spend some time in the hospital at Montreal, but upon recovering she again entered life with as much zeal and enthusiasm as ever. It was owing to her weakened position that she was unable to withstand the ravages of pneumonia with which she was laid low during the first week of the New Year. The household, Community and Church feel the loss of this ardent soul of Christ.

She leaves to mourn her loss, her husband, two daughters, Mrs. Mary Buck, of Montreal, and Miss Grace Robinson, together with all who ever knew her.

One family we dwell in Him,
One Church above, beneath,
Though now divided by the stream
The narrow stream of death.

BROWNSBURG GIRL GUIDES

As their usual Christmas good turn the Brownsburg Girl Guides, under the leadership of their Captain Miss Hanson, and with the help of the Guide Committee, this year sent individual boxes to the inmates of the Montreal Grace Dart Hospital. The Guides have for several years now, done their good turn in this way and have taken a great deal of pleasure in bringing a little sunshine into the lives of these poor unfortunates. Acknowledgement and appreciation of said gifts, are shown in the following letter received from the Hospital Treasurer of the Hon. Treasurer of the Hospital.

Montreal, 26th. December 1928.
Mrs. A. M. Campbell,
Box 223, Brownsburg, Que.

Dear Madam:—
Miss Roper has handed me your kind letter of 24th. inst. with cheque for Five Dollars. I enclose receipt, with sincere thanks for your help and sympathy and we will use your gift in accordance with your wishes.

On Monday afternoon we received a large box from The Brownsburg Girl Guides, containing presents for all our patients,—all beautifully done up. We had them all distributed and I can assure you that they brought a great deal of pleasure to the poor sick ones to whom they were given. I cannot write to each one of the Friends who had a share in this welcome gift, so will you be good enough to let them know how grateful we are for what they have done for us at this time and in former years.

With best wishes to all the Brownsburg Girl Guides for the New Year.
Yours faithfully,
J. S. HETHERINGTON,
Hon. Treasurer.

BIRTH.

HARDIE,—At Brownsburg, Que., on Wednesday, January 9th., 1929, to Mr. and Mrs. Geo. Hardie, a daughter.

DEATHS.

CHRISTIE,—In the city of Edmonton, Alberta, December 28, 1928, Valentine Christie, aged 84 years. A native of Argenteuil Co., Quebec.

GLOBENSKY,—At St. Canute, on Monday, Dec. 24th., 1928, Augustus M. Globensky, at the age of 92 and 4 months; beloved husband of the late Kate McDonald.

NOYES,—At Naramata, B. C., December 25, 1928, John O. Noyes, eldest son of the late Mr. and Mrs. Thos. C. Noyes, of Cushing, Que.

ROBINSON,—At Shrewsbury, Que., January 4th., 1929, Jessie Chambers, beloved wife of George B. Robinson, aged 64 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
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J. D. Campbell, - Phone 50

High-class Groceries

Bacon, Fruits and Confectionery

Lowe Bros. Paints and Brushes

Frost & Wood Farm Machinery

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use the

MAPLE LEAF

Anti-Freeze
for your

Radiator

GEO. Y. DEACON

FORD DEALER, HARDWARE

Lachute, - Que.

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 sabre, 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-Prenx 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 Cour 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!"

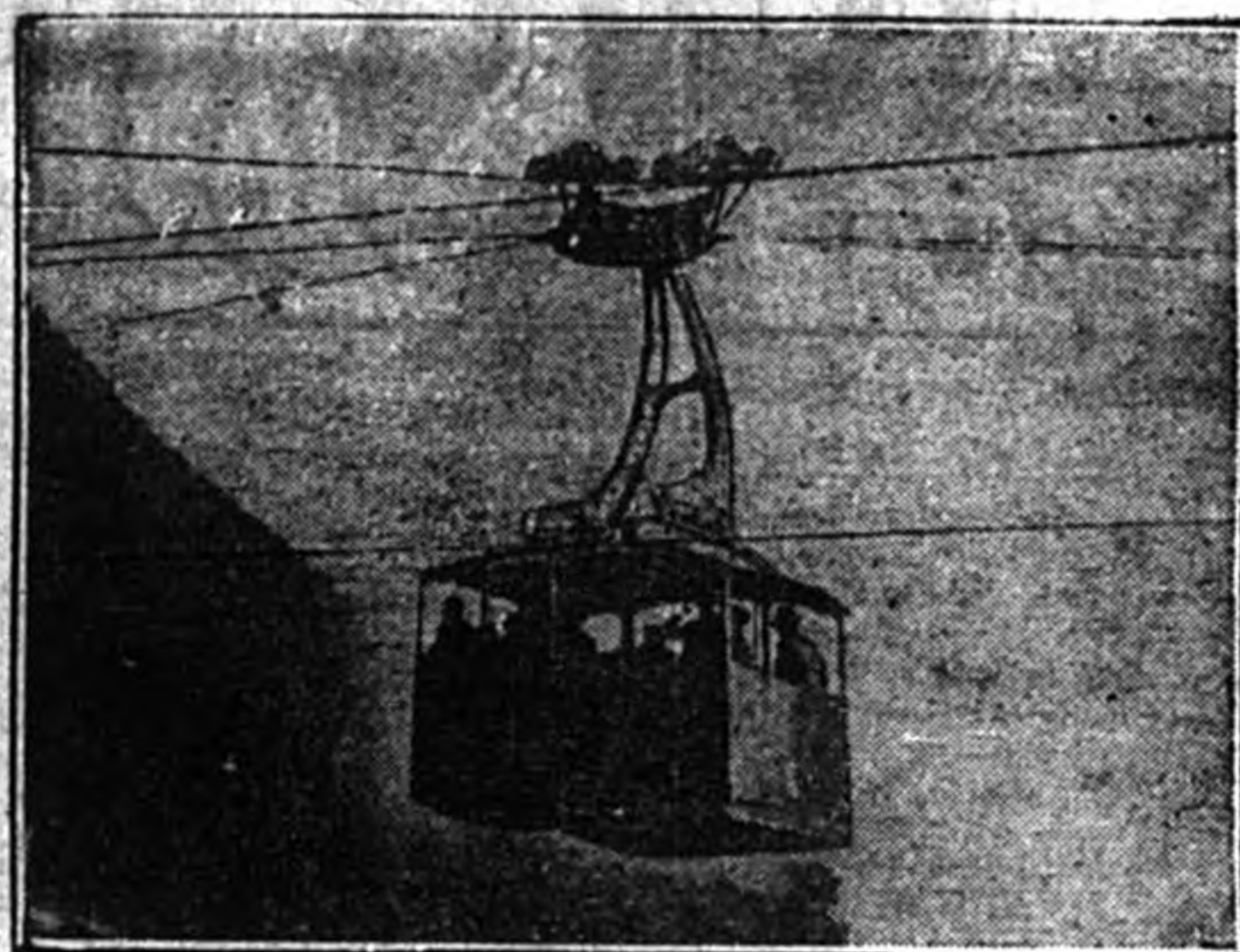
While preparing his advance on Gaza, Allenby received word of the death of his only son, Michael, who had been killed in France. Allenby bore it stoically, his staff recalls. If in the dead of night he ever yielded to a father's anguish, none of them saw sign of it by day. All they knew was that Michael, 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 pinned 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 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 sashes.

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 the 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 Ramesses to the Little Corsican, from Sanaccherib 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 Yilderim General Headquarters was waiting for him at a city of Gallies 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.

"To-day 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 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:

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"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 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

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 Johannsen 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 justice 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. Mankind's immortal 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-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 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. Northwestward 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, Dunvegan & 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-

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.

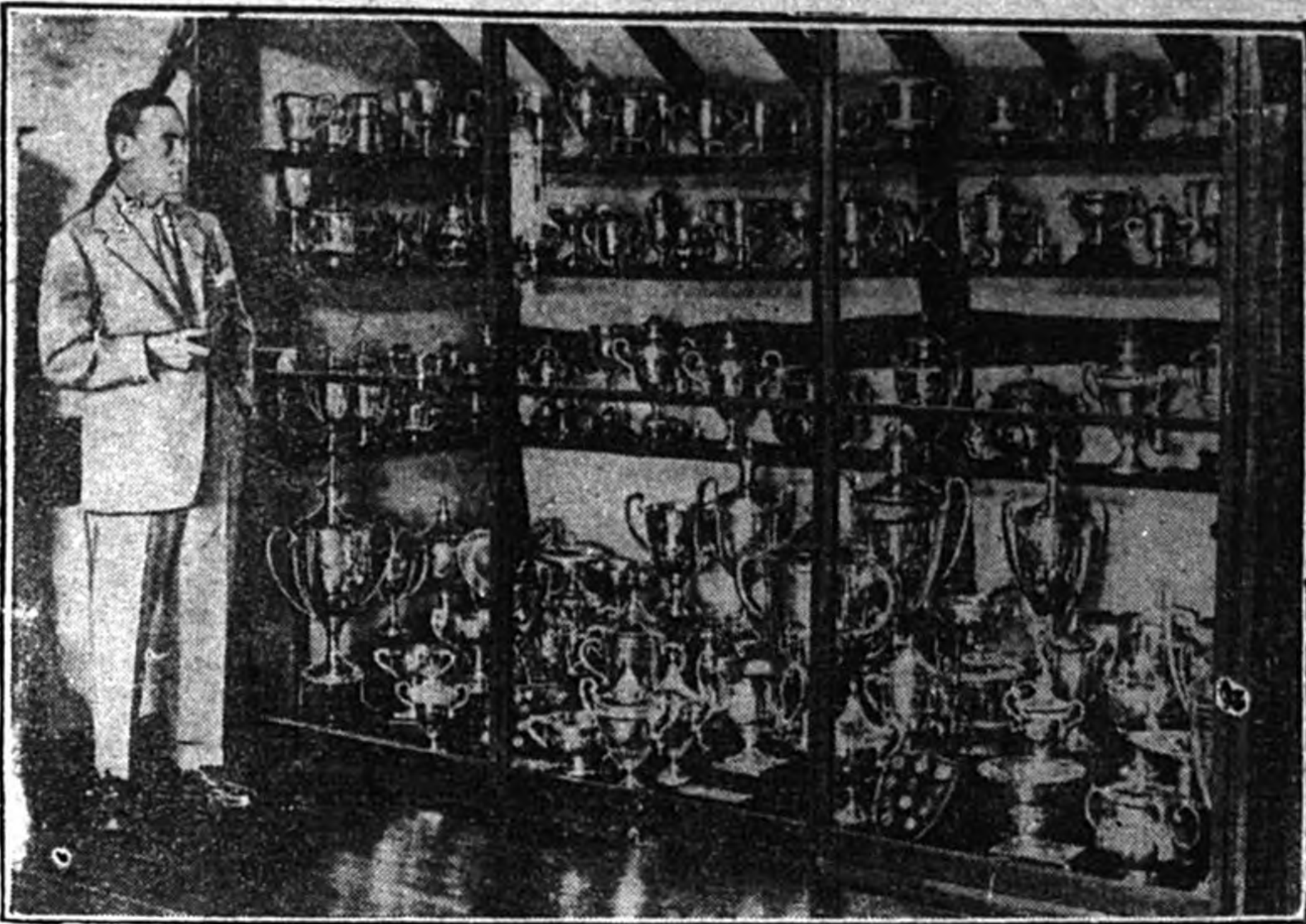
The total enlistments for war service were 619,636, and of these 424,598 actually became members of the C.E.F., an deserved outside of Canada. Of this number nearly one-third suffered wounds, the wounded totaling 140,739. There were 477,893 who suffered from sickness or disease and 35,512 who suffered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

"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 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, 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.—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.



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CANADA'S GREAT FUTURE

Reviewing the business situation in Canada, at the annual meeting of shareholders of the Bank of Montreal, held in December, Charles B. Gordon, President, remarked how rapidly the basic sources of our national wealth are widening. The concurrence of a wide variety of raw material with water powers on a truly gigantic scale gives Canada extraordinary opportunities for all-round development, and the fact that these opportunities are now being realized is resulting in the establishment of primary enterprises involving large investments of capital and contributing in marked degree to the general activity.

The foreign trade of the Dominion has this year, for the first time, been larger in value than that of 1921 when prices were at the peak, and in quantity far exceeds any previous year, amounting in the seven months ending October 31st, to \$1,512,549,000. There is a fairly close parity between imports and exports, the latter having an excess of \$35,024,000. Agricultural and animal products continue to constitute the major part of exports, these having a value of \$459,385,000 in the seven months, or nearly 60 per cent. of the whole. Since the sharp decline in prices when the post-war boom collapsed in 1921, the monetary value of Canada's foreign trade has risen no less than 70 per cent.

It is a matter for regret that over-production, with consequent competition and price-cutting, has checked the abounding prosperity of the news-print industry, but there is no occasion for surprise at a situation which always arises when supply outruns demand. While the field has been too rapidly occupied, the industry is firmly established and its permanence is assured. Adjustment to the rather acute condition brought about by excessive producing capacity may be expected, together with a cessation of the construction of new mills until consumption overtakes supply. Mineral output is an increasingly large item in Canada's commerce, both domestic and foreign. It is in the baser metals that development has been most active and permanence is more assured. World consumption of nickel, copper and zinc, to which consumption Canada is making an important contribution, exceeds the pre-war figure. To the world's nickel market Canada sent 85% of the supply, and the proven deposits are so immense as to ensure this supremacy indefinitely. The output of coal in Nova Scotia has been larger than in recent years. Efforts to find a market in Ontario for Alberta coal by means of freight concessions have not been successful. It seems certain, however, that the mining industry of Canada is destined to make an increasingly important contribution to the national wealth.

The motor industry has reached large proportions. In the first nine months of this year 168,871 passenger cars and 32,819 trucks were turned out by Canadian factories, an increase of 35,687 cars and 4,420 trucks over last year. Whatever may have been the views of economists some years ago as to a possible saturation point, it appears necessary to revise them now in the light of the present demand.

Building construction goes on uninterruptedly. Contracts amounting to \$379,000,000 were awarded in the first nine months of this year and building permits amounting to \$186,000,000 were issued, an increase of \$24,000,000 over the corresponding period last year. These figures imply large employment of labour, as well as activity in the fabrication and sale of builders' supplies.

IMMIGRATION AND INDUSTRIAL DEVELOPMENT

The number of immigrants entering the country continues to be disappointingly small and newcomers have only slightly increased over last year, the number this year in the first eight months being 134,000 as compared with 129,000. One cannot help, however, being impressed with the opportunities for immigrants after having seen the vast tracts of territory in our north-west provinces, including the Peace River district. Our Government needs to offer no apologies in inviting agricultural immigrants to come to this country, as no other country in the world can hold out greater opportunities than our western provinces. It seems to be the unanimous opinion that the one thing Canada needs at present is people. In order, however, to attract families and their friends, it is necessary to provide, in addition to agricultural opportunities, diversified employment. This is necessary not only in the interests of immigration but also in the interests of the rising generation of

Canadians, many of whom have no intention of going on the land, and if we are to hold this great asset in this country, we must encourage the efforts to provide industrial and other opportunities here.

If we could be sure of even 350,000 increase in population per annum, which should easily be attained by a moderate immigration and the holding of our natural increase, every three years we would have over a million people added to the population of Canada. This is surely not a very ambitious programme, but it is a programme which, if we could be sure of its being carried out, would give great hopes for the future of that very important problem, the population of our country.

Great Britain, with a Free Trade Government, has found it necessary to modify its views, and after seeking for a formula, has hit upon one which it has euphonically described as the "safeguarding of industry," by means of which it expects to give employment to its own people. Perhaps our Government, with the approval of the people of Canada, may also discover a formula which will produce more diversified employment than we have at present and thus attract a greater number of immigrants and also prevent emigration.

Some fears have been expressed that the recent election of a new President in the United States might have detrimental effects upon our agricultural interests in the West. As Canada is by far the best customer which the United States possesses, it seems hardly likely that the latter country will do anything which will adversely affect the best market it has, especially in view of the fact that one of the announced policies of the new President is the extension of markets abroad.

WORLD PEACE AND THE BRITISH EMPIRE

On January 10th., 1929, the League of Nations will celebrate its ninth birthday. During the first months after the frail agony of human hopes on world peace was launched, any one who advocated, or had faith in the movement was looked upon as impractical, a being of futile and impossible ideas. Nevertheless, the movement has lived and gained in stature until to-day many nations of the earth have found refuge in its shadow.

The briefest sketch of its accomplishments would be too long here. European post-war reconstruction, prevention of threatening outbreaks of war, holding of a World Economic conference, dealings with the evils of the drug traffic, and the traffic in women and children, the Health Campaign, the establishment of the International Labour Organization, and the International Court of Justice—all these and many more may be laid to the credit of the League.

With the growth of civilization comes hatred of war. Formerly isolated countries might go to war with each other without greatly disturbing other nations. But now, the world has shrunk. Political and economic international contact has made international co-operation imperative. International competition, as the world knew it before the war, is out of date. The whole idea of competitive armaments is a threat to the peace and well-being of the world.

British statesmen have long been aware that Peace is the greatest asset of the Empire. Its very life depends on it, because its immense systems of credit and finance are built upon it. The Empire has not yet fully recovered from the shock of the late war, and another would be a calamity from which the thoughtful shrink appalled.

Therefore, it follows logically that every British subject should be interested in any and every quarrel among nations large or small. It is not vital to be interested in the subject of the dispute, but it is vital to see that the parties concerned keep the peace. The Sarajevo crime, horrible as it was, was no more so than hundreds of crimes which the public constantly reads of, but it broke the peace of Europe, and taught the world by the light of its blazing homes that war anywhere may become war everywhere.

Great importance attaches to international peace in the general interest of humanity, but to the British empire it is more vital than ever. It was, because a blow struck at the island overseas would be felt in every part of the British dominions. So intertwined have become the relations between England and her dominions that to hurt one is to hurt all.

The duty of loyal British subjects then, is clear—to support the League of Nations in all its endeavours for the prevention of war; the securing of international disarmament, security and arbitration, is the manifest duty and privilege of all who enjoy the shelter of the British flag.

M. ELIZABETH McCURDY,
Prov. Convener, Publicity Committee
Quebec's Women's Institutes.
January 2nd., 1929.

LOUISA.

Misses Isabel and Muriel Boyd spent last week, visiting their friends in Montreal and Coteau.

Mrs. Thos. Gauley and sons Arthur and Talbert returned home on Sunday, after spending a two week's visit with friends in Montreal.

Our teacher, Miss Wella McNeill, returned on Sunday, after spending her holidays at her home in Orms-town.

Mr. Ed. Cleary Sr. is on the sick list this week.

Mr. Gordon Watchorn is recovering after a severe attack of the flu.

School re-opened on Monday of this week, after the Christmas holidays.

Miss Lela Boyd spent the holidays at her home here.

Miss Freda Tomalty spent the holidays with her parents, Mr. and Mrs. A. E. Tomalty.

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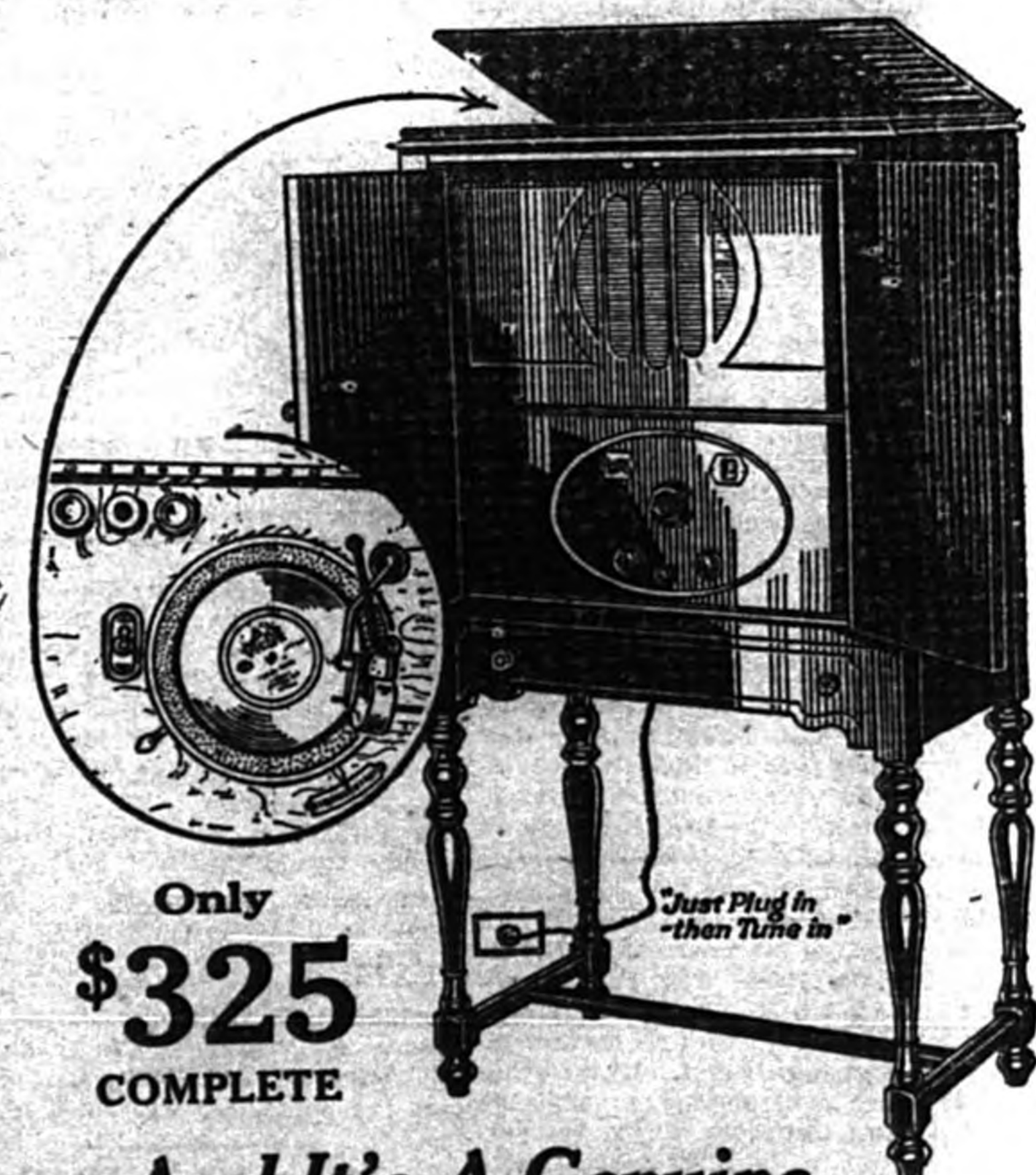


STANDARD TIME
GOING EAST
No. 426 daily, due at Lachute 8.36 a.m.
No. 422 daily, due at Lachute 10.46 a.m.
No. 430, Saturday and Sunday only, 4.33 p.m.
No. 424, daily, due at Lachute 8.18 p.m.

