

The Watchman,

And Ottawa Valley Advocate.

VOL. LIV.

LACHUTE, QUE., FEBRUARY 1, 1929.

NO. 3

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THE ELECTIONS

Tomorrow (Friday) will be a busy day for the Centre and East Ward candidates who are contesting for Aldermanic honors. Mr. T. Dallaire has represented the West Ward for upwards of twenty years, during which time he has rendered the town much valued service. Mr. Dallaire has retired from business activity and is now enjoying the fruits of his labors as a gentleman of leisure and since he is no longer a resident of the West Ward, his friends in the Centre Ward are anxious that he shall still sit in the Council. His opponent is Mr. J. B. Raymond, a respected citizen of this community, who has had Aldermanic experience in Valleyfield and Brownsburg and whose friends are desirous that the Council should benefit by a change, believing it is in the best interests of the town to instill new blood. And so a real fight is on.

The East Ward has also a strong contest on hand between ex-Alderman A. Larocque and Mr. Gedeon Lacasse. The outcome is being watched with the keenest of interest.

COMING EVENTS