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.

The Family Herald and Weekly Star of Montreal, holds a record for subscribers renewing voluntarily and continuously year after year. After all it is not surprising when one considers the quantity and quality of the readers are given each week and at a price ridiculously low—\$1 a year or three years for \$2.

A Radio and Phonograph at the Price of a Radio Alone



Only
\$325
COMPLETE

—And It's A Genuine Rogers - Batteryless!

TO get a genuine, brand-new, 1929 Model Rogers-Batteryless Radio in a beautiful High Boy Cabinet in figured walnut for only \$325 is in itself a real value.

But when, incorporated in that same cabinet, is one of the newest type phonographs with electric "pick-up", amplified by radio tubes and reproduced through a powerful cone speaker—with volume, quality and tonal depth found only in phonographs selling for more than this entire combination. . . . And when you consider that this is a Rogers product, using the famous guaranteed Rogers A/C Tubes, with four years of proven performance behind it. . . . And that this marvelous instrument gives you all that the best radio or best phonograph can give you for only \$325—it IS a sensation!

Don't Fail To Hear It . . .

Ask us to demonstrate this wonderful combination instrument—the newest idea in radio. No attachments to connect, no connections to change, no bother or fuss. Now it's a radio—click!—and it's a phonograph—click!—and it's a radio again. Convenient terms, if desired.

JOHN McFAUL & SON,
Main Street, Lachute.



Your savings account will soon give you a fund for business investments, or for an emergency, or it will provide a surplus that will help to keep you in comfort in your old age. The "regular saving" habit is the most profitable one you can form.

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 \$265,000,000

J. A. McLEOD, General Manager, Toronto

Big Reduction in Ladies Coats & Dresses

McFaul Bros. - West End
THE QUALITY STORE

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.

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.

GRENVILLE.

Miss Perry Cooke has returned to her position in Detroit, Mich.

Miss Kathleen Watt has returned to her home in Montreal, after a short visit with her sister, Mrs. A. H. Clarke.

Miss Helen Pridham has returned to College in Ottawa.

Miss Helen Bradshaw is still confined to the house with a severe cold.

Mrs. J. E. Arnold has returned home, after spending a week in Ottawa, visiting her many friends.

Master Willie Dodd has returned to Lachute, where he is attending the Academy.

CUSHING.

Miss Chester, of Montreal, arrived on Wednesday, to visit her cousin, Miss Corner, at Mascot Lodge.

Mrs. Clarence Dawson, of Niagara Ont., who is visiting relatives in this locality was a guest of her sister-in-law, Mrs. C. F. Watson last week.

Mrs. F. Gaston spent the early

part of last week in Montreal, owing to the illness of her daughter, Miss Mildred Gaston, who is in the hospital, suffering from scarlet fever.

News was also received this week of the death of Mrs. Chas. Hughes, of Montreal, also a native and former resident of this place being formerly Miss Katie Foreman, a daughter of William Foreman, who was some years ago a highly respected and successful merchant in this locality.

News was received recently by his relatives here, of the death in Naramatta, B. C., of Mr. John O. Noyes, a former resident of this place. The deceased was a brother of Mr. B. Noyes, of Cushing, and also of Mrs. F. R. Douglass, of Montreal. He leaves besides his wife, two sons Mr. Guy Noyes, of Ottawa, and Alexander, of Naramatta, also a daughter, Mrs. Hume, of Colonna, B. C.; another son Robert, was killed serving his country during the first year of the Great War.

LACHUTE BOWLING LEAGUE

January 3rd., 1929.

Lachute vs.				
J. Miller	147	123	113	383
A. Decoste	154			154
W. S. MacKimmie	96	145	119	360
Jim. MacKimmie	140	153	126	419
J. McIntosh	168	120	127	415
John MacKimmie	151	168	319	

Total 2050

Gas and Oil.				
R. Inglis	117	147	138	402
E. Lafortune	136	155	172	463
A. Langille	186			186
G. Muir	167	117	157	441
L. Urbain	134	162	169	465
M. Wilson		97	122	219

Total 2176

Gas and Oil gain 126.

Ayers Ltd. Cotton Mills.

L. Lalande	89			89
R. Beauregard	134	117	148	408
L. Touchette	103			103
M. St. Jacques	146			146
F. Brisebois	157	103	108	368
Geo. Licop	158	168	146	472
B. Fulton	80	95	123	298

Total 1884

Les Brasseries.

A. Laocque	110	167		277
G. Delorme	96	118	134	348
J. P. Therrien	160	109		269
R. Leclair	152	144	152	448
Jos. Bernier	152	154	147	453
L. Lafortune			95	95
H. Lefebvre			153	153

Total 2043

January 8th., 1929.

Ayers Limited, Woollen Mills.

R. Beauregard	196	182	154	532
P. Poirier	115	156	122	393
L. Urbain	123	153	132	408
Geo. Licop	140	158	168	466
C. Rodgers	139	137	129	405

Total 2204

vs. Jas. W. Cottingham Ltd.

J. Graener	138	143	131	412
O. Bergeron	110	142	120	372
Chas. Miller	101			101
A. Grenier	90	97	136	323
C. Ross	123	131	128	382
H. Johnson		91	95	186

Total 1776

January 9th., 1929.

Bankers

P. Filion	128	152	95	370
E. Middleton	169	127	123	419
K. Elliott	122	123	109	454
E. Hardie	116	148	143	407
L. McCormick	133	106	142	381

Total 1931

vs. Independents.

Geo. Licop	143	85	93	321
A. Decoste	116	139	170	425
E. Dion	129	156	137	422
R. Cunningham	120			120
H. Dion	196	121	139	456
Bob Fulton		128	112	240

Total 1974

CUSHING.

Mrs. F. Gaston spent several days in Montreal last week.

Mr. Dan Hill spent the holidays the guest of his sister, Mrs. John Bradford.

Celebrate Bobbie Burn's Birthday with us, at St. Mungo's Tea-Meeting on Jan. 25th.

The Monthly Meeting of the W. M. S. was held at the home of the Misses Helena and Ruth Dobbie on Tuesday.

Miss Nellie Hodgson, of Montreal, and Mr. George G. Fuller, of Toronto, spent Xmas with Mr. and Mrs. Frank Fuller.

Mrs. Geo. Hodgson, of Montreal, who has been the guest of her daughter, Mrs. F. Fuller, for some time, returned home on Saturday.

Sunday guests at the home of Mrs. Andrew Graham Sr., were the Misses Lena and Margaret Graham, of Lachute; Mr. W. Chambers, of St. Philippe; Miss Ivy and Mr. Archie Graham, of Cushing.

ST. ANDREWS EAST.

Mr. Edmond Neve and family left last week for St. Petersburg, Florida, where they will spend the next three months.

Mrs. Florence McCallum & daughter Dorothy are spending the winter in Montreal, with Mrs. McCallum's sister, Mrs. Say.

Mrs. Geo. Perks was in Montreal, where her son Mr. Willie Perks, had an operation on his throat, which we are pleased to know was quite successful.

Mr. and Mrs. Fred Webster have been visiting his parents, Mr. and Mrs. T. Webster of this place.

Miss Evelyn Wales has returned to Montreal to resume her duties.

Miss Bancroft, of Montreal, is a guest of Miss Hibbard.

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.

Here and There

(213)

Ojibway Indians of the Nipigon district will not touch bear meat because they are mostly members of the Bear Clan, says Ozark Ripley, the well known sporting writer. They are averse to killing the bear and one hunting party relates having to forego eating bear steak and having to bury a bear's carcass because their cook refused to touch it meat.

A trout weighing eight pounds was a catch reported last summer by William Mitchell in the neighbourhood of Banff, Alberta. "My record for the season is 396 fish," he writes, "all caught on rod and line within easy reach of Banff. Recently at Wapta I caught two six pound rainbows and several cutthroat weighing from two to three and a half pounds."

A record was hung up beside the Christmas stockings of the employees of the Canadian Pacific Express Company on Christmas Day when, from coast to coast, every Christmas package was delivered to its destination, except where there was no one to receive them. According to T. E. McDonnell, president of the company, express traffic was unusually heavy this season and was well handled.

Many enquiries for Reward wheat, one of the early ripening varieties evolved by the Canadian Government Central Experimental Farm, Ottawa, are being received by the Dominion Cerealists. The farm will have 10,000 bushels of this new wheat for distribution, and the 350 growers who were allowed to grow Reward in 1928 will have a surplus of 2,000 bushels making available 12,000 bushels for seed in 1929.

Production of agricultural implements and machinery in Canada amounted to \$42,996,283 in 1927, according to the Bureau of Statistics, as compared with \$38,269,214 for the previous year and \$24,776,216 for 1925. Of the 65 firms reporting, 43 were in Ontario, 12 in Quebec, 4 in Manitoba, 4 in Alberta, one in Saskatchewan and one in Prince Edward Island.

Having successfully completed for her trials off Scotland the new Canadian Pacific British Columbia coastal steamship "Princess Norah" will arrive shortly at Victoria, Vancouver Island. The new ship is the seventeenth "Princess" of the company's fleet and is equipped with bow rudders to facilitate navigation in the narrow channels of the west coast.

Canadian seed wheat is in considerable demand in South America according to officials of the agricultural department of the Canadian Pacific Railway at Winnipeg. "A ton of seed wheat was recently shipped from Brandon to Peru via wheat ranchers, and it is expected that further orders will come from the South American republics."

Less than a minute was required to launch each boat when the life saving equipment of the Canadian Pacific liner "Duchess of Bedford" received its regular test at New York recently before embarking its Christmas cruise of the West Indies. "The finest and most efficient boat lowering apparatus I have ever seen," was the comment made by John J. Grady, head of the United States steamship inspection service, who was present at the test. The "Duchess of Bedford" is one of four sister ships of the new "Duchess" class all of whom are speedy oil burners and equipped with the same efficient life saving apparatus for use in an emergency.

BROWNSBURG.

Mrs. W. J. Graham is visiting friends in Montreal.

Miss Alma Fletcher, of the Montreal General Hospital, is spending a short holiday, the guest of her parents, Mr. and Mrs. W. J. Fletcher.

During the holiday week, a little baby girl arrived at the home of Rev. and Mrs. Enard.

Mr. A. Carriere has the Skating Rink in good condition, and with Mr. Monahan as caretaker, prospects are good for a good winter's fun.

RAWCLIFFE.

Miss Minnie Mott, of Montreal, spent New Years with her parents.

Miss Alice Noble, of Montreal, spent New Years at her home in Grenville.

Messrs. Cecil and Clarence Mott spent the New Year holidays at home guests of their parents.

LAKEFIELD.

On Sunday, Jan. 13th., Divine Services will be held at Louisa at 11 a.m.; Dunany 2.30 p.m. and Lakefield at 2 p.m.

On Tuesday, Jan. 15th., the Annual Vestry Meeting of Trinity Church, Lakefield, will be held in Gibb's Hall at 2.30 p.m. We ought all to be interested in the business affairs of the Church, as well as in her services. This is one opportunity wherein we may all show our interests, our support and co-operation by all being present.

On Wednesday, Jan. 16th., there will be a meeting of the Women's Auxiliary at the home of Mrs. Miller Copeland. Every member who can possibly attend this meeting, should make it a point of being there. This is another opportunity wherein we can show our loyalty, our support and interest, in the service of God and his Christ.

"Rex" Theatre

11 - 12
Foster Keaton & E. Torrence in
STEAMBOAT BILL JR.
A Knockout Comedy
A Beautiful Oddity

Sunday and Monday
NORMA TALMADGE in THE WOMAN DISPUTED
Depths of tragedy and soars to the dizzy peaks of Romance.
Com: CAME THE DAWN Serial: MARK OF THE FROG

Sunday Only
BESSIE LOVE, TOM MOORE, KATE PRICE, TOM O'BRIEN in
ANYBODY HERE SEEN KELLY
A very unusual picture that will stir your heart, you will enjoy it.
Com: CHICKEN 10 Ep. MARK OF THE FROG

Monday and Tuesday
BEBE DANIELS and NIEL HAMILTON in HOT NEWS
Western Featurettes: ROMEO OF THE RANGE
Com: LARRY SIMON in the Stunt Man. Pathe Review

Wednesday and Thursday
ANNAPOLIS
With JOHN MACK BROWN, JEANETTE LOFF, HUGH ALLAN.
A Dramatic Love Romance against the Colorful background of the U. S. Naval Academy. Serial: TARZEN THE MIGHTY
Com: RUBBER NECKS

Friday and Saturday
SIR HARRY LAUDER in is only Moving Picture Production
HUNTING TOWER
BILLIE DOVE in STOLEN BRIDE
Comedy: THE BOOSTER.

The Bell Telephone Company and its Bill in Parliament

THE Bell Telephone Company is bringing before parliament this session a Bill regarding its authority to seek new capital.

No grant or subsidy from parliament is involved. It is entirely a matter of authority to offer new shares for purchase by investors, from time to time in the future as new capital is required for the growth of the system.

There are three reasons why the telephone company is asking parliament for this authority. Each of these reasons is important.

the first reason

The telephone system cannot extend to meet the growth of the country unless there is a steady supply of new capital year after year.

IN a progressive country like Canada the telephone system never stands still. Each year there are thousands of new telephones in new homes and offices.

For the next five years the definite needs which the system is under public obligation to meet mean spending over \$120,000,000 in new plant.

Year after year, in good times and bad, new money is needed for more telephones if the system is to keep pace with the country. And of this money a great part can be supplied only through the purchase of new shares by investors.

the second reason

Necessary plans cannot be made unless there is assurance that money may be obtained in the future to complete them.

IN the telephone business it is essential that plans be made for years ahead.

There must be cables and conduits and central exchanges before new telephones can go in. To wait until people are clamoring for service is too late.

Such projects in the past have been undertaken because the company has been confident of securing money from investors to put the new equipment into full service.

But if the company is not able even to approach investors, its assurance vanishes and to prepare for the future becomes impossible.

The telephone system does not need, and will not seek, all the seventy-five million of new capital provided for in its amendment now, nor next year, nor the year after.

It may not need it all for a good many years. But it does need now the assurance that it will be able in the future to go into the market for new money when it is required.

the third reason

The company's present authority to seek new capital is almost exhausted.

WHEN the telephone company began in 1880 it had authority to sell shares to investors up to half a million dollars, but with the growth of the system this authority has been extended by parliament.

This has happened, on an average, every eight years since 1880. The last amendment by parliament was in 1920. Another amendment is necessary now because, of the seventy-five million of shares set in 1920, less than ten million now remain for the company to offer to investors.

With over \$120,000,000 to be spent during the next five years—a substantial part of which must be provided by sale of new shares—this margin of less than ten million represents neither the steady supply of new capital nor the assurance of the future which the company must have to serve the public with efficiency.

eight years from now

IF there had not been an amendment in 1920 with the right to raise new capital, Ontario and Quebec today would be struggling with a telephone system so hopelessly behind public requirements that all branches of business would suffer.

The telephone company does not want that state of affairs to prevail eight years from now. The Bill is to prevent it.



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 discomfiture. 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.

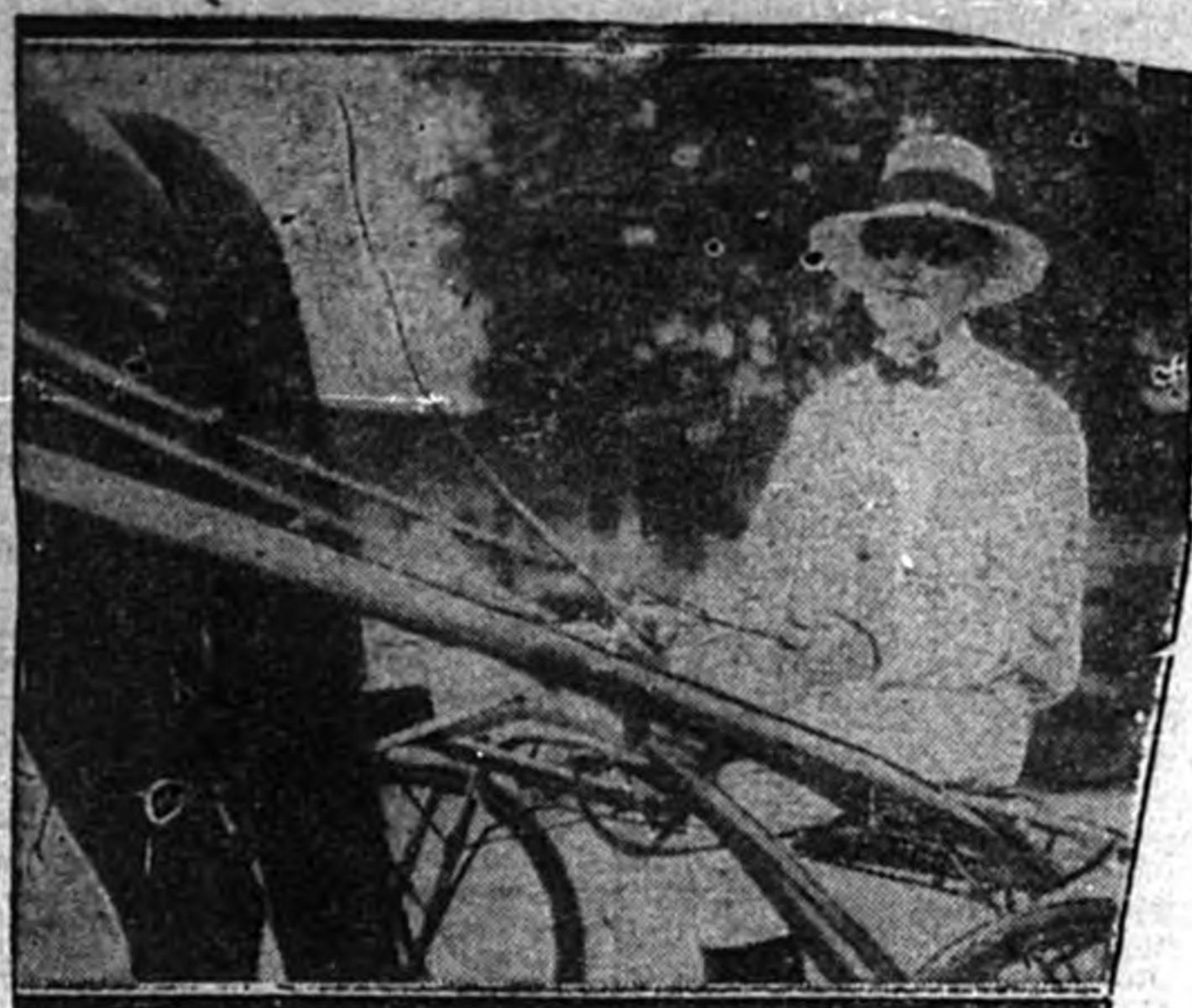
Even Jim and I discussed making the pilgrimage ourselves, until we learned more about its impossibility for us. Mecca is not for white men and especially for non-Mohammedans. We talked at some length with a good old Mohammedan teacher who was personally very kind to us and friendly. When we asked if 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 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 wore 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 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-brown. 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 at 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



Mozanna Lain, telephone girl, who is testifying against ram-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 fail 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."

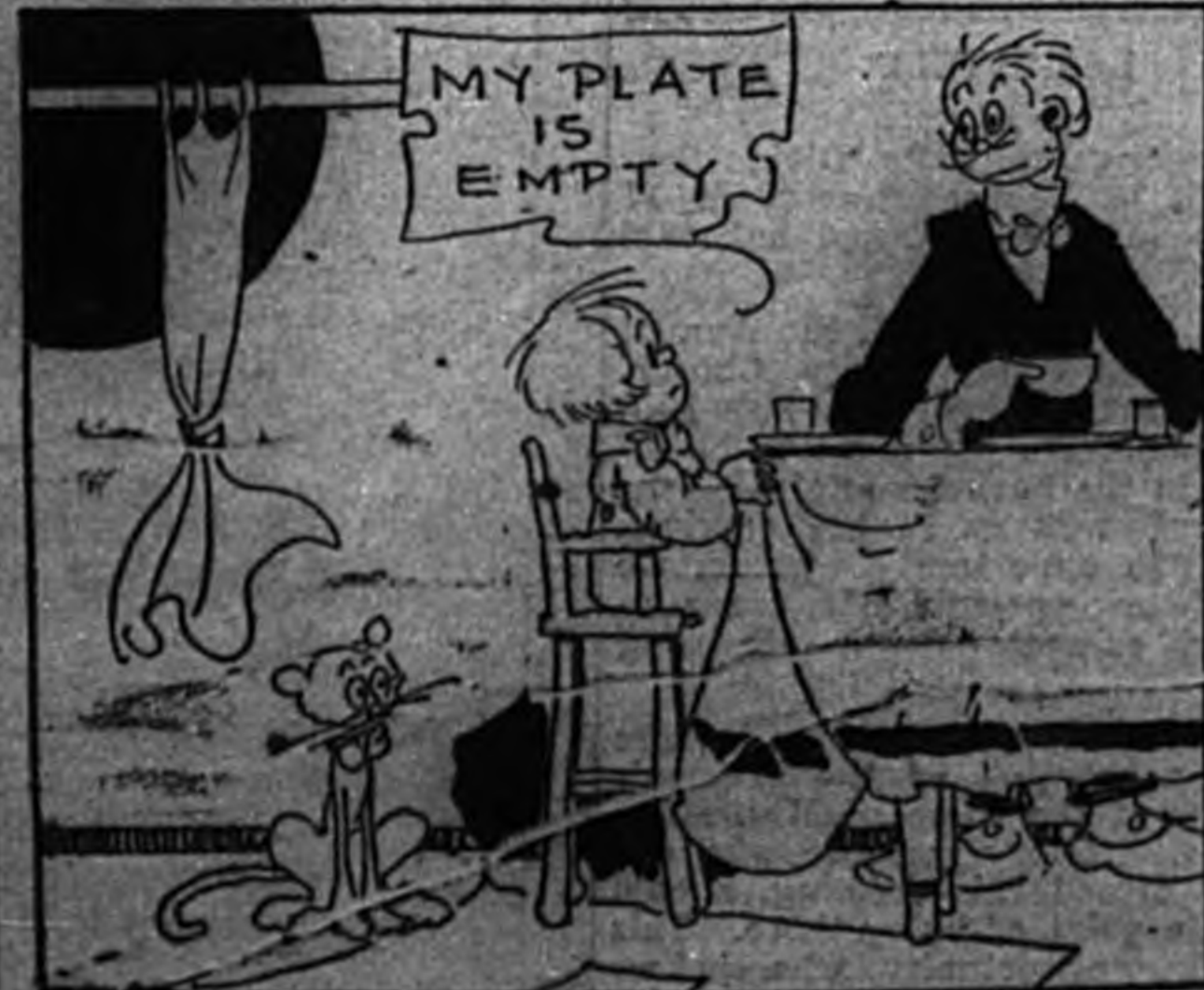
Back With the Duds

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.

S'MATTER POP—



He Has a Quiet Efficiency.

Irrigating Dream Comes True

By FRANCIS FLOOD

A few years ago I was a home-steader 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 aquirers 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.

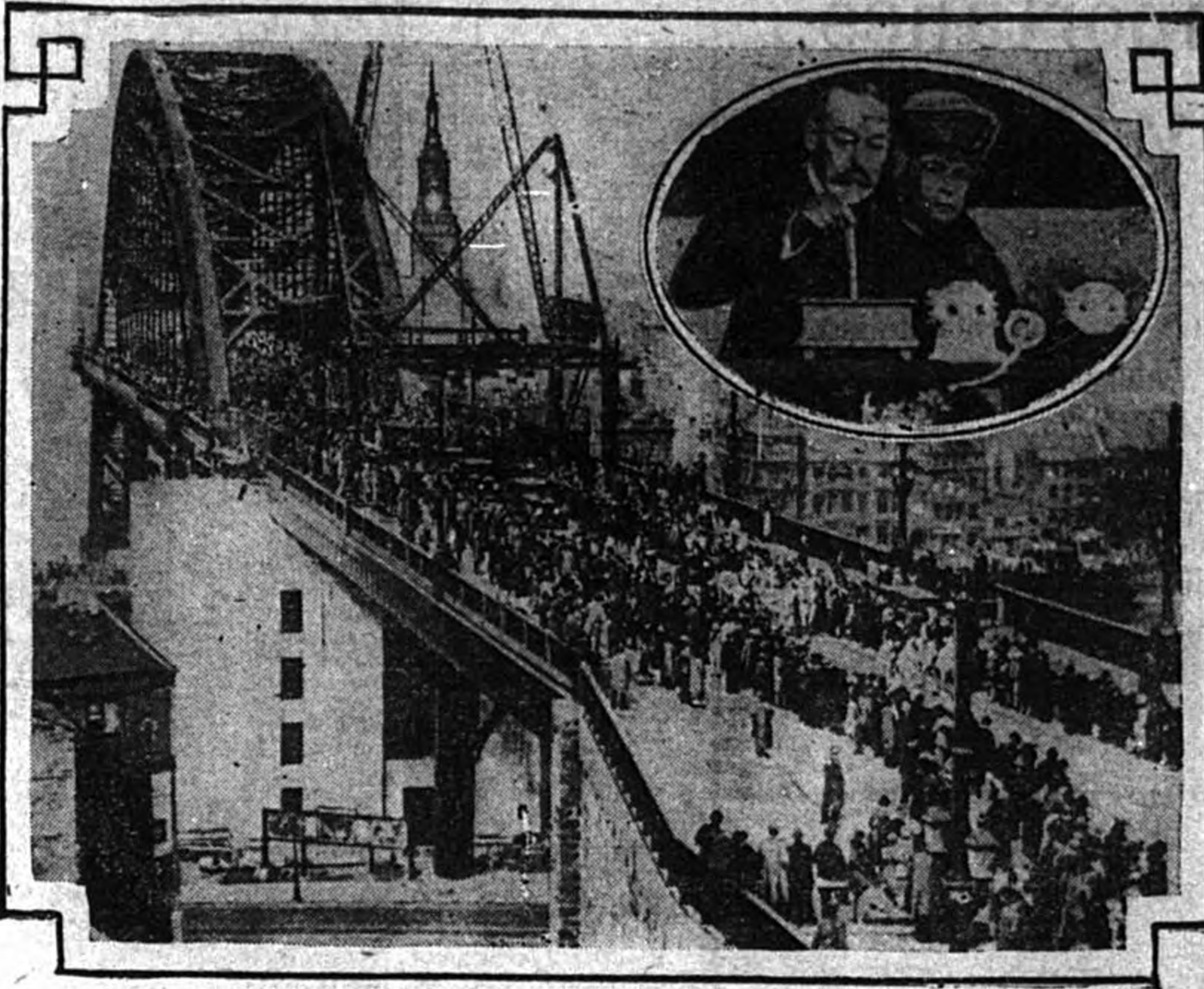
"No. And I don't believe you've crossed Africa on those motorcycles either," he admitted. "The one I earned your breakfast and I thought two such big ones deserved a double order."

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

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 son 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 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 "Battling" 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 Nurni 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 bletherings 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 flounder 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 advices, 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 injure 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 iron 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

The Importance of DRY COLD

The average iced refrigerator is inefficient not only because it is not cold enough, but also because it is damp, instead of being dry.

Dryness stops the growth of bacteria. Dried fruits, dried meats, etc. will keep for long periods of time, due to this fact. In a dry, cold atmosphere, meat will not only keep longer, but will actually improve with age.

Electric Refrigeration supplies the proper degree of coldness and dryness, to give perfect sanitary food preservation.

"WHY HARVEST ICE"

Consult our nearest Branch Store

**Gatineau Electric Light
Company Limited**



"VICTORIA" Coffee

Selected from the world's finest coffees

LAPORTE MARTIN LIMITEE
ROASTED AND PACKED IN OUR OWN PLANT

On Sale at Victoria Independent Stores

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.

WANT ADS

HOUSE TO LET.—Four rooms, very modern and comfortable, on Main Street. Apply at the Barber Shop next door to Rex Theatre.

AUCTION SALE

There will be sold by Public Auction at the residence of LOUIS THOMAS FOURNIER, ROBERT STREET, LACHUTE, WEDNESDAY, JAN. 16th, 1928.

The following effects:—One dining room set, 1 sideboard, 1 parlor set (6 pieces), 1 Piano case Organ, one parlor table, kitchen table, 12 kitchen chairs, 1 couch, 2 beds, complete, 2 single beds complete, 2 mattresses, 2 feather pillows, parlor rug, 3 lamps, cooking stove, large Quebec heater, toilet set, dinner set complete, a lot of glassware, washing machine, and wringer, New Williams Sewing Machine, blankets, quilts, etc., linens, pictures, cutlery, and many other articles too numerous to mention.

The house will also be offered for sale. Terms made known on day of sale.

Sale to commence at 10 a.m.
TERMS: CASH

LAKEFIELD.

The saw-mill is once again in the community.

Rev. Mr. Fiander spent Tuesday at Dunany guest of Mr. and Mrs. Sparks.

Mrs. Jas. Arnett spent the holidays with her daughter, Mrs. George Peet.

Mr. and Mrs. Allan Gain and baby visited Mr. and Mrs. Jack Gain, on Tuesday last.

Mr. J. H. Andrews, of Saskatoon, spent the holidays here with his mother, Mrs. Wm. Evans.

Although there is a great deal of snow and cold weather, the old car is still travelling to Lachute.

Guests at Mr. Thos. Evans during the New Year were, Mr. and Mrs. C. Andrews and Miss May Evans, of Montreal.

Mrs. C. Andrews, Miss M. Evans, Mrs. M. Copeland and Mr. Thos. Gray were guests of Mrs. W. Evans Sunday.

We are all pleased to hear that the Rev. A. E. Mount, who is spending the winter months in Montreal, is once again convalescent.

Mr. and Mrs. Miles Copeland entertained the following young people on New Year's Eve: Miss Viola Silvers, Miss H. Evans, Messrs. Haddon, Henry & Donald McDonald, Mr. Leonard Legg and Mr. Ross Evans.

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.

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

Ski Championships for Banff



Top left, Kay Harrison, Queen of the Carnival. The inset proves that Banff Winter is not all shivers. Below, en-route to Lake Louise, pictures at the right.

Announcement that the Western Ski Championships of Canada would be held at Banff during the Carnival Week February 2-9 is greeted with enthusiasm in practically every corner of the continent. Skiing has always been a feature of the Carnival, but this season, world's champions will gather there and present an exhibition which in itself would be worth travelling a thousand miles to see.

The Banff Ski hill is undergoing improvements at the present time to allow for longer and more spectacular jumps and a cabin is being erected on the top of Stony Squaw Mountain by the Banff Ski Club which is also preparing several runs suitable for beginners as for experts. Last year a favourite cross country run was to Lake Louise, part of which was accomplished as automobile tow. That this is a

worthwhile run may be gathered from the photographs above.

But the skiing is only one side of the Carnival life. There are the dogs and the derby, the ice and the skating, the toboggans and sleighs, the dances and fancy dress balls, curling and hockey, a properly organized sports program and a general atmosphere of spontaneity, gaiety and fun. W. A. Brewster is chairman of the Carnival, George Hunter is secretary and the Queen—the Queen of Banff Winter Carnival February 1928—is Kay Harrison of Vancouver. Miss Harrison's might easily have been a crown of beauty and popularity, but it was also her prowess as an all-round sportswoman which gave her the title. Hers will be a very merry court and it will embrace all those whose pleasure takes them to Banff during the period of her sovereignty.



Direct the Spotlight of Publicity on Your Store!

IN OTHER WORDS "TELL THE PEOPLE WHAT YOU ARE DOING."

You cannot expect people to come and ask you your business—especially when so many other firms are anxious for their trade and tell them so.

To help our advertisers to present their merchandise to the people of this community in an attractive and convincing way we have placed at their command the entire resources of the Bonnet-Brown Sales Service, an organization that produces the best in Advertising Copy and Illustrations. We would be glad of an opportunity to show you how this Service can be fitted to your needs.

The "Watchman"

Here and There

(203) Quebec city's new grain elevator will be completed in January. It is now thought. All that remains to be done to the 2,000,000 bushel structure is to complete the three galleries and the marine tower.

A Chicago Holstein breeder has made a special offer to B. H. Thomson of Braeburn Farm, Boharn, Saskatchewan, for his world champion Holstein cow, Canary Korndyke Alcatraz; but representations are being made to the Provincial Government to have this famous animal retained in the province.

"You don't have to sell the idea of game protection and conservation to sportsmen," said James W. Stuber, well known sporting writer who attended the recent banquet in Montreal of the Quebec Association for the Protection of Fish and Game. "The problem is to convince the settler and guide in the backwoods that a surplus of game for the attraction of the hunter means money in their pockets and a source of revenue to many classes in the community."

The Santa Claus team of fairy reindeer must be having an exciting time these days in keeping pace with modern delivery methods, for Christmas presents shipped by Canadian Pacific Express are being speeded through the clouds by airplanes. Between Quebec, Montreal, New York, Ottawa, and Toronto, in the east and Winnipeg, Regina, Calgary, and Edmonton in the west, airplanes have been busy this season carrying air mail and express matter and many related shippers have been able to have their presents delivered before Christmas by using the air express service.

GUNS

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.

The finest show herd and the only shipment of its kind ever sent out of Canada is now on its way to Australia. Twenty seven animals, three bulls and 24 females, the cream of James D. McGregor's famous Glenora stock farms, have been loaded into C. P. R. cars and started on their long journey to New South Wales. Twenty of the animals will be used for the foundation herd of the government animal husbandry department, while seven others will go to private purchasers. All are of the finest stock raised by the leading Aberdeen Angus breeder, and most of them have won prizes at fairs and stock shows throughout the continent.

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.	45c.
SHELLED WALNUTS, 1/2 lb.	25c.
SHELLED WALNUTS, 1/4 lb.	15c.
TOMATOES, 2 for	25c.
C. LEAF SALMON	45c.
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.
R. 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.
COCA, loose, 2 lbs.	35c.
COCAANUT, 1/2 lb.	15c.
COCAANUT, 1 lb.	28c.
BROOMS, 2 lbs.	48c.
CASTORIA	35c.
MINARD LINIMENT	25c.
ASPIRINS	20c.
CHOICE DATES, 2 lbs.	20c.
PEPPERMINT	11c.
LUX	68c.
CHOICE ORANGE PEKO TEA,	
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a fairy you can
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Lady of the house

—these Biscuits
are as Light, White
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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

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THE FOLLOWING DEALERS SELL SNOWDRIFT FLOUR:
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The Watchman,

And Ottawa Valley Advocate.

VOL. LIV.

LACHUTE, QUE., JANUARY 18, 1929.

NO. 1

Hardware that will stand Hard Wear

Resolve right now to make this store your buying headquarters for all your Hardware and Household needs. We can fill your needs in hardware with articles of merit at the most reasonable prices. In our large stock are to be found all manner of household helps so needful from the kitchen to the garage. Our motto is, "Hardware that will stand Hard Wear." Make us prove it.

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LACHUTE DAIRY

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

The Ladies' Auxiliary of the United Church, Brownsburg, purpose holding their Tea-meeting on Thursday, Feb. 7th, 1929. Keep the date open.

TEA-MEETING AT ST. ANDREWS.
On Friday, Jan. 18th, the United Church will have a Tea-Meeting in the Town Hall, followed by a program of music (by an 8 piece orchestra), and a three act comedy, "The Blundering Mr. Brown." A fine entertainment may be expected and we hope to see there many of our friends from Lachute and near by towns. The supper will be from 6 to 8 p.m.

The St. Mungo's Annual Tea Meeting will be held on Friday, January 25th, 1929. Supper served from 6.30 to 8.30. A good programme is expected.
J-18-2. Admission 50c.

AYRSHIRE BREEDERS' MEETING
The Annual Meeting of the Laurentian Ayrshire Breeders' Club will be held in Windsor Hotel, Lachute, on Wednesday, Jan. 23rd, at 2 p.m.
W. J. RODGER, D. BRADFORD
Pres. Sec'y.

ORANGE ELECT OFFICERS.

The Semi-Annual Meeting of the Loyal Orange Lodge for the County of Argenteuil was held in the Odd-fellow's Hall, on Monday last. The attendance was not as large as previous occasions on account of their being a number of the members who were engaged in Municipal Elections throughout the County. The chair was taken by Past County Master Bro. Wm. Cooper, of Brownsburg, after which the reports from the different Lodges were read and the report of the Treasurer adopted. The Lodges throughout the County have made most wonderful increases during the past year, which was due to the visitation of the Grand Organizer Bro. H. A. Graham, of Kingston, Ont. The next meeting will be held in Louisa, on Friday, June 14th. The election and installation of officers for the year was then dealt with in the usual manner. The members then adjourned to the banquet hall, where the Ladies of Lachute Lodge had prepared a very nice supper for the visitors and members.

CARD OF THANKS

Mrs. MacAllister and family wish to thank all their friends and relations for their kind sympathy and floral tributes in their recent sad bereavement.

Mrs. Lemuel Wilson and Mrs. Wm. Tomalty wish to thank the Dominion Cartridge Co. for their kindness and sympathy shown and for floral tributes also the Laurentian Lodge, Argenteuil Lodge and the Scarlet Chapter of the Masonic Order and other kind friends.

Large Assortment of
CHINA WARE — CUT GLASS
WATCHES, RINGS
and all kinds of small fancy and useful articles for all occasions.
A. C. LAPIERRE,
Watchmaker and Jeweller
Bethany Street, Lachute.

Notice to Farmers!

We are in the market to buy good quality Birch, Maple, Basswood, Pine, Spruce & Hemlock.

Get our specifications and prices before selling.

J. W. Cottingham, Limited.

LOCAL NEWS

Mr. H. Courbois, of the Metropolitan Life Assurance Co. is taking up residence in town.

Mr. Leslie Smith left last Friday for his home in Aurora, after spending a few weeks in town.

Mr. Ross Smith, of Lucky Lake, arrived home on Thursday, owing to the death of his father, the late Mr. Wm. Smith.

Mr. John Vliet returned to town on Sunday, after a pleasant three weeks visit with his parents, in New Liskeard.

Mrs. M. Campbell who has been spending the past three weeks with friends in Lost River returned to her home in Montreal on Monday evening.

The home of Mrs. Maxwell, at Thos. Gore, was burnt to the ground on Sunday last, and little of the contents were saved. From reports it is thought the fire broke out in the chimney.

The Battle of Coronel & Falkland Islands is the title of the Movie being shown in Goyette's Hall, Brownsburg, on Thursday and Saturday of this week. Sunday and Monday Jessie James. Thursday and Saturday of next week, Land of Hope and Glory.

The survey of current publications places the Family Herald and Weekly Star of Montreal in the lead for variety and quality of reading. Always recognized as a steady guide and counselor to the farmer the survey proclaims it almost as equally popular in urban homes.

LITERARY AND DRAMATIC SOCIETY ENTERTAIN CHILDREN

The Christmas entertainment given by the Literary and Dramatic Society for the school children of Lachute and surrounding districts, which was postponed before the holidays, took place on Wednesday evening, January 16th, in the United Church Hall.

The first part of the programme consisted of a school-room scene which we trust, was not representative of the schools of Lachute. The teacher deserved much credit for her capable handling of a rather difficult class.

Santa Claus, relieved of his onerous Christmas duties, was able to give his whole attention to the children of Lachute, and was very ably supported by Mrs. Santa, who arrived some time before him. Through the influence of Mrs. Santa, Mother Goose was persuaded to attend and to bring with her all her children of Mother Goose Land, and everybody helped to make the evening a merry one.

After the programme, the children who had come from a distance were treated to a hot lunch before starting home, and every child received a bag of fruit, nuts and candy, as a gift from Santa Claus.

The work of the Society in putting on such an entertainment was well repaid by the happiness of the children, and it is hoped that they will be able to give a similar one next year.

ARGENTEUIL MEETING OF ARGENTEUIL AGRICULTURAL SOCIETY.

The Annual Meeting of the Agricultural Society was held in the Court House, on Monday last with Mr. J. H. Black, Vice-President in the chair in the absence of Mr. J. T. Ayers who for many years has so ably carried on the work as President.

The Secretary-Treasurer, Mr. Jas. W. Gall gave the Financial Statement and auditor's report which showed that the 1928 Fair was the largest and most successful fair ever held in the history of the Society, which is largely attributable to the generosity and indefatigable zeal of the President, Mr. J. T. Ayers, who is seeing the fulfilment of his ambition to make Lachute Fair the banner Fair of the Province. Since the exhibition, work has been steadily progressing by the enlargement of the grounds, new buildings, better stabling in which open stalls have been dispensed with, and last, but not least, is the new race-track which has been built over and enlarged to a width of 50 ft. All these improvements will give a wonderful advantage when our invitations are issued to visit the Lachute Fair, June 19th to the 22nd, inclusive.

A pleasing feature of the meeting was the attendance of Professor Robert Summerby, of MacDonald College, one of our old County Boys who has won distinction in his vocation, and who is Argenteuil's representative on the Board of the Council of Agriculture at Quebec. In briefly addressing the meeting "Robert" gave some interesting information that will prove most helpful.

The dates of Lachute Fair are the same week every year and will fall on June 19th to the 22nd, inclusive. Following is the result of directors for ensuing year:—J. T. Ayers, J. H. Black, C. Tremblay, Major Geo. Mitchell, B. Stead, W. J. Rodger, J. McKenzie, W. Morrow, Geo. White, J. S. Gilles, A. St. Jacques, J. Murdoch, G. Arnold, J. H. Heattie, E. Kettyle.

OBITUARY.

AN AGED PIONEER MISSIONARY PASSES.

The funeral of the late Miss Margaret Rodger, of East Settlement, took place from her late residence to the Presbyterian Church, Lachute, on Tuesday afternoon, the 15th. January 1929, the Rev. Henry Cousens, pastor of the church officiating, and considering the severity of the weather was largely attended. The Ladies of the W. M. S. of the Presbyterian Church were present in a body to pay a last tribute of respect to one of their life members. Miss Rodger was born in East Settlement in March 1847, a daughter of the late Joseph Rodger and Jean McOuat, his wife. She was originally a member of the Presbyterian Church, of which the Rev. Jno. Mackie was pastor. She prepared at the Lachute College to enter the McGill Normal School, from which she graduated with a Model School Diploma. While attending the Normal, she became acquainted with Miss Marion Fairweather, a fellow student and both felt constrained to offer themselves as Missionaries to India. At that time no organization existed in the Presbyterian Church of Canada for sending women missionaries to India, but these young ladies were determined to answer the call that had come to them, in some way or other, and they made application to the Foreign Mission Board of the Presbyterian Church in United States, were accepted and in 1873 were sent out to the heart of India. There for four years she labored under the American Board. At the end of that time the Canadian Church sent out the Rev. James Douglass to establish a Mission in Indore, and Miss Rodger became attached to that Mission, where for some years she labored. Later with the Rev. Campbell Fraser she spent several years, so that in all for seventeen years with one lull, she devoted her life to work as a missionary of the Cross in the dark places of the earth. A break down in health compelled her to return to Canada. During her stay in Indore she became acquainted and associated with that wonderful Missionary hero the late Dr. Wilkie, whose work in the Gwalior Mission at Jhansi has been so successful. On his last visit to Canada about two years ago, Dr. Wilkie came to see Miss Rodger and they enjoyed an afternoon together, recalling many incidents of their work when in India. After Miss Rodger returned to East Settlement, her work at home as a teacher of the Bible, was continued, and for many years she conducted a Bible Class, which she organized and thus endeavored to maintain as long as possible the Missionary Spirit. In the neighborhood where she resided, Miss Rodger was always ready to lend a helping hand, wherever there was sickness and she will be remembered for her many acts of kindness.

A few days ago Miss Rodger's sister passed away and there is now left at the homestead, two brothers William and John and one sister Elizabeth.

THE LATE GEO. McALLISTER.
There passed away on Friday, Jan. 11th, 1929, at his home in Brownsburg, after a great deal of agony and suffering Mr. George McAllister, son of the late William MacAllister. Born in Brownsburg, Village in April 1869, educated in the old brick school, he grew to manhood in his native village, and was married in 1893 to Miss Sadie Delacourt, of Montreal.

Growing tired of shop life in 1895, he moved with his family onto a farm at East Hatley, Que., where they were quite successful. They sold out at East Hatley, in 1903 and moved to another in Birkton, Que., but growing tired of a life among strangers Mr. MacAllister again sold out and brought his family back to his native Brownsburg in 1904 and re-entered the service of the Dominion Cartridge Co., in whose employ he remained until 18 months ago, when ill health compelled him to retire.

Mr. MacAllister was a great though very patient sufferer, for many months cared for by a faithful and loving wife with whose loss an entire community sympathized.

He leaves besides his wife, four sons, Gordon, of Toronto; Lyall, of Port Arthur; Donald, of New York and Kenneth at home and daughter Elsie, wife of Ernest Cockfield, all of whom were with him when he died. The funeral took place on Monday, Jan. 14th, conducted by the Rev. T. C. Cassidy, from the United Church to Lachute.

The pall-bearers were Geo. I. McPaul, Wyman MacGibbon, H. Moseley, John Connelly, Lemuel Wilson, Alex. MacAllister.

CHANGE IN BUSINESS.

Mr. Wm. Lefebvre of Bethany St. has purchased the business of Jno. Fraser & Co., to be open on Jan. 18th, 1929. This business carries a full line of choice Western meats also the exclusive agency of Geo. McGarry and Co.'s sausages, sugar-cured hams and Bacon.

Thanking the public for kind patronage and bespeaking a continuation of same for the new proprietor.

We beg to remain,
Yours,
JNO. FRASER & CO'Y.

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

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High-class Groceries

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The New

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IS THE NEW FORD
Ask the man who drives one

GEO. Y. DEACON

FORD DEALER, LACHUTE

HARDWARE TINSHOP
AND GARAGE

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 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 Marlie. 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 advised 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

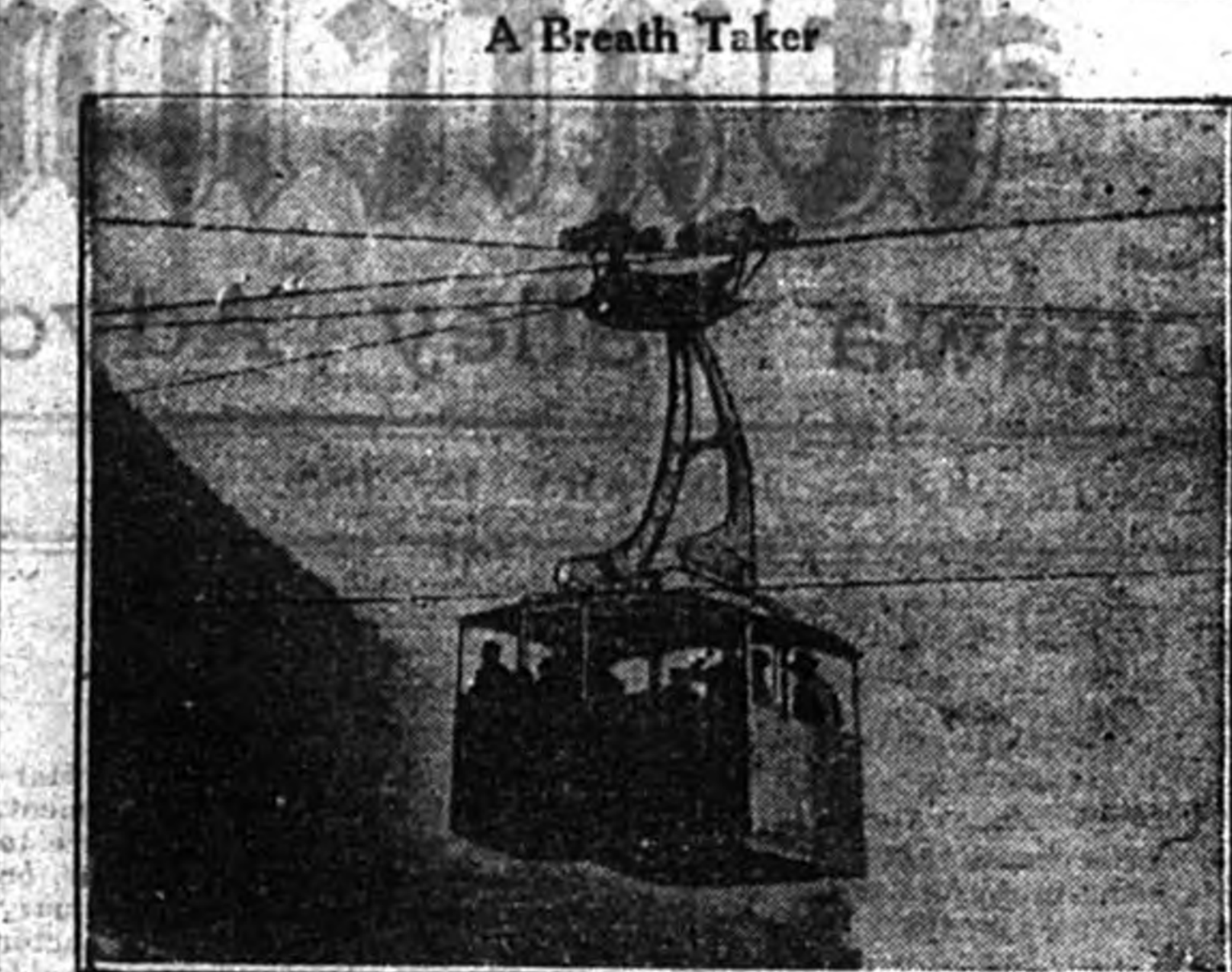
Allenby was already feeling a new man. He had again found use for his talents. Characteristically, the cavalryman moved his headquarters to Khan Yunis, a small town almost upon Gaza itself. It was risky. In case of defeat he had only a tenuous railroad behind him across the desert as a line of retreat. 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 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 plinned 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 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.



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 sashes.

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 Ramesses to the Little Corsican, from Sancharib 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.

"To-day 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 as 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 Blas 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 Blas 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 1928 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 Johannsen 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. Mankind's immortal 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 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. Northwestward 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, Duvegen & 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 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 416,533 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 battled 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. 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, 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.

"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 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 mosquitos 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.—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.



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THE NEXT GREAT FLIGHT.

News from Paris says that the Fokker aviation firm is preparing the details for a non-stop flight around the world. This would seem to be a tremendous undertaking, but the company's experts are confident that the project will be successfully carried out. The recent record-smashing feat of the Fokker tri-motored plane, the Question Mark, at Los Angeles Metropolitan Airport has shown the Fokker people and the rest of the world the possibilities of long-distance flight without descending on the route. The Question Mark set out on New Year's Day to create a record and did it. For nearly seven days the plane flew without cessation under the direction of the crew of five and only came down when the motors began to develop trouble. The actual time was 150 hours, 40 minutes and 15 seconds, and the crew then reported that they could have kept on indefinitely had not the motors finally balked under the tremendous strain. It was only in the last hour of the flight that motor trouble developed. One motor went dead and another began to fail rapidly, so the crew decided it was time to quit, and guided the Question Mark to earth, landing almost on the spot from which they had ascended a little less than a week previously. It was a remarkable performance.

The Question Mark was enabled to keep flying day after day because of the re-fuelling facilities, the practicability of which their accomplishment proved beyond question. The success of this attempt has led the Fokker authorities to contemplate the continuous round-the-world flight, starting from Paris. The plan provides for the posting of tank planes at various cities around the globe. These planes will meet the round-the-world plane in mid-air and accompany it for such distance as may be required for re-fuelling. It is an ambitious project, but the Question Mark's almost week-long continuous flight suggests the attempt. On such a tremendous venture as a globe-circling voyage much will depend on the weather, but as June is the month under consideration the elements may be on their best behaviour for the whole flight. In such event, it is possible that the feat may be performed without mishap. The Question Mark has shown what motors can do over a long period of time and has proved that re-fuelling in the air is quite practicable. The non-stop world flight may soon be recorded. Aviation goes on from success to success.

SIDE LINES OF W. C. T. U. WORK.

If anyone doubts that the W.C.T.U. of Quebec Province is doing its bit in social welfare work, one has only to review the annual report of the Union to have this idea corrected. While always ready to act as machinery in any and every contest for prohibition, the Union does not rest upon their arms between engagements.

Everyone admits the elevating influence of flowers. During the past year about fifteen thousand bunches were sent in to Montreal for use in five hospitals. Funeral designs and flowers to shut-in members reminded the sorrowing and sick that friends were remembering them in their trouble. Not only flowers, but more practical forms of gifts in the shape of fresh foods, jellies, jams, fruits of all kinds have been sent to appreciative ones in need.

A specific report from Huntingdon county for the month of December will serve to show that the Union are never idle but with true womanly helpfulness are seizing every opportunity to help.

Ormstown Union sent a shower of jams and jellies to Dr. Bowman Duckor, Montreal City Mission and Dewitville sent a cash contribution, both to be used for the relief of the needy. A Banquet concert by the former Union supplied the sinews of war. Broklet Union also sent a shower of jams, etc., with a bale of clothing valued at \$20.00 to Montreal.

Every neighborhood where there is a Union organized has within it a means of powerful and practical helpfulness which loses no opportunity where kindness and brightness are needed.

M. ELIZABETH McCURDY,
Prov. Supt. W. C. T. U. Dept. Press,
Lennoxville, Que., January 8th. 1929.

BROWNSBURG.

Mr. Ivan Monk left on Sunday for Cobalt, spending a few days in Toronto.

Brownsburg and St. Therese Hockey teams met in a friendly game on Tuesday night. Extreme cold weather, making hard ice. Score being 6 to 2 in favor of the visiting team.

DEATHS.

COLBOURNE.—On Thursday, Jan. 10th., at Brownsburg, Que., George Bishop Colbourne, aged 65 years.

SMITH.—At Beech Ridge, on Friday, January 11th. 1929, William S. Smith, aged 70 years.

CARD OF THANKS

Mrs. Wm. S. Smith and family wish to thank their many kind friends and neighbors for sympathy shown them in their recent sad bereavement.

IN MEMORIAM.

CRESWELL.—In loving memory of our dear father Jos. Creswell, who departed this life, Jan. 14th., 1928. Inserted by A. C. Golden.

ROBERTS.—In loving memory of a dear wife and mother, who entered into rest, January 8th., 1927.

How much we loved her none may know.

It seemed so hard to see her go
The blow was sharp and so severe
To part with her we loved so dear.

Her loving husband and family.

KENNEDY.—In loving memory of a dear husband and father, Lawson Kennedy, who passed away Jan. 14th., 1927. We who loved you, sadly miss you, as it dawns another year. Inserted by wife and daughter Sadie.

MURDOCH.—In loving memory of our dear husband and father, who departed this life, January 10th., 1925. Ever remembered by his loving wife and daughters.

MacKRITH.—In loving memory of mother, Mrs. John Mackrith, who departed this life on January 19th., 1927.

She gave no one a last farewell
She said good-bye to none,
Her spirit fled before we knew
That from us she had gone.

Inserted by her daughter, Mrs. Jno. Cunningham and family.

MONCRIEFF.—In sad and loving memory of a loving husband and father, Joseph Moncrieff, who passed away Jan. 21st. 1926. Ever remembered by his wife and family.

CUSHING.

The school was opened here on January 7th., the full staff of teachers and nearly all of the scholars being present. All those who had been suffering from the gripe have recovered.

The stork (this one must have belonged to a hardy variety of that famous bird), took a trip through Greece's Point on Saturday night and left a charming baby girl at the home of Mr. and Mrs. Aldige Desforages.

The Greece's Point Rink is now open and in splendid condition. On Thursday evening last the home team played a match with Stonefield and this (Tuesday) evening a match is scheduled with a team from Grenville.

At a meeting of the ratepayers on the 9th., Mayor Ladouceur and all of the Councillors were re-elected without opposition, and although the election is over they are keeping the snow pretty well cleared from the streets and sidewalks. That is as it should be as we want to make a winter resort of our fine little burg.

A party of four adventurous spirits left Montreal by motor last Sunday morning with the intention of spending the day in Cushing. All went well until St. Eustache was reached when the highway became impassable owing to the drifts so one determined member of the party finished the trip by train while the others returned to the city, having had it clearly demonstrated to them that Henry Ford has not as yet perfected a machine to surmount the obstacles which a Canadian winter places in its path.

On Friday evening, Professor P. F. McCullagh of McGill University, gave a lecture in the United Church on the "Gothic Cathedrals of France." It was a very stormy evening but the audience was fairly large. The slides were excellent and the very interesting lecture was replete with the spirit of history, legend and entertaining story. The next lecture in the course comes on January 23rd. when Professor Bridges will speak to us about "The meaning of Dreams." There should be some thrills in that.

GRENVILLE.

Mr. and Mrs. Wm. McKan are enjoying a nice holiday with relatives in Toronto and other Ontario towns.

We are glad to hear that Mrs. W. Murray is improving. She accidentally broke a bone in her leg and is confined to bed.

Mr. N. Stewart is visiting his brother Mr. James Stewart and other friends for a month. His many friends are glad to see him looking well, after so many years absence.

We wish to extend our sympathy to the family of the late Mrs. Kirby, who passed away on Friday night after a long illness. Her funeral taking place on Saturday. She was a devoted mother and a kind neighbor.

A happy family re-union was held at the home of Mrs. Isaac Arnold, on Xmas Day, when her three sons Thomas, Robert and Stephen were present, also Mrs. Stephen Arnold & little daughter of Ottawa; and Mrs. J. E. Arnold. Robert, of Brick, Sask., is remaining for a time to renew old acquaintances, after an absence of several years.

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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.

SCOUT NEWS.

The meeting will be held as usual next week on Wednesday night. A combined Skiing, Snow-shoeing and tobogganing party will be held on Monday night, Jan. 21st., after which the party will return to Mrs. Leggett's to partake of a bean supper, and then entertained at Mrs. Stansfield. These friends of the troop have been very kind proposing this party and the Scouts are looking forward to a big time.

The competition stands as follows:
Wolf Patrol—61 points.
Crow Patrol—57 points.
Bull-Dog Patrol—57 points.
Fox Patrol—29 points.

GRENVILLE.

Miss Eva White and Master Douglas Rourke returned to Montreal on Sunday evening, after spending a visit with her parents, Mr. and Mrs. R. B. White.

Miss Helen Bradshaw also returned to Montreal early this week to continue her studies.

The sympathy of the community is extended to the family of the late Mrs. Kirby, whose death occurred on Sunday last, after a long illness. The funeral which took place on Monday was largely attended.

CUSHING.

Mr. L. M. Gaston was in Lachute on Monday of this week.

Mr. Williams Matthews, of Star-dale, was the guest of his cousin, Mrs. T. Weir Sr., on Friday.

The Ladies' Aid are getting ready for the Tea-meeting on Friday night, January 25th., and hoping the weather will be more lenient this year.

Church Service will be held in St. Mungo's on Sunday evening from now until Spring, at half past seven o'clock. Sunday School in the morning at the Manse.

J. F. LAVIGNE, B.A.

Notary Public

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CANADIAN PACIFIC



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 8.49 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.

Now You Can Get Delivery On The Famous "Four-Twenty" ROGERS Batteryless RADIO



Only \$165 Complete (except Speaker)

**The Biggest Value in the Whole
Field of Electric Radio**

IT would have been nice, of course, to have had a Rogers in time for the Holidays—but even some of the folks who ordered sets early were disappointed this year. The flood of orders from those who wanted Batteryless Radio was more than the Rogers factory—even with its enlarged facilities—could cope with, temporarily. Now, however, you can get delivery on practically any of the new, 1929 Models—including the famous "Four-Twenty" Model shown above.

This Model "Four-Twenty" Rogers is, just as our headline states: "The biggest value in the whole field of electric radio."

The model that preceded it was first introduced to the public in 1926 and outsold all other electric sets in 1927 at \$225! The present price of \$165 is only possible because of Rogers greatly increased production and you can rest assured that if any other comparable electric radio could be sold at this price you would soon hear about it.

Ask Us To Show You . . .

Test this famous model as to distance, selectivity, volume, tone-quality (any way you wish) in your own home at our expense. If it doesn't perform to your entire satisfaction send it back. If it does—and it will—we'll make it easy for you to keep it.

JOHN McFAUL & SON,
Main Street, Lachute.

FARM HAZARDS

is the title of a new 84-page booklet which the BANK OF MONTREAL has issued and is now distributing free to all who ask for a copy. This booklet is dedicated to the prevention of accidents

A copy may be obtained on application to any Branch of the BANK OF MONTREAL

BANK OF MONTREAL

Established 1817
Total Assets in excess of \$870,000,000

LACHUTE BRANCH
B. STEAD. MANAGER.

HERE AND THERE

For the first time in history, an airplane has been carrying furs from the wilds of Northern Manitoba to the Winnipeg market. Hollick Kenyon, aviator, left Cranberry Portage for Brockton settlement recently, taking Del Symonds, veteran trader, whose aim was to beat all competitors who take a month to travel by dog team.

During 1923 between 5,600 and 5,700 Prince Edward Island foxes have been shipped abroad, an increase over the 4,260 shipped the preceding year. These have been handled without a single known casualty. Since the middle of October foxes have been shipped to Norway, Sweden, Scotland, Germany, Czechoslovakia, Bavaria, Finland, France, Holland, Switzerland and Japan.

Forty-two years of service with the Canadian Pacific Railway without having broken any of the company's rules or otherwise earned a mark against himself is the unique record held by Arthur W. Savage, engineer, who has just retired on pension. Mr. Savage, who is well known throughout the Eastern Townships, fired the train that laid the first steel on the line between Sherbrooke and Farnham.

The old English Yuletide Festival held recently at the Empress Hotel in Victoria, B.C., proved to be one of the most popular events of last year. Carols and yuletide music were rendered, the ancient "Chester Mysteries" staged, and Dickens' "Mrs. Wardle's Christmas Party" was produced. The festival culminated in a ball at which some seven hundred persons attended. It is believed that plans are already being made for a larger and better celebration next year.

A change in telephone numbers has drawn attention to the train inquiry office in the great Windsor Street Station of the Canadian Pacific Railway in Montreal. The girls who are on duty there handle each on an average of 200 calls an hour, and as many as 300 an hour during rush times. They carry most of the information in their heads and seldom have to refer to a time-table. They are asked queer questions sometimes. Recently someone asked, "When does the afternoon begin," and the old poser turned up, "What time does the four o'clock train leave."

THE LATE GEO. COLBOURNE

Another old resident of Brownsburg has passed away in the person of Mr. Geo. Colbourne whose death took place on Thursday last, after an illness of nine months. Deceased has been a resident of Brownsburg for some twenty three years and a faithful employee of the Dominion Cartilage Co. for twenty one years.

The funeral which took place in the Anglican Church, Brownsburg, was conducted by the Rev. J. A. Lackey, assisted by the Rev. H. Cousens who took charge of the Masonic Service.

He leaves to mourn his loss one daughter Mrs. Lemuel Wilson, one sister, Mrs. Wm. Tomalty and a niece Mrs. Reynolds of Brownsburg, and one brother in England.

The pall-bearers were the Messrs. Alex. Mason, John Mason, George Bourne, Wm. Graham, H. Beckingham and Geo. Ball.

THE LATE REV. BRO. A. GRENIER

A number of pupils of the Catholic Boy's College attended the funeral service of their teacher, Rev. Bro. Adolphe Grenier, which was celebrated in the Provincial House of the Clerics on Tuesday morning. Up to a month ago, deceased young man was a teacher in our college and much beloved. He was the son of Mr. Samuel Grenier, of Dupuis Freres and was educated in St. Louis College, later joining the order of Cleric Saint Viateur, at Joliette, in July 1924. He leaves four sisters, two of whom are nuns at the Congregation of Notre Dame. The body was taken to Joliette for interment.

THE LATE WILLIAM S. SMITH.

The death occurred on Friday last of William S. Smith, after a long illness, at the age of 70 years. Deceased was born at Beech Ridge, where he had lived most of his life. His wife who survives him was before marriage Miss Ella Jane Urkhart, of Martintown, Glengarry. There remain to mourn his loss, besides his loving wife, two sons, Ross, of Lucky Lake and Stewart at the old home in Beech Ridge. There were two others sons, Kenneth who died recently and Thomas who passed away some fourteen years ago.

The funeral took place on Jan. 18th. from the house to the Lachute Presbyterian Church and was conducted by Dr. Ballantyne, the pall-bearers being Messrs. Duncan Ross, Douglas McQuat, Ross Smith, Stuart Smith, Robt. McVicar and Frank Morrin. Interment took place at the Lachute Cemetery.

Clocks and Watches

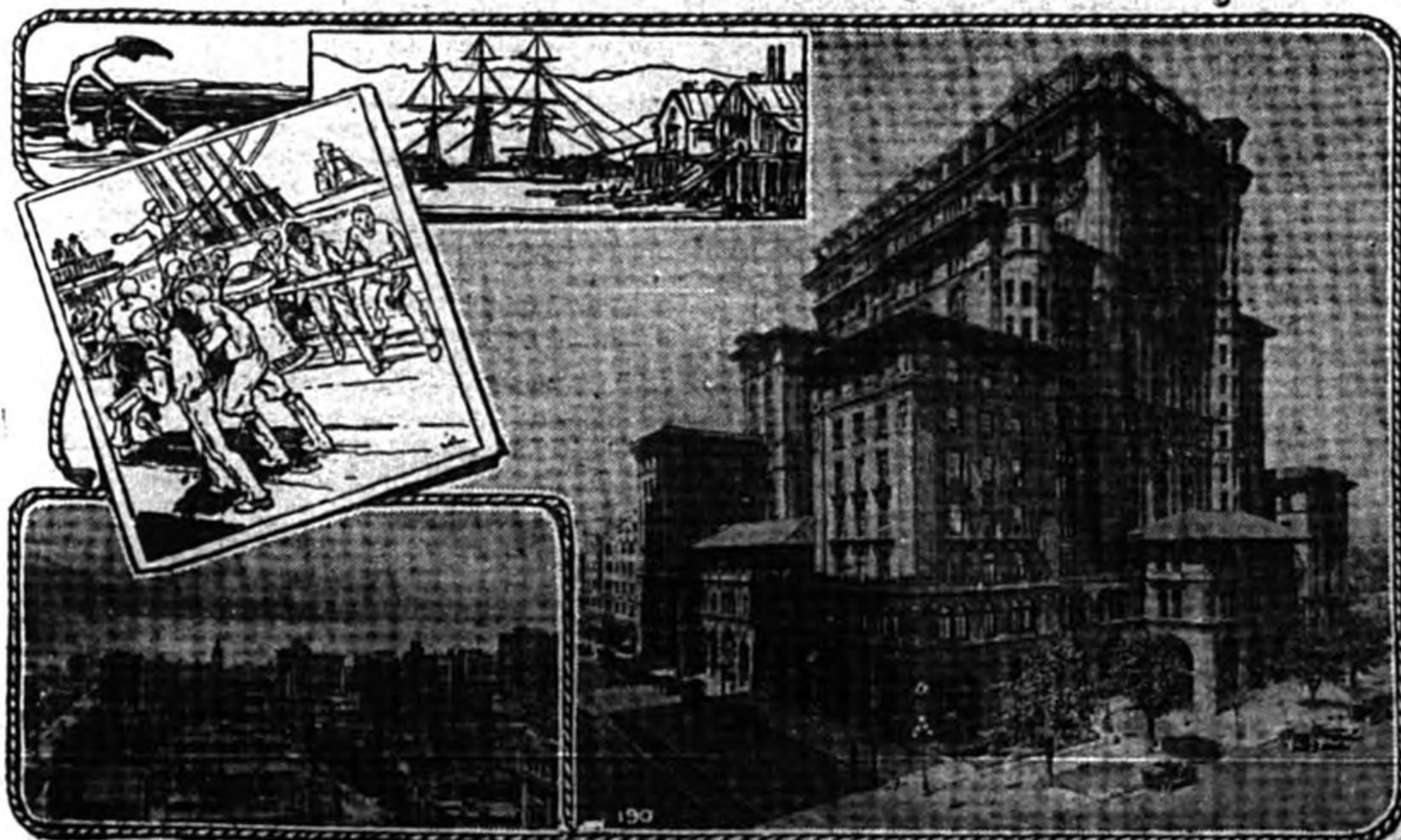
Typewriters, Scales & Gramophones Promptly Repaired. Picture Framing, Sporting Goods, & Camping Equipments.

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

Big Reduction in Ladies Coats & Dresses

McFaul Bros. - West End
THE QUALITY STORE

Now A Sea Music Festival



The Sea Music Festival, January 22-26, will be staged in this, the Hotel Vancouver. Inset is a general view of the Pacific Coast City as viewed from the roof garden of the Hotel.

The idea of a Music Festival is not new to Vancouver, but the Festival devoted entirely to sea music, which is being organized to take place in this city next January, is the first of its kind, and as such is attracting widespread attention. There is a vast amount of music connected with the sea, dating back as far as the Song of Miriam, which tradition says was sung to the Children of Israel, on the bank of the Red Sea. Yet somehow no one till now had thought of devoting a whole series of concerts to this subject, and it is a tribute to the growing importance of Vancouver as a world port that the Canadian Pacific Railway, which is organizing this Festival, should have chosen to locate it here.

It is less than two years ago since the Canadian Pacific experimented with its first Music Festival, which was held at Quebec and dealt with the folk songs preserved by the French-Canadians whose forefathers brought these old songs with them to this country three hundred years ago. That experiment met with such favor that it was repeated on a still more ambitious scale last Spring. Both these Festivals drew many visitors to Quebec from other parts of Canada and from the United States, the Governor-Gen-

eral showing his interest by going down to attend the celebration by special train. They have had the effect of creating a better understanding of the French-Canadian people, and the lovely old melodies which had hitherto been known mostly in the backwoods of Quebec, are now being sung all over Canada. The leading musicians of this country are realizing that in these melodies Canada has a priceless heritage.

Following on the Quebec experiment, a Scottish Musical Festival was staged at Banff, in connection with the Highland Gathering. This made such an appeal to the national pride of the Scots that the idea was repeated at the second Festival last September.

At Winnipeg, the Canadian Pacific selected another phase of popular music available in this country, namely, the folk songs of the settlers of Continental European extraction, who are now generally classified as New Canadians. Fifteen racial groups participated, and the demonstrations of folk songs and folk dancing was a revelation to the Anglo-Canadians. One practical result of this Festival is the projected open-air folk museum, for which the City of Winnipeg has declared its readiness to provide the land on which the various racial

groups have offered to build typical peasant cottages in which their handicrafts may be permanently exhibited. Such a Museum would undoubtedly provide Winnipeg with the tourist attraction which at present is admittedly lacking, and would also be the source of everlasting interest and pride to every thoughtful citizen of Canada.

What will result from the forthcoming Festival at Vancouver remains to be seen, but there is every evidence that it will be well worth attending. A galaxy of concert stars will be supported by a number of local choirs and by the Scottish Symphony Orchestra. John Goss, Jeanne Dusseau, Paul Bal, and the Hart House Quartet, represent but a few of the names that should attract the crowds. Most interesting of all, perhaps, will be the Sea Chanties which F. H. Wallace, once a Captain on a Bluenose boat and author of "Wooden Ships and Iron Men" will stage. Captain Wallace has collected chanties from sailors on Canadian sailing ships, and can thus give a truly Canadian flavour to those fine old Sea Songs. The Festival, which will last four days, will be under the same direction as the Yuletide Festival which will centre around the Empress Hotel at Victoria a month earlier.



Jeanne Dusseau, Canada's great lyric soprano, who will, at the Festival of Sea Music to be held in Vancouver, January 22-26, interpret many of the songs of the sea, which are those of women. Madame Dusseau will render some of the sea songs which are still alive in the Hebrides.

ST. ANDREWS EAST.

Mr. C. F. Watson spent Thursday last in Montreal.

Mr. Austin Willett is now at the home of his father, Mr. Victor Willett.

Mr. S. Wheelahan, of Montreal, spent Sunday with his friends here.

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

Mr. W. Matthews, of Stardale, was a guest of Mr. and Mrs. T. Weir Jr on Friday last.

Mr. Hugh Allen has been called to Montreal on account of a serious fall and illness of his mother.

We are advised that the stork has brought a daughter to Mr. and Mrs. Kendrick Dorian, of Montreal.

Mrs. Wm. Drysdale and Miss Parker, of Montreal, spent the week-end with the Misses Jean and Lillie MacMartin.

Don't forget the Tea Meeting in the Town Hall here, on Friday evening (the 18th.) Supper from 6 to 8, followed by a three Act Comedy.

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.

Watch Our 'Want' Advertisements

The Bell Telephone Company and the Northern Electric

THE relationship between the Bell Telephone Company and the Northern Electric Company is direct and definite. It consists of—

1. ownership—the telephone company controls the Northern Electric by owning 51 per cent of Northern Electric shares.
2. contract—the telephone company has a contract with the Northern Electric by which the latter sells equipment to the telephone company at favorable prices.

The telephone company thus has direct control of its source of supplies. Without control there would be constant risk of being forced to pay high prices for apparatus or of being unable to secure consistent standard of equipment.

If either of these conditions prevailed the result would be higher rates or poor service for telephone users.

Apart from this protection there are two definite results secured. These are: first, dividends; second, low prices.

1. dividends from Northern Electric

THE Northern Electric has developed from a small beginning to an outstanding Canadian success.

In 1923 its total business was more than \$25,000,000 which is four times its business in 1914.

48 per cent of this total was with the Bell Telephone Company. 11 per cent was with other telephone companies and 41 per cent was in general electrical business in Canada and abroad.

In all this total of success the Bell Telephone Company participates as majority shareholder. 51 per cent of all dividends paid by the Northern Electric have come back to the telephone company's revenues.

In the fifteen years since the Northern Electric was incorporated, the telephone company has received from it in dividends over two-and-a-half million dollars.

These have contributed to operate the system in place of equal sums subscribers would otherwise be called on to pay.

The dividends paid by Northern Electric represent an average annual return of only 5.7 per cent on the capital stock, surplus earnings having been devoted consistently to extend plant and equipment.

2. low prices from Northern Electric

THE contract between these two companies stipulates that the prices which the Bell Telephone Company pay for equipment shall be as low as, or lower than, the lowest prices paid to Northern Electric by its other customers.

The other customers of Northern Electric include every telephone system of importance in Canada and business from them has been secured in open competition with British and American manufacturers.

It is thus the lowest price level of this competitive business which governs the prices paid by the Bell Telephone Company.

The Board of Railway Commissioners in 1926 made a detailed inquiry into these prices and their judgment was that "the agreement and supplementary agreement which govern their relations are distinctly advantageous to the Bell Telephone Company."

Proof of this is seen in comparing costs of building the telephone system and rates paid by subscribers with those of other systems.

The average cost of building other systems in Canada, England, Brazil and the United States has been \$227 per telephone. The cost in Ontario and Quebec has been \$189 per telephone, or 17 per cent less than the average.

And the rates which telephone users pay in Ontario and Quebec are the lowest in the world for comparable service.

A large factor in obtaining these low costs and low rates has been the arrangement and relationship between the Bell Telephone Company and the Northern Electric Company.



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 Obeid, 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 Obeid 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 Obeid. Our problem now was to buy more from the governor of Kordofan at El Obeid 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 Obeid 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 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 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 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 Obeid 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 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.

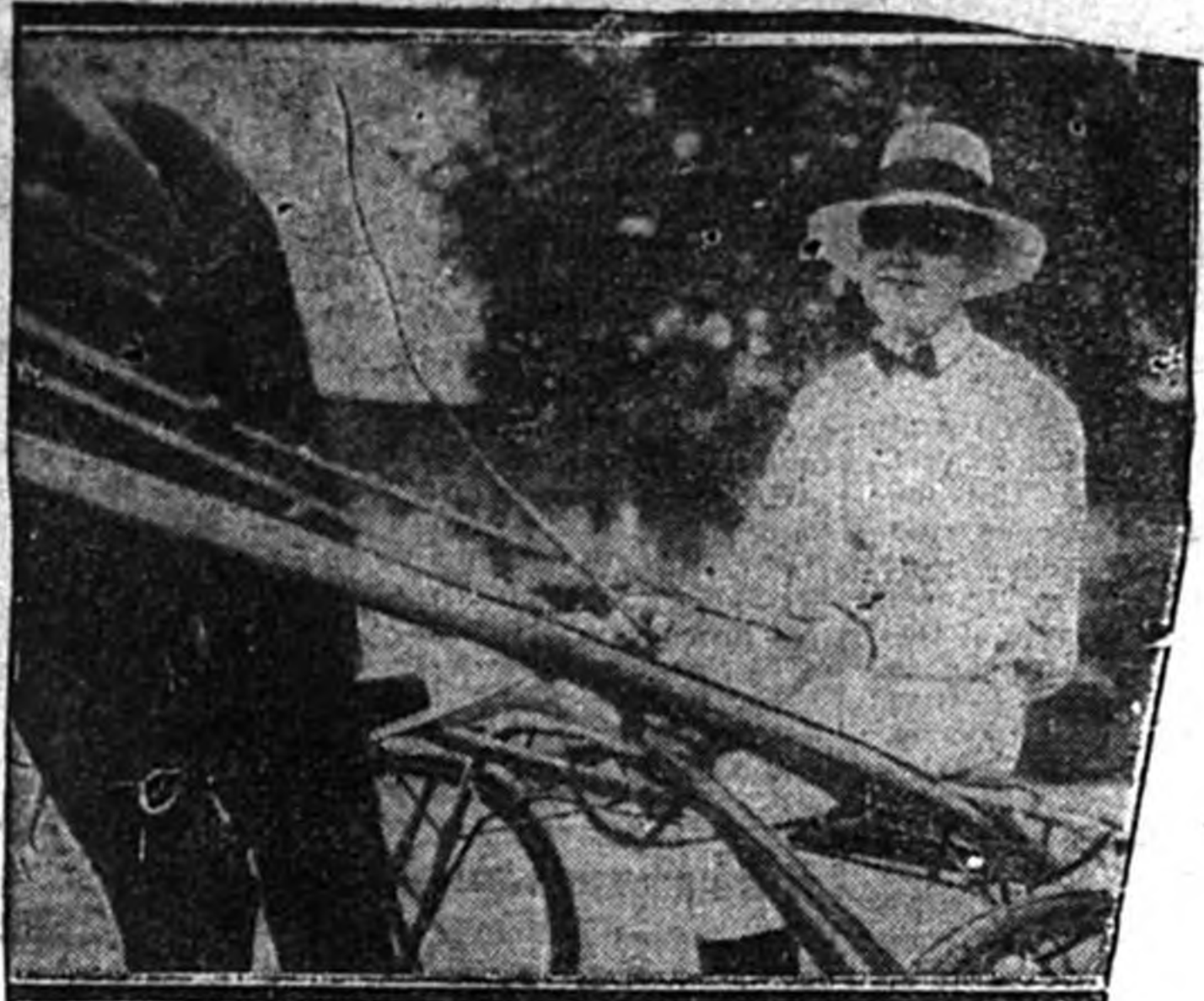
Even Jim and I discussed making the pilgrimage ourselves, until we learned more about its impossibility for us. Mecca is not for white men and especially for non-Mohammedans. We talked at some length with a good old Mohammedan teacher who was personally very kind to us and friendly. When we asked if 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 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 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 Marlin Wathen Fox

If Mrs. Baldwin invited to afternoon tea Mrs. McBride, Mrs. Cummings, Mrs. Wood, and each of these guests wore 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 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 leave a envious sigh when these appeared in late summer or early autumn and say, "Oh, dear! It is 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 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."

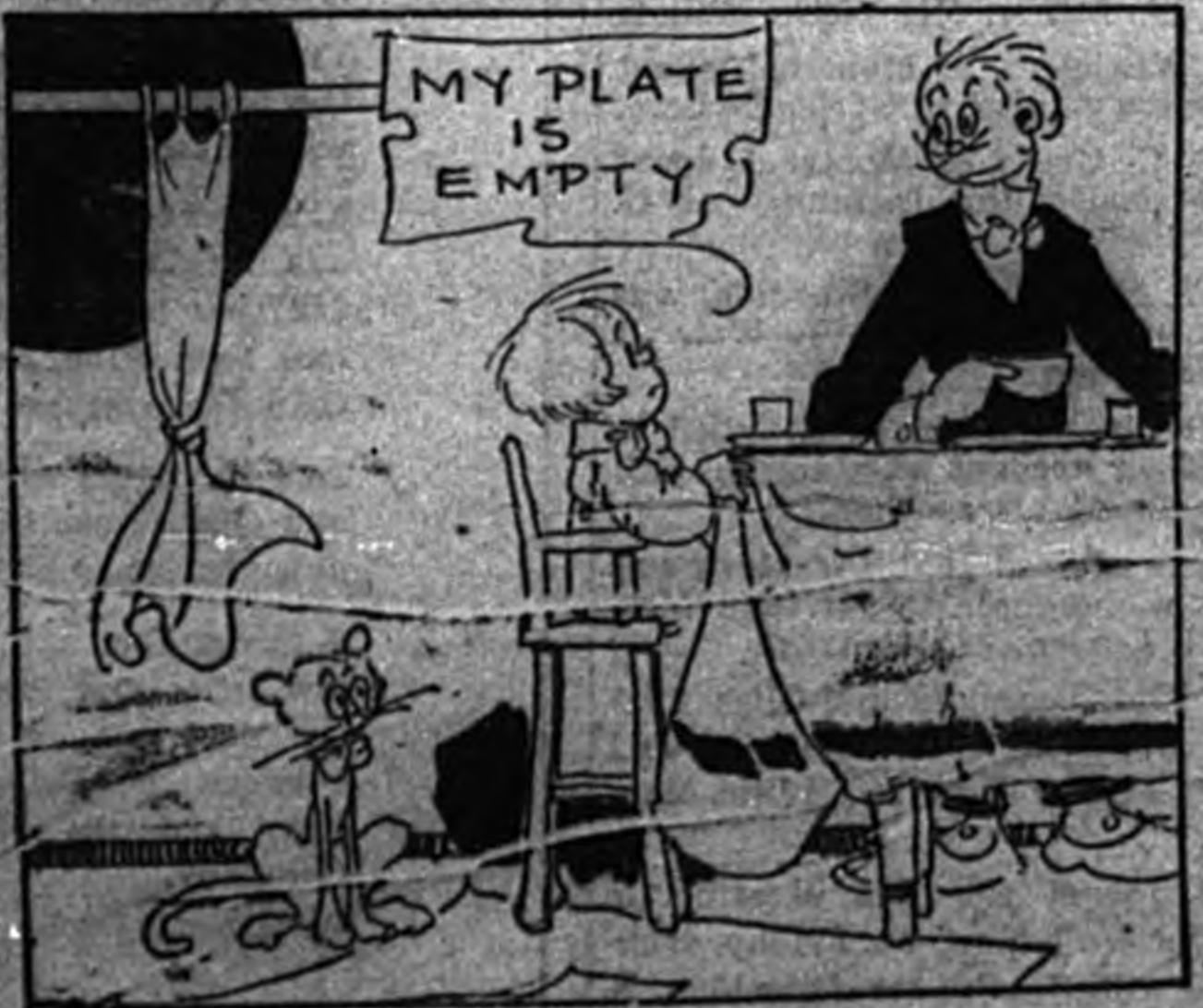
Back With the Duds

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 ecomposer to outlive his songs.—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 "meal" 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.

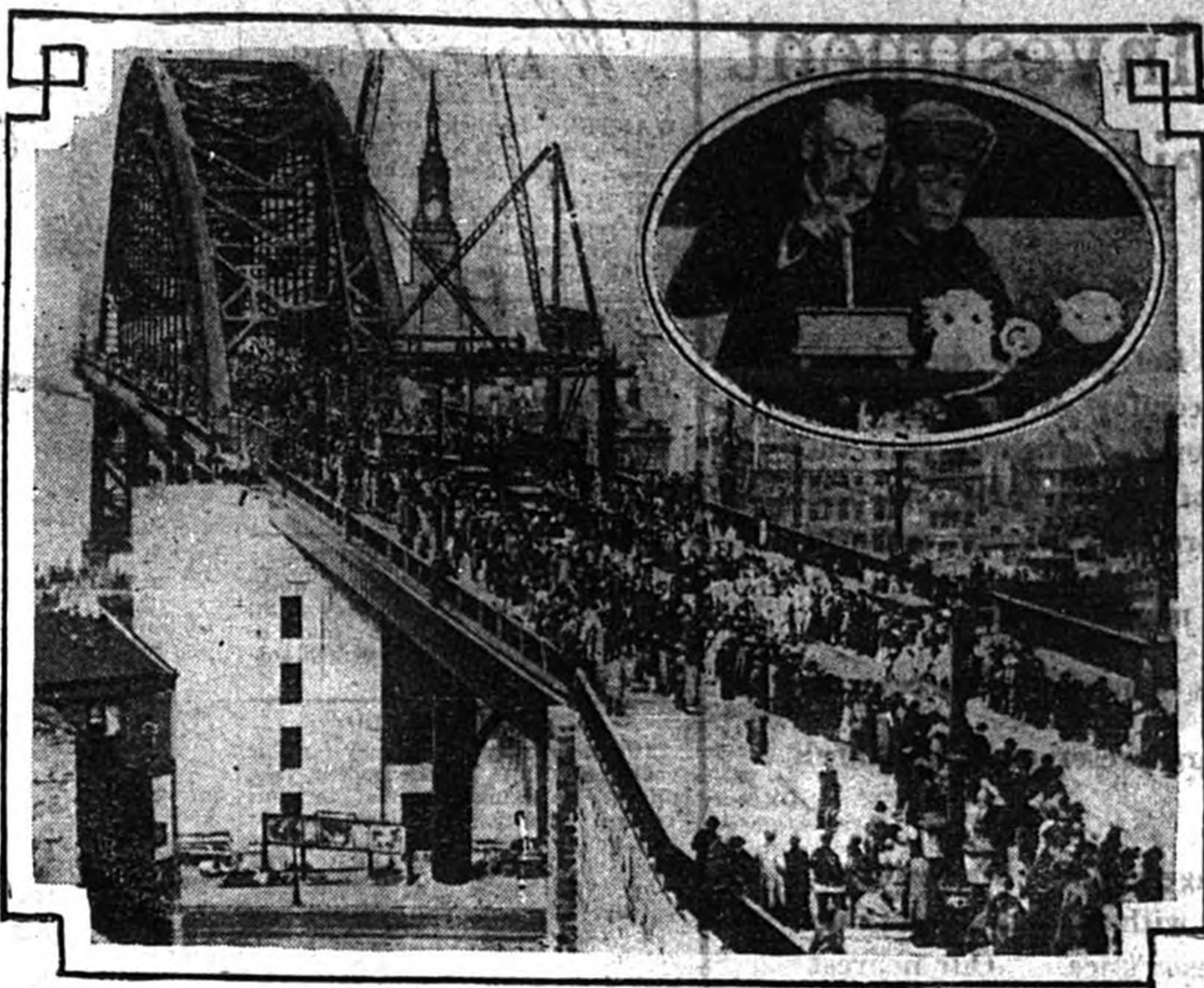
"No. And I don't believe you've crossed Africa on those motorcycles either," he admitted. "The one I earned your breakfast and I thought two such big ones deserved a double order."

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

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 \$8,250,000. 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 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 sown 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 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 "Battling" 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 Nurmii 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 Calcutta 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.



HIS 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 infanterist 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 iron 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 less from the registered owners of all land within the scheme at an annual rental of about fifty cents per

A Real Investment in Refrigeration

When an electric Refrigerator contributes to the health and comfort of the whole family for years to come — when it cuts the tasks and costs of housekeeping, — then it proves itself a thoroughly sound investment

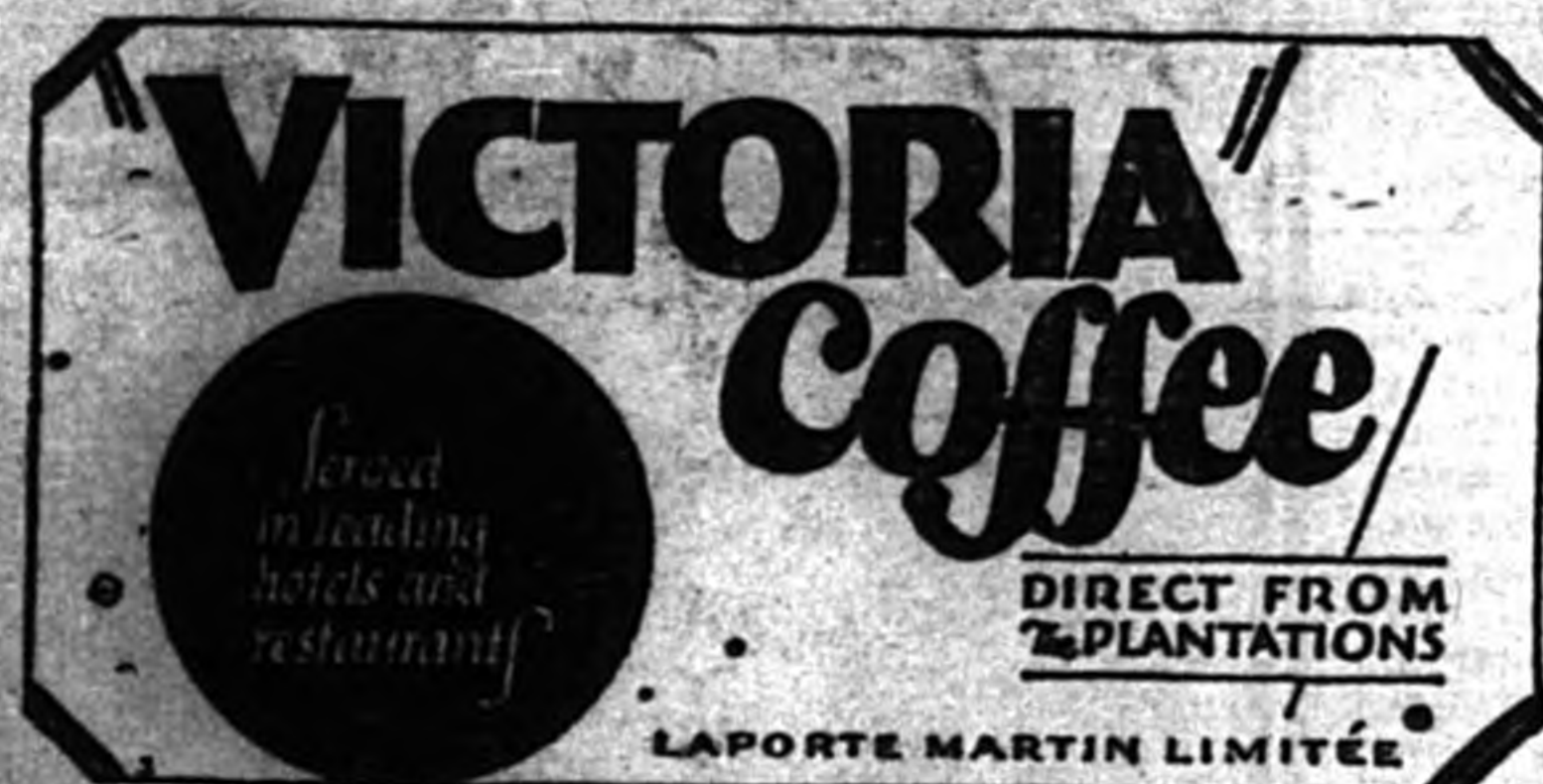
Many steps may be saved.

Fewer trips to market are necessary.

All foods are preserved in healthful freshness.

Food wastage is done away with.
Let us talk it over with you before you contract for next season's ice. Our nearest Branch Office can give you all information.

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Installed in hot water,
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WANTED.—English speaking maid
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FOR SALE.—2 driving cutters, new-
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Apply Leonard Pollock, Carriage
Maker, Lachute. J-25-2.

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hardwood. All styles. All sizes.
Lowest prices. Order early.
12 years experience in this making.
LEONARD, POLLOCK,
Carriage Maker.
J-25-2.

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Ten cords of good furnace wood.
Hard maple required. Delivery at St.
Simeon's Church. Tenders must be
in by January 25th., to Mr. Stans-
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CHURCH NOTES

BAPTIST CHURCH

Rev. A. Penman, Pastor.
Dalesville 11 a.m.
Brownsburg 2.30 p.m.
Lachute 7 p.m.

LACHUTE UNITED CHURCH

Rev. A. G. MacKinnon, B.D., Minister.
Sunday, Jan. 20th., 1929
Public Worship Lachute 11 a.m. &
7 p.m. Mr. MacKinnon will preach at
both services.

East Settlement 3 p.m., Rev. J.
Macaskill, B.D.
Sunday School at 3 p.m.

Mr. MacKinnon will preach for the
first time, since his recent illness,
and specially invites members to be
present.

BROWNSBURG UNITED CHURCH

Rev. T. C. Cassidy, Pastor.
Services, Jan. 20th., 1929
11 a.m. & 7 p.m., The Pastor.
10 a.m., Sunday School and Bible
Class.
7 p.m., Friday, Choir Practice.
A welcome to all.

LACHUTE PRESBYTERIAN CHURCH.

Minister, Rev. Henry Cousens, B.A.
Sunday, January 20th., 1929.
Lachute Sunday School 10.00 a.m.
Worship 11.00 a.m.
Evening, Junior Choir 7.00 p.m.
Brownsburg 4.00 p.m.

HOCKEY.

The Hockey Match between Hud-
son Heights and Lachute Academy,
on Saturday, Jan. 12th., was a fast
closely contested hockey match end-
ing with the score 3 to 1 in favor of
the Academy. Despite the fact that
the Hudson team lacked substitutes
and that their Captain sprained his
knee in the second period, they kept
the play lively until the final whistle.
After the injury of S. Wilson, Hud-
son's left winger, Captain Drew of
the Academy took his place.

The game was ably handled by
Tom Foley.

Hudson Heights	Goal	Lachute Academy
W. Parsons		R. Cruise
F. Leger	Defense	M. Wilson
G. Parsons	Defense	S. Jones
W. Dancy	Wing	J. Berniquier
T. Leger	Wing	R. Underhill
S. Wilson	Centre	M. Langille
Subs: H. Gall, G. McFaul, H. Jones		
G. Clarke, W. Drew.		

Score 1st. Period
1. Lachute Academy, S. Jones.
2. Lachute Academy, M. Langille.
2nd. Period.
3. Lachute Academy, J. Berniquier.
3rd. Period.
4. Hudson Heights, T. Leger.



**76
IMPROVEMENTS**

ESSEX THE CHALLENGER

NOW READY and bids 1,000,000
Super-Six Owners to pit it against all
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absorbers all around—Effective double action four-wheel
brakes, the efficiency of which is not affected by water or mud
and which permit positive car control by the slightest foot
pressure—Larger, roomier bodies—Seats easily adjustable to
comfortable driving position—Electric gas and oil gauge—
Instant starting regardless of weather—New radiator, with
shutters, of course—All bright parts chromium-plated—New
easier steering—Greater economy in fuel and oil.

IN FAST GET-AWAY—no car is ex-
cepted. IN SPEED—anything the road
offers up to 70 miles an hour. IN HILL
CLIMBING—against any car you choose.
IN APPEARANCE—match it for smart-
ness with costlier cars. IN EASE OF
DRIVING—note smoothness of motor—
ease of steering—roadability and effective-
ness of brakes. IN ENDURANCE—60
miles an hour all day long is well within its range.

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Standard Equipment Includes: 4 hy-
draulic shock absorbers—electric gas
and oil gauge—radiator shutters—
saddle lamps—windshield wiper—
rear view mirror—electrolock—con-
trols on steering wheel—starter
on dash—all bright parts
chromium-plated.

Coach \$840; 2-Pass. Coupe \$840; Phaeton \$840; Coupe (with rumble seat) \$875; Standard Sedan \$960; Town
Sedan \$1025; Roadster \$1025; Convertible Coupe \$1080

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The Watchman,

And Ottawa Valley Advocate.

VOL. LIV.

LACHUTE, QUE., JANUARY 25, 1929.

NO. 2

Hardware that will stand Hard Wear

Resolve right now to make this store your buying headquarters for all your Hardware and Household needs. We can fill your needs in hardware with articles of merit at the most reasonable prices. In our large stock are to be found all manner of household helps so needful from the kitchen to the garage. Our motto is, "Hardware that will stand Hard Wear." Make us prove it.

T. McQuat and Son

LACHUTE DAIRY

Bradford & Matthews, Props.
MILK and CREAM
delivered daily.

Phone your order to No. 74.

The Ladies' Auxiliary of the United Church, Brownsburg, are holding their Annual Tea Meeting on Thursday, Feb. 7th, 1929. Supper served from 6 to 8 p.m. A good program. Tickets 50 cts.

The Jerusalem-Bethany Women's Institute intend holding a Dance in the Oddfellows' Hall, on Friday, Feb. 1st. The ticket will be drawn for the Quilt. Admission 50c. Refreshments Good orchestra.

APPLE SAUCE.—It sounds mushy but it's not half as soft as you would imagine from the title. Better come along to the Auditorium, on Friday, Feb. 8th, and see what it's all about. Proceeds in aid of our Fire Brigade Fund.

MILK SHIPPERS' ASSOCIATION

The Annual Meeting of Lachute Branch of the Montreal Milk Producers' Association, will be held in the Town Hall, on Monday, Jan. 28th, at 8 p.m. sharp. The question of payment by test on the 3.5 basis will be discussed, also the differential should be 3 cts. or 4 cts. for each point up or down.

E. W. SMITH, Sec.-Treas.
J-25-1-P.

We are pleased to learn that Miss Juliette Rodriguez, daughter of Dr. and Mrs. A. Rodriguez, of Lachute Mills, is giving a piano recital at the Ladies' Ordinary in the Windsor Hotel Montreal, on Thursday evening, February 7th, 1929, jointly with Miss Sylvia Kelsey, soprano. Miss Rodriguez has proved herself very talented as a musician and has performed at many of our local concerts as well as recitals given in the city. She is an active member of the Ladies' Morning Club, which comprises some 900 members and meets in the Ritz Carleton Hotel, Montreal.

DEATH.

GRUER.—At Ottawa, Ont., on Wednesday, Jan. 16th, 1929, Robert Gruer, beloved husband of Carrie E. Fraser.

DEWAR.—Wm., at Lost River, Que., Jan. 17th, age 75 years leaving to mourn his loss, his widow, two daughters and four sons. Mrs. Bethune of Lost River; Mrs. T. White, Montreal; Kenneth and John of Saskatchewan; John A., of Ontario, and Wm. Jr., of Lost River.

IN MEMORIAM.

NICHOLLS.—In loving memory of our dear husband and father who departed this life, Jan. 10th, 1925. Ever remembered by his loving wife and daughters.

PAINTER.—In loving memory of Mrs. Wm. Painter, who died Jan. 27th, 1926. Ever remembered by her loving husband and family.

Large Assortment of
CHINA WARE — CUT GLASS
WATCHES, RINGS
and all kinds of small fancy and useful articles for all occasions.
A. C. LAPIERRE,
Watchmaker and Jeweller
Bethany Street, Lachute.

Notice to Farmers!

We are in the market to buy good quality Birch, Maple, Basswood, Pine, Spruce & Hemlock.

Get our specifications and prices before selling.

J. W. Cottingham, Limited.

LOCAL NEWS

Miss Katie Giles, of Montreal spent the week-end in town.

Mr. F. J. Sanford spent the week-end with friends in Montreal.

Dr. and Mrs. J. O. Touchette spent the early part of this week in Ottawa.

Ice Harvesting has started and Mr. V. A. Paquin reports best quality ice.

Mrs. T. McQuat and Mrs. George Clunis spent Thursday in Montreal.

Miss Louise Parker, of Montreal, visited Mrs. A. Beers over the week-end.

Miss Cora Clarke, of Ottawa, is the guest of Mrs. W. Lamb for a few days.

Mrs. Robert Robertson, of Toronto, was the guest of her sister, Mrs. H. Barker.

Mr. and Mrs. J. P. MacKimmie spent a couple of days in Montreal this week.

Messrs. Keith Christie and Sterling Pollock, of Montreal, spent the week-end in town.

Mr. James Logan, of McGill University, was the week-end guest of his parents.

Mrs. P. Monette returned home on Thursday, after a pleasant month's visit in Ottawa.

Mrs. Gruer and Miss Margaret Gruer, of Ottawa, were in town over the week-end.

Miss Mary Hope, of Montreal, was the week-end guest of her mother, Mrs. John Hope.

Miss Bessie McQuat returned home on Thursday, from a visit with her brother in Quebec.

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

Owing to the slippery condition of sidewalks Mrs. Fazio had the misfortune to fall and break her ankle.

Mr. and Mrs. W. T. Strong, of La Riviere, Man., arrived home on a short visit to his sister, Mrs. H. Scott.

Mrs. B. L. Lees, of Stettler, Alta., arrived in town on Saturday for a short visit with her mother, Mrs. A. Beers.

The United Church held their delayed Xmas Tree on Wednesday evening and a very pleasant time was spent.

Mr. and Mrs. Geo. Leggett and Mr. and Mrs. Stansfield were the hosts & hostesses at a delightful party given to the Boy Scouts and their friends on Monday evening last.

The Misses Gabrielle and Mariette Joly entertained their friends to a Bridge Party last Thursday. Those invited were, Misses Pauline and Cecile Raymond, Antoinette Lefebvre, Rose Charlebois, Blanche and Claire Lemay, Gabrielle Dumais, Elizabeth Lavigne, Suzanne and Simone Constantineau. The first prize was won by Miss Pauline Raymond, and the second by Miss Gabrielle Dumais.

APPLE SAUCE.—Is the title of the play being given in the Auditorium on Feb. 8th, 1929, by the Literary and Dramatic Society. This play is being put on in aid of the Fire Brigade Fund, and is worth of all possible patronage. The thought of what happened recently on our Main Street, should be a warning to us all to stand behind our Fire Brigade and give them our loyal support. You never can tell, YOU may need their assistance next, but now is the time you can help them.

Pleasing Event Staged for AYERS' EMPLOYEES

Company is Host at Social Gathering.

We have often drawn attention, through the columns of The Watchman, to the splendid co-operation existing amongst the workers and staff of Ayers Limited. A practical demonstration of this spirit was again evidenced, in the large gathering of employees at the Auditorium, on Friday last, where they had been invited as guests of the Company to enjoy a social evening.

In this enterprising firm, with its numerous departments engaged in the varied production there are naturally many who are "bosses"; but this was one occasion in which distinction was lost sight of, and everyone met on equal ground, fraternizing together and giving the "homey" touch of a real family gathering.

The Auditorium was gaily decked for the occasion and a special orchestra brought from Montreal to furnish music for the dancers. Tables were prepared in the basement for those who preferred to play cards, and thus lent themselves to perfect enjoyment. The dancing proved a rare treat; the music brought many old timers to their feet, and the ability they displayed was almost a source of envy to the younger firm. However, the pastime embraced such a variety of dances, both ancient and modern, that all could indulge in the frolics. The spirit of real fun was uppermost as all restraint and formality were waived aside. Step dancing, musical chairs, and square dances claimed a general enthusiasm, until the program afforded a consideration of greater importance. Luncheon was called at twelve o'clock, the signal for a general stampede to the basement where liberal provision had been made for the creature comforts of the inner man.

Both Messrs. J. T. Ayers and W. H. Ayers were present, but unfortunately the former had to leave for Montreal with one of the firm's representatives, Mr. Eie, of Oslo, Norway, who had been in town for a couple of days. Mr. Eie expressed his great pleasure, in going through the mills, to see the splendid advancement that had been made since last he visited in town. Mr. W. H. Ayers remained and distributed prizes to the following contestants of the evening's events.

Euchre.—Mde. I. Gibeault, Donald Joly, Mde. R. Beauregard.

R. Allard, Wm. McPaul, R. Legault. Bean Guessing (1076).—W. Cross, Mde. Carriere.

Musical Chairs.—Mrs. Mitchell, R. Bell.

Spectators' Prize.—A. Labonté, Miss Brodeur.

Tag Dance.—C. Rodgers, E. MacKimmie.

A representative of the Buick Fire Engine Co., was in town this week in connection with the grant which the Fire Commissioner is offering, if we will bring our fire fighting equipment up to a certain standard and extend an 8" water main up Bethany Street, so as to give that part of the town more water in case of fire. Last week's big fire in the Laurin and Theatre Block has certainly shown the lack of water and pumping pressure and it was only due to the fact that there was no wind that the fire was stopped where it was.

A successful meeting of Ayrshire Breeders was held in the Windsor Hotel, Lachute, on Wednesday afternoon, Jan. 23rd., at which Mr. Erskine Rodger was appointed President; R. Trepennier, Vice-President and M. C. Copeland, Secretary. Some 25 new members were added and a pleasing report rendered in which it was shown that over 600 head of Ayrshire cattle had been shipped from this section during the past year, and mostly to American buyers. It is encouraging to know that two silver cups have been won by Messrs. J. P. Bradley and Clarence Miller.

CURLING.

Curling is in full swing again and the finals for the Senior Mackie Cup were played off on Wednesday evening. Roy was pulling in points slow and sure, when Dr. Drew landed a 7 end putting them in the lead and for a time it looked as though 't would be a very close game. However, fate seemed to be against the latter and the game became somewhat one-sided ending in a score of 19 to 9 in favour of R. P. Fraser. The Rinks were composed as follows:—

J. MacKimmie W. A. Muir
E. M. Jones Geo. Calder
J. Gall C. Walker
R. Fraser (Skip) Dr. Drew

The Junior Mackie Cup is now being played for and some very keen competition is expected.

LADIES' CURLING

The Ladies have had quite a busy time and the following are the results to date.

President's Prize.—Finals played for and won by Mrs. Wm. Cottingham as skip with her team comprising Mrs. H. Giles, Mrs. R. A. Giles and Mrs. C. Walker.

Challenge Cup.—Won by the Challengers, Mrs. Wilson Skip, Mrs. J. W. Gall, Miss Jean McGibbon and Miss Barron.

On Tuesday of this week Mrs. Wilson Skip, Mrs. Deacon, Mrs. Mitchell and Mrs. Stead played a friendly game with Montreal West and were victorious in a score of 15 to 6.

On Wednesday two rinks went to Hawkesbury where a pleasant afternoon was spent; Mrs. Walker McArthur being the recipient of a nice pin as winning in the mixed games. The following teams took in the trip:
Mrs. W. McArthur Mrs. Cousens
Mrs. M. Gall Mrs. Jno. Hay
Miss Barron Mrs. Cottingham
Mrs. J. McGibbon Mrs. J. Drew

The McPaul Trophy is now being played for, results of which will be announced next week.

It is expected that two teams will go to Hawkesbury on Saturday for a friendly game in the afternoon, returning via the Special, which is bringing over the Hockey enthusiasts. It is hoped that some of the Curlers will also visit Lachute on that occasion.

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Your choice while they last
at \$2.95

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Grain and Poultry Feed of all kinds

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question of time
settled once
and for all



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FORD

IS THE NEW FORD

Ask the man who drives one

GEO. Y. DEACON

FORD DEALER, LACHUTE

HARDWARE TINSHOP
AND GARAGE

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 sabre, 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. 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 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 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!"

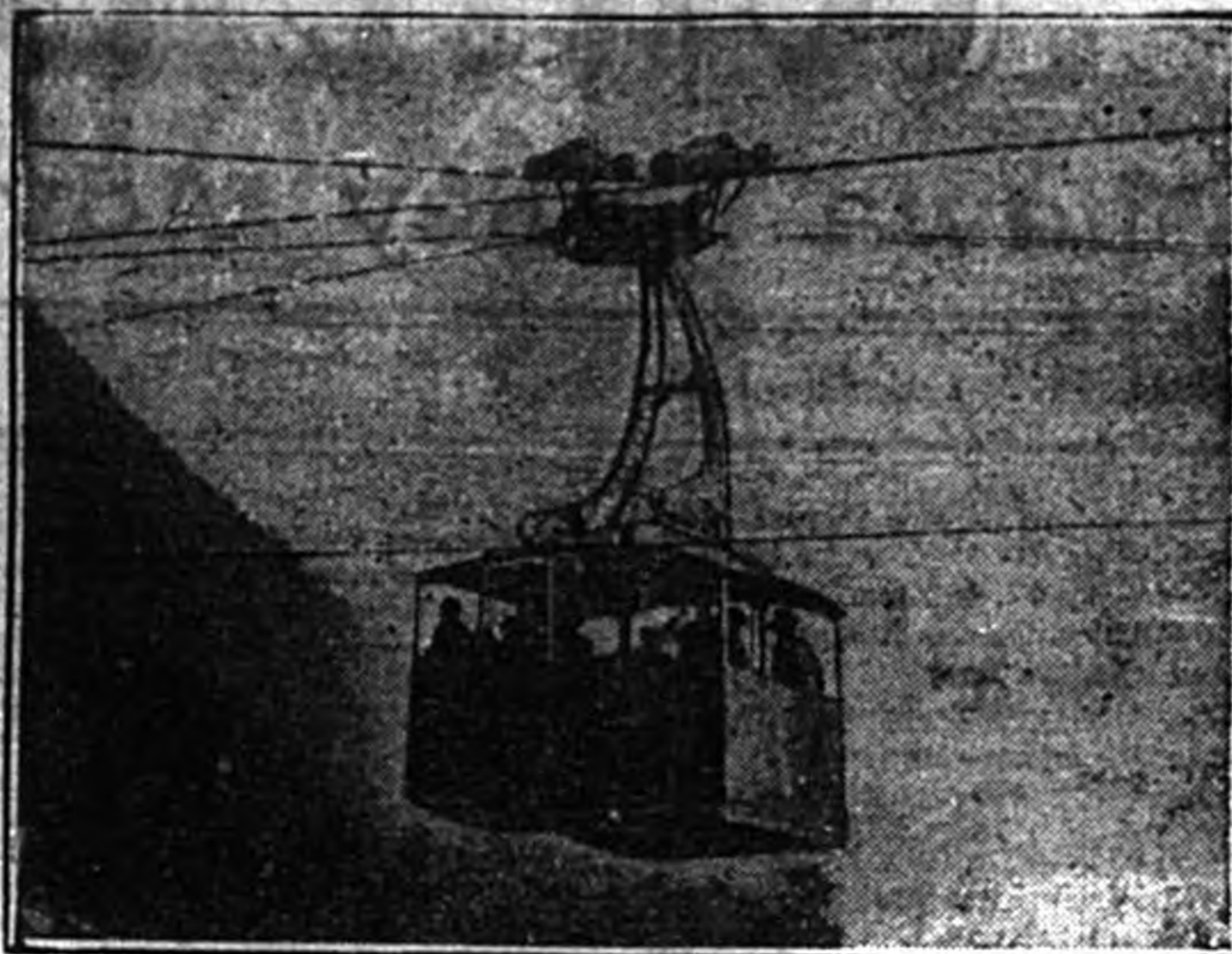
While preparing his advance on Gaza, Allenby received word of the death of his only son, Michael, who had been killed in France. Allenby bore it stoically, his staff recalls. If in the dead of night he ever yielded to a father's anguish, none of them saw sign of it by day. All they knew was that Michael, 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 pinned 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 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 sashes.

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 Sanacherib 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 Yilderim General Headquarters was waiting for him at a city of Gallilee 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.

"To-day 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.

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 cooks, 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

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.

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 Johannsen 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."



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 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

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 Percipine. 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 Vancouver.



SWAM THE TIBER
The screen actress, swam the Tiber, when

and the people co-operated magnificently. They saw at once the opportunity to establish their town as the logical stopping place on the air route to Europe which eventually will be travelled. In six days they made a beautiful landing field.

"So finally we got away at 6.45 a.m. on August 16 and flew the 670 miles to Cochrane without incident. Bad weather reports held us at Cochrane until noon on August 18 and then, with the prospect of tail winds over the 600 miles of water we would have

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 battled 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' 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' 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' 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

British Speed King Has Many Trophies



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



PRETTY BRIDE

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

iceberg" 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, 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; sailing 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.

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Real Canadianism

The report of Mayor Houde's address on "National Co-operation" given in Toronto before the Canadian Club, on Saturday last, is worthy of deepest consideration and carries a forceful message to the people of Canada. Montreal's new Mayor made an eloquent plea for a common sympathy and common effort between the people of all sections of the Dominion and among other things said: "I understand you in Toronto are very strong on the civic spirit. We are very energetically preaching to the citizens of Montreal the idea that the whole city can only progress effectively, insofar as every individual ward is progressing. And I think our people are becoming daily more imbued with that idea. But let me not adventure into details of civic government, lest I lose sight of the forest while thinking about the trees."

BENEFICIAL TO CANADA

"Our cities too, are individuals, as are each and all of our towns and villages. Whatsoever, therefore, is beneficial to Canada as a whole, is by the same reasoning beneficial to each and every individual city, town or village. Any measure which is calculated to bring increased trade, increased prosperity, increased comfort and happiness to the people of Vancouver, must eventually rebound to the advantage of Halifax, St. John, Montreal, Toronto and all the other cities and smaller communities of our Dominion. That is, provided it is not a measure to penalize the whole of Canada to the advantage of one individual section.

"And similarly, every province is an individual to which the same rule may be applied. If something can be done in Ontario which will have the effect of adding to Canada's collective prosperity and wealth, let no man jealously suggest that Quebec or Manitoba or Nova Scotia is losing out because the development took place in another province, and not within their own territory. Or, if the development is in Quebec, New Brunswick or Alberta, let no man in Ontario voice a jealous complaint that the development should have taken place in his province.

"The spirit of co-operation dictates that every man's standard, by which he will judge of all new things, whether in politics, religion, trade, commerce, industry, sport, or anything else, is the question 'Is it to the advantage of Canada and Canadians as a whole?' If it is, I will favor it, no matter what part of the Dominion is to derive the first benefit: if it is not, I am against it, even though my province or my city stands to gain millions thereby, at the expense of our fellow Canadians.

"For those ideas, I claim no originality. All that has been said before, perhaps in different terms. Probably in clearer, better, more appealing terms than I can find in my limited vocabulary. But I want to ask you to join me in digging still a little deeper into the subject, in search of a spiritual wealth that is not to be found on the surface.

NATIONAL CO-OPERATION.

"National co-operation on the public platform, is like religion in the pulpit, very nice to listen to, but worse than useless if it stops there. If your religion goes back into the cupboard, with your Sunday clothes, you know, you would probably be better without religion. And if national co-operation is only to be brought out for an airing once in a while when representatives of different cities or provinces meet together, and then is put back on the shelf until the next state occasion, it would be better left on the shelf all the time.

"If I could be sure of what our people say when they meet around a table at the club, in the home, in the tavern or wherever takes its place in those sections of the country where there are no taverns, at the street corner or in the office and factories of our Dominion, I would not care what anybody said on the public platform, when the radio and the reporters are on hand to tell the world that Mr. So-and-so said so-and-so.

"There is where we want to get the idea of national co-operation. Get it rooted in the minds of the individual Canadians from one end of Canada to the other, so that it underlies the tone of their conversation when they meet together in twos and threes in everyday life, whether they are in the east, the west, the centre or the frothland northlands.

"If I offend someone by saying so, I am sorry, but I cannot help expressing the profound conviction that any man who either expresses or applauds in a public meeting, at banquet or luncheon, sentiments of national co-operation and all-Canadianism, and then goes to his office, his club or his home and talks disparagingly of 'those damned westerners,' 'those doggone easterners,' 'those low-down French-Canadians,' 'those high-and-mighty Englishmen,' and so on and so forth, is in my humble opinion a hypocrite, whatever his rank, position or station in life."

SET AN EXAMPLE.

"Education comes down from above. The father imparts it to the son, the teacher to the pupil, the educated man to the uneducated. If we, you and I, whom fate has for the moment at least elevated to more or less leading positions in our own sections of the community, are seen to set the example, in our words and deeds spoken and committed in the privacy of our homes, offices and club of that all-Canadian spirit of co-operation which will insist that the man in a lonely outpost of the Yukon is a Canadian the same as you and I and as much entitled to a square deal as we are, then that spirit of co-operation between Canadians of all classes regardless of their social or geographical distance, will spread as those with whom we come in contact note our sincerity and consistency.

"But if our co-operation speeches on special occasions are contradicted by our attitude on individual public questions as they come up, or by the tenor of our conversation the public, ever quick to note inconsistency on the part of its leading men, will not only take record of our hypocrisy, but will discount the public utterances of others who may be more sincere."

"Until the millennium arrives, I cannot imagine any period or any phase of national life in any country, in which there will not be a few people ready to get up on public platforms and preach race distinctions, religious enmity, bigoted provincialism, interurban antagonism and bitter sectionalism of every kind in the hope of fishing in the troubled waters for their own advantage. But when the all-Canadian spirit has permeated the people of Canada so that in the hearts of the vast majority the interests of united Canada predominate over those of any particular section, the trouble-mongers will not dare to open their mouths lest the indignation of the great public sweep them into oblivion."

FORWARD MOVEMENT.

"And Canada will be ready for the most phenomenal forward movement in things spiritual and temporal alike, in business, social, educational, artistic, sporting and scientific life, in every worthy sphere of activity that our geographical situation and the temperament of our people admits of, when people from one end of the Dominion to the other get it deeply rooted into their souls that a good Canadian has the same claim on another good Canadian, whatever section of this Dominion he inhabits, whatever language he learned at his mother's knee, whatever rites he may follow in the worship of our common God; when it will be as reprehensible an offence to speak in derogatory terms of an absent section of the Canadian community, as it is to defraud him of his goods; when the crossing sweeper in Toronto will feel his heart warm with fellow-feeling as he sweeps up a Q.L.C. label, recognizing that it once enveloped the cheerful spirit of his Quebec fellow-citizen when the prairie farmer will plough more happily and more cheerily at the thought that someone in the east of Canada is enjoying the profits on his new plough, when the good Catholic Canadian in Quebec will think tenderly, sympathetically, as he goes out to skate on a winter Sunday afternoon, of his good Protestant brethren in Ontario whose scruples deny them that enjoyment; and when the good Protestant Canadian in Toronto will think just as sympathetically, as he goes to church at seven p.m. on the same Sunday of his good Catholic brethren who had to get up at six a.m. to go to mass."

BEYOND CONCEPTION.

"When we get that spirit imbuing the big majority of our Canadian citizens all over the Dominion, the mind reels at the thought of the progress and development that opens up to Canada in all walks of life during the years to follow. And the cultivation of that spirit must start with you and me. With me, because I have voiced these sentiments publicly, and in common decency I am bound to live up to them in all my public and private acts and words. With you, because you have been good enough to listen to and applaud these sentiments, and your leadership among your fellow Canadians depends in a large degree on the degree of consistency they see between what you endorse in public and what you do in private."

"A friend of mine in Montreal, whose mother tongue is English, has in his office a card bearing the lines: There's so much good in the worst of us,

And so much bad in the best of us, that it hardly behooves any of us, to talk about the rest of us."

"I have been told by an authority on English literature that that is doggerel. But even so, it is very fine sentiment. And although I suspect the card was printed in the United States, the sentiment is as true in Canada as it is over there."

"You probably have some bad in you, even in Toronto. I do not know what it is, but I suspect that there must be an odd defect here and there. We have our share of faults in Montreal, but if you do not know what they are, I am not going to tell you."

HUMAN NATURE.

"And if we do happen to find out something of each others faults, let us not say a word about them. Because, if you talk sufficiently about anyone's faults, and think enough about them, you are liable in the end to find yourself imitating them. That is human nature. And so Toronto, will find itself moving down to the level of its worst."

level of Montreal's worst and Montreal will find itself moving down to the level of its worst."

"On the other hand, I know lots of things in Toronto that are worthy of imitation. And if you cannot find any such qualities in Montreal, I will do my best to hunt some out for you. If we talk about and think about each other's best qualities, not only on public platforms but in our daily intercourse, we shall find ourselves unconsciously striving to imitate each other's best and thus raising ourselves and each other to higher levels. And that applies not only to Montreal and Toronto, but to every other province, city, county, town and village in the Dominion of Canada."

"Let us strive to look for the best in each other, strive to equal each other's best, be proud of each other's best and noblest attributes, stand solid together for a square deal for everyone within our community, no matter how far apart they are scattered, and everyday we shall find ourselves worthier of each others pride and support, every day worthier of the high mission which fate seems to have called our great Dominion to fulfill in the life of the world which tomorrow will unfold before us."

"Gentlemen, I apologise for having detained you so long, and I thank you."

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L. Rozon	127	124	158 409
R. Inguis	149	99	164 412
E. Urbain	136	163	131 420
M. Wilson	92	95	125 312

Independants			
H. Dion	114	148	115 377
G. Licop	144	133	99 376
M. St. Jacques	121	111	149 381
E. Dion	74		
A. Decoste	133	176	142 451
B. Fulton	192	177	369

Brownburg All Stars			
F. Thompson	143	134	128 405
A. Quesnel	116	121	139 376
B. Stewart	136	114	127 377
T. Carpenter	122	188	184 494
J. Donaldson	129	157	153 439

Vs. Bankers of Lachute			
E. Middleton	115	135	101 351
R. Filion	98	148	171 417
K. Elliott	129	152	125 406
G. Hardie	127	119	123 369
L. McCormick	118	119	139 376

Brownburg All Stars			
F. Thompson	147	139	144 430
T. Carpenter	147	197	167 511
C. Harding	136	159	103 393
J. Lambertson	166	172	168 506
J. Donaldson	152	175	163 490

Ayers Limited	Woollen Mills		
R. Beauregard	160	157	122 439
J. Joly	151	149	169 469
A. Langille	129	175	119 423
E. Lafortune	178	157	142 477
R. Carriere	121	144	125 390

Independants			
M. St. Jacques	175	157	130 462
Bob Fulton	132	173	110 415
E. Lafortune	181	159	141 481
A. Decoste	209	181	147 537
G. Licop	117	118	179 414

Ayers Limited	Woollen Mills		
J. Joly	225	165	170 560
R. Beauregard	147	141	163 451
C. Joly	139	144	158 441
H. Cunningham	129	160	150 439
M. Wilson	136	132	137 406

CUSHING.

Miss Whelehan spent Friday last with friends at Monalea.
Mr. Eddie Whelehan, of Montreal, spent Sunday in Cushing.
Mr. Archibald Kains, of Ottawa, was a guest of his cousin, Mr. C. F. Kains on Monday.
Mrs. J. Canning, of Stonefield, and Mrs. J. F. Innes, of Cushing, were in Montreal the early part of the week.
Miss Lois Keatley, of Pt. Fortune, spent a couple of days here last week visiting her uncle, Mr. C. F. Watson and other friends.

ST. ANDREWS EAST.

Miss Bessie Rodger was at the home of her father, Mr. J. W. Rodger over the week-end.
Mr. and Mrs. Hugh Cousins spent the week-end here with her parents, Mr. and Mrs. Geo. Perks.
The Young People's Society of the United Church met every Tuesday evening. The special study for the month of January is Rev. Stanley Jones' book "Christ at the Round Table." After this they have indoor athletic exercises and some other programmes.
The Tea-Meeting and Entertainment in the Town Hall, on Friday evening was a decided success. The splendid supper was enjoyed by a large number. The eight piece orchestra, led by Mrs. Bezanson, acquitted themselves with great honor. It is expected that this organization will continue and we have no doubt they will be a credit to St. Andrews.
Their music was of a high class and wonderfully well executed. The three act Comedy "The Blundering Mr. Brown" proved very interesting and amusing and gave us a chance to applaud some of our local talent (talent of no mean order let us say.)

PROVINCE OF QUEBEC ASSOCIATION FOR THE PROTECTION OF FISH AND GAME

Mr. John S. Hall, President of the Province of Quebec Association for the Protection of Fish and Game announces that a Special Committee appointed to control the present transition period of the Organization and to secure a permanent Secretary have been successful in obtaining the services of Mr. E. A. Cartier for that important post.
Mr. Cartier is a well known sportsman, an angler and a first class shot. In addition he possesses organizing ability of high order and is a writer of sporting studies of no mean repute. It is felt that the Association is to be congratulated on obtaining a man with such all around qualifications who will play an important part in the campaign for the conservation of our vast natural resources of Fish and Game in Quebec.
The Association have secured new quarters in Room 920, The Royal Bank Building 360 St. James Street West; telephone LANcaster 5275, and active work on their objects will commence at once.

HOME AND FARM FERTILE PLACE FOR FATAL ACCIDENTS

Did you ever look around your home and farm, and note how many preventable causes of accidents are threatening the well-being and even the lives of those who are near and dear to you?
Perhaps many of those things are so familiar to you that you would not notice them anyway; and perhaps it never struck you that your home and its surroundings may be even more dangerous than the traffic-crowded streets of a big city.
A revelation of the common dangers of the home and its surroundings is contained in a remarkable booklet entitled "Farm Hazards" a free copy of which can be obtained by anyone on application to the local branch of the Bank of Montreal.
The whole story has to how accidents happen and how they can be prevented is given in actual photographs, over 300 of which are reproduced. There is also a chapter on first aid remedies, telling exactly what to do when anyone gets hurt.

LAKEFIELD.

The Annual Vestry Meetings in the Mission of North Gore, were held during the third week of January, in the following order: St. Aidan's Church, Louisa, January 13th, 11.30 a.m.; St. Paul's Church, Dunany, January 13th, 4 p.m.; Holy Trinity Church, Lakefield, January 15th, at 8 p.m., and St. John's Church, Shrewsbury, January 20th, 11.30 a.m.

St. Aidan's re-elected the same wardens as in 1928 viz: Mr. Joseph Boyd, Clerical Warden and Mr. H. J. Neil, People's Warden. The representative to Synod from this church is Mr. F. J. Gosling, of Montreal.

The same wardens will hold office in St. Paul's as for 1928, viz: Mr. Melvin Boyd, People's Warden and Mr. Leonard Gain, Clerical Warden. Mr. Nathan Noseworthy will act as Synod representative for this church. He is a student in Divinity and Arts at McGill University, Montreal.

Holy Trinity has re-elected Mr. W. Sherritt People's Warden and Mr. W. E. Richards, Clerical Warden. Mr. Miles Copeland and Mr. W. E. Richards will represent the congregation at Synod 1929.

The wardens for St. John's church are Mr. John Good, People's Warden and Mr. Edward Morrison, Clerical Warden. The representative to Synod is Mr. Watson Rogers, of Montreal.
Reports from each and all of these Churches for 1928 are very favourable. There is still much room for improvement but this can only come about by a real and earnest endeavour, by loyalty and co-operation, by a fixed determination that is satisfied with nothing but "next to none", and by ardent enthusiasm for a cause which is the noblest and the most worth-while.

Rev. J. A. Lackey officiated at a Celebration of Holy Communion on Sunday last, Jan. 20th.: 10.30 a.m. at Louisa and 2.30 p.m. at Dunany. There being no service at Lakefield on that day.



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.

Watch Our 'Want' Advertisements

The Bell Telephone Company and the American Company

THE relationship between the Bell Telephone Company of Canada and the American Telephone and Telegraph Company consists of:-

1. stock—the American company owns thirty-one per cent of Bell Telephone Company shares.
2. contract—the Bell Telephone Company owns a contract by which the American company supplies research products and other services on a sliding scale of payment.

The stock relationship has existed since the Canadian company began in 1880. One-third of the \$400,000 needed to form the company was not available until the American company agreed to provide it.

The contract was made in 1923 to put dealings between the two companies on a definite business basis. It may be terminated at the end of 1932 if the Canadian company so desires.

effect of stock relationship

THE telephone system in Ontario and Quebec today is owned by 15,800 shareholders. Of these, 95 per cent live in Canada and own 62 per cent of the total shares.

The largest individual holding is 1510 shares which is one quarter of one per cent of the total. The average individual holding is 27 shares, which yield an income of \$216 a year.

The Bell Telephone Company is thus a great enterprise which has become thoroughly democratized and to this the American relationship has contributed two definite advantages:

First, it has been a source of new money for development. The American company, as a shareholder has never failed to respond, in good times or bad, when money was needed to extend the system to meet public demands upon it.

Secondly, it has been a safeguard against exploitation. Attempts on the part of promoters to secure control of the telephone system have failed because the American holding of the company's shares has been in the hands of men who are interested in the telephone business for the progress of the industry and not for its financial exploitation.

effect of the contract

THE Bell Telephone Company has secured three chief advantages by the contract of 1923:-

First, it obtains all products of the Bell laboratories, which are the largest industrial research laboratories in the world, with a staff of five thousand. No single company could hope to support such an organization. It is possible only by co-operation of many associated companies.

One example of research work is the "loading coil" which has eliminated the need for heavy wires increasing in size with distance. This has saved millions of dollars. Similar discoveries have saved other millions for the telephone user and given him a better telephone. The research clause of the contract alone more than balances the contract fee.

Secondly, the Canadian company has rights to the use of all inventions. The American company now owns more than 5,000 patents essential in every phase of telephone operation. The contract gives the Canadian company use of these patents and places the American company under obligation to take out Canadian patents on any new inventions the Canadian company wishes.

Thirdly, the contract gives the Canadian company a steady supply of reports and statistics regarding new operating methods under trial by the associated companies of the American system.

Dangerous experiments are thus avoided. When the Canadian company makes a change in method it is to a well tested method and the services of specialists from the American company are available, by contract, to assist in making it. An example of this is the change from manual to dial system.

Both in the stock holding and in the contract provisions Canadian telephone users are protected and assisted by the relationship with the American company.



Ste. Petronille



Jack Strathdee, the very able winter sports director at the Chateau Frontenac, his friends will be pleased to learn, is losing weight. Jack runs a summer camp at French River in the fishing season and he took his present job for the reason that he wanted to rest and draw a salary at the same time. When he has time to reflect, and this is seldom, he longs for the easy job of operating a camp and handling a crowd of Indian guides. He finds no rest, for during every daylight hour there is something doing on the ski-hill, on the rink, on the sleds—and a hundred people to provide with sports equipment and direction. But he keeps fit as they all do. The air is bracing and invigorating and there is lots of fun.

In the group above one sees the director assisting Their Excellencies Lord and Lady Willington who have just come down the slide for the third time. The other group perhaps explains why he finds so much pleasure in his work and why he has taken up skiing again. There is also a picture of his rink which shows how the slide in the background drops down steeply from the citadel.
But take the other picture. This will show you Jack Strathdee's most recent discovery. Beyond the dogs and the tarred is a field of fresh ice. Beyond that the Isle of Orleans is a shadowy form. Now to the left of the island, just above the lamp standard, great alets and chunks of crystal and opaque ice buried themselves in a mass,

cast-roofs of glistening pinnacles to the sky in one glorious chaos and screeching, growlingly settled down. Then the mayor of St. Gregoire and the mayor of Ste-Petronille set out, each armed with a small spruce cutting. They met somewhere in the centre of the river, solemnly shook hands, and the ice bridge was declared open. It was after that, that the sports director drove over and discovered Ste-Petronille with its ski slopes and toboggan and snowshoe prospects, and also the "Catalogue". The "Catalogue" has a rubble-stone fireplace of catalogue about the floor and as window drapes, the oddest old furniture and quaint bed-rooms and, above all a splendid cuisine. It is less than one hour from Quebec and is hailed as a great discovery.

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 Obeid, 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 Obeid 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 Obeid. Our problem now was to buy more from the governor of Kordofan at El Obeid 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 Obeid 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 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-jumped 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 Obeid 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.

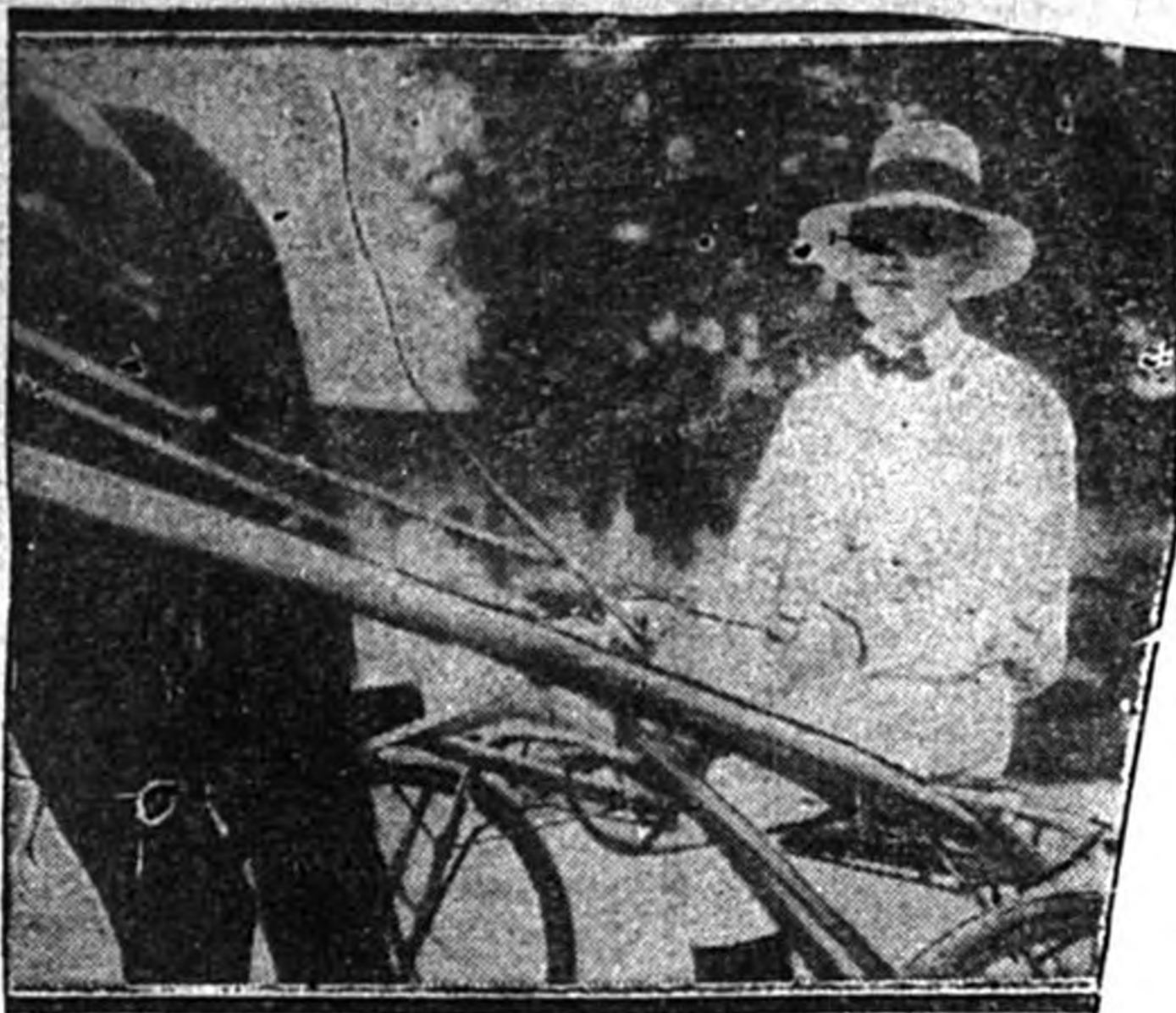
Even Jim and I discussed making the pilgrimage ourselves, until we learned more about its impossibility for us. Mecca is not for white men and especially for non-Mohammedans. We talked at some length with a good old Mohammedan teacher who was personally very kind to us and friendly. When we asked if 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 houseboys, 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 Marlin Wathen Fox

If Mrs. Baldwin invited to afternoon tea Mrs. McBride, Mrs. Cummings, Mrs. Wood, and each of these guests wore 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. 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 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 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



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 what 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 Halle-lujah 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 '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.

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

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 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

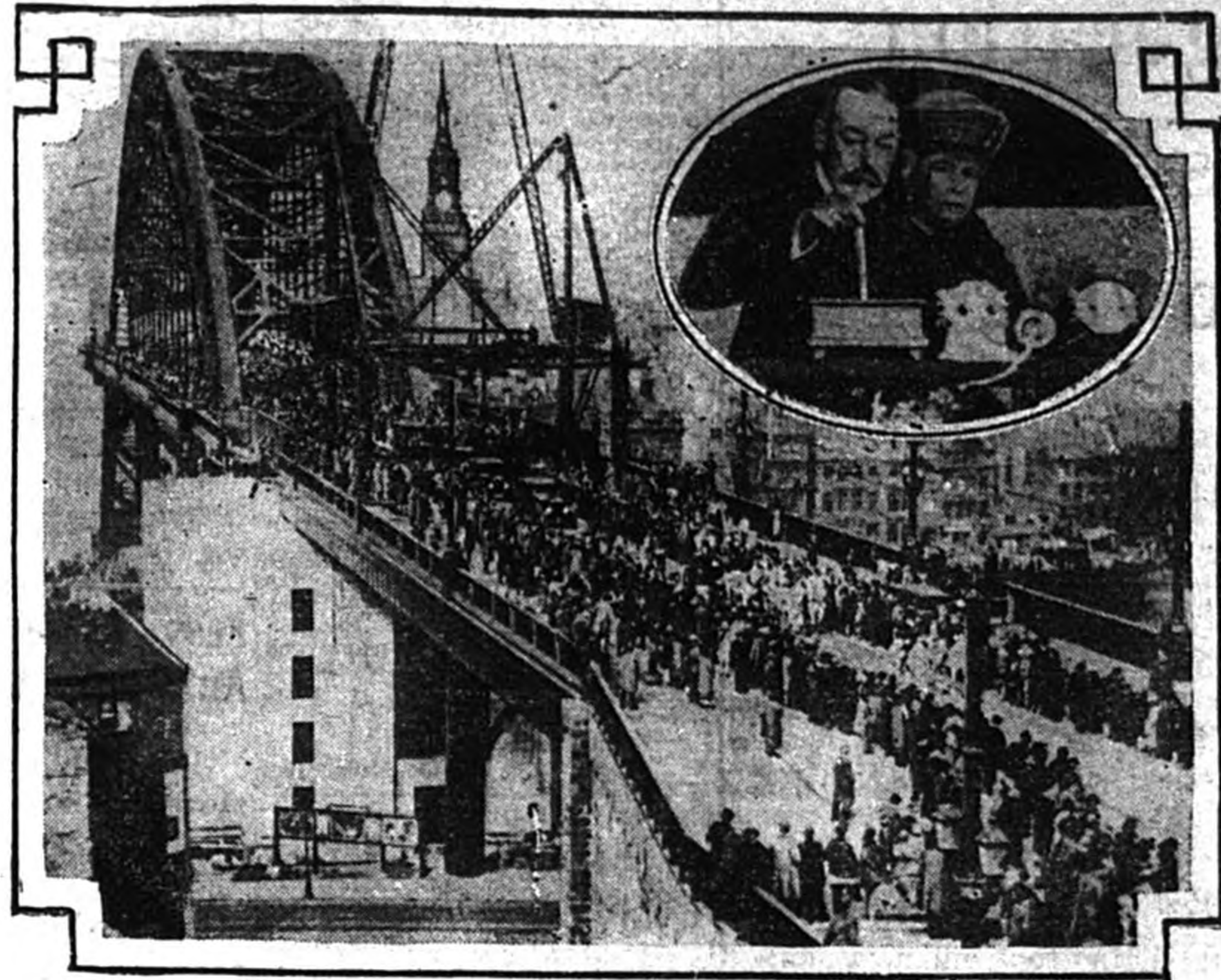
Mere good-nature is not the end for which the world exists. Nor is it the law by which we should control our conduct. There is a "good-natured" tolerance of evil in other men, by which we help them to their sins, and become their passive accomplices. There is "good-natured" lying, which seems to say 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 Kingame Lake to Long Island Lake in the Prince Albert National Park, Saskatchewan.

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.

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 "Battling" Bruin, two young bruising bears, who staged a one-round bout before cheering tourists in northern Quebec. Ringside seats were free. The purse, a lollypop, 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 storehouses. 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 Narmi 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 flounder 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 advices, 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 Dham-iskhodi 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.

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



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 injure 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 iron 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

Refrigeration Points Worth Knowing

These are three important things to consider when you buy an Electric Refrigerator.

The mechanical quality of the product — (Its efficiency, its quietness, its simplicity, its cost of operation.)

The character of the organization which makes it. The actual amount of shelf space it gives you for storing food.

You are cordially invited to our store to discuss these matters before arranging for your next summer's ice supply. The economy of Electric Refrigeration will surprise you.

**Gatineau Electric Light
Company Limited**



"VICTORIA" Coffee

LAPORTE
MARTIN
LIMITÉE

you'll like
it too!

One of the "VICTORIA" Quality Products!

On Sale at Victoria Independent Stores

WANT ADS

FARM FOR SALE OR TO RENT.—Situating on the Ottawa River on the Provincial Highway, half way between Hawkesbury and L'Orignal, comprising 169 acres well built and in high state of cultivation. Good sugar bush. Telephone 607 ring 1-2, Hawkesbury P. O. Box 66, L'Orignal, Ont. F-1-3-c

FOR SALE.—A good pair of strong Skis 8 feet long, all complete. Will sell cheap to quick buyer. Apply to Germain Lemay, Phone 89w, Lachute, Que. J-25-1.

FOR SALE.—2 driving cutters, newly repaired and painted. Bargain. Apply Leonard Pollock, Carriage Maker, Lachute. J-25-2.

TENDERS FOR WOOD

Tenders will be received by the undersigned till January 25th, 1929, for 10 cords of 2 ft. wood. Same to be of good quality hard maple and to be delivered at St. Simeon's Church Lachute. A cord to be 8 ft., 8 in. long by 4 ft., 4 in. high.

H. STANSFIELD,

Lachute Mills, Que.

GOOD SPORT.

Get a good pair skis and enjoy good sports. Best selected, well seasoned hardwood. All styles. All sizes. Lowest prices. Order early. 12 years experience in this making.

LEONARD, POLLOCK,

Carriage Maker.

J-25-2.

AGENTS WANTED

If you are after big money for this year and wish to be independent, take up the Watkins Business in your Town or County. The oldest, largest and most profitable line of Products sold direct to families. The chance of your life to build a business of your own. A trial will convince you. Details furnished without obligation.

THE J. R. WATKINS COMPANY,

DEPT. 20,

749 Craig West,

F-8-4.

Montreal.

CHURCH NOTES

BAPTIST CHURCH

Rev. A. Penman, Pastor.

Dalesville 11 a.m.

Brownburg 2.30 p.m.

Lachute 7 p.m.

LACHUTE UNITED CHURCH

Rev. A. G. MacKinnon, B.D., Minister

Sunday, January 27th., 1929

Public Worship, Lachute 11 a.m.,

Mr. MacKinnon; 7 p.m., Mr. Macas-

kill. East Settlement 3 p.m., Mr. Macas-

kill. Sunday School in Lachute 10 a.m.

Annual Congregational Meeting,

Saturday 8 p.m. Tea will be served

after the annual meeting.

BROWNSBURG UNITED CHURCH.

Rev. T. C. Cassidy, Pastor.

SerVICES, January 27th., 1929

11 a.m. and 7 p.m., the Pastor will

preach.

10 a.m., Sunday School and Bible

Class.

7 p.m., Friday, Choir Practice.

All Welcome.

LACHUTE PRESBYTERIAN

CHURCH.

Minister, Rev. Henry Cousens, B.A.

Sunday, January 27th., 1929.

Lachute Sunday School 10.00 a.m.

Worship 11.00 a.m.

Evening, 7.00 p.m.

Brownburg 4.00 p.m.

DOLLAR SALE

Ladies and Children's Wear, Hats, Fancy Work and Corsets. All goods valued at \$3.00 and \$4.00. Sale Price \$1.00. Mrs. J. F. Campeau, Phone 184, Lachute. J-25-1.

FOR SALE.—1 set of Double Sleighs well made. Claude St. Jacques, Lachute, Phone 187 J. J-25-1-c.

MISS M. V. SLATER

JEWELLERY, SILVERWARE

WATCHES & CLOCKS

CUT GLASS & FRENCH IVORY.

Wedding Gifts of Taste

Watch, Clock and Jewellery repairs

MAIN STREET, LACHUTE.

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CARD OF THANKS

Mr. and Mrs. Fassio wish to express their sincere thanks to all those who so kindly and willingly helped them in their recent sad loss by fire.

HOCKEY

The Hawkesbury Team are coming down by Special Train, on Saturday for an Exhibition Game of Hockey. A large attendance is expected and a real fast game is assured. Get your reserved seats early at the Rink.

—Mr. Wm. Lefebvre who has recently taken over the Jno. Fraser & Co. Butcher Shop, wishes to inform the public that he will continue to give the same good service as has been given in the past, and solicits the general patronage.

SIGNS OF THE TIMES.

Men who employ labor are often excellent judges of the causes of inefficiency in their hands, and the testimony of such should carry with it all the weight of authority. Henry Ford's opinion of the influence of prohibition on labor is set forth with no uncertainty in the following quotations:

"Our men are very much better off since prohibition as our records indicate that their attendance is more regular, their savings have increased and property ownership has greatly advanced."

"With the law back of us and with government co-operation, we have no difficulty in enforcing prohibition among our men, and if all employees would take it upon themselves to do likewise, we are sure that the burdens of enforcement would be greatly lightened."

"Prohibition is a fine thing. I believe it will become world-wide. Alcohol destroys the brain cells and lowers a man's efficiency. I believe that industrial competition will force prohibition upon the whole world."

Speaking of the movement to repeal the Eighteenth Amendment, Mr. Ford recently stated:

"If the laws were changed we would have to shut up our plants. Everything in the United States is keyed up to the pace which started prohibition. The speed at which we operate our motor cars, run our intricate machinery and generally live, would be impossible—with liquor."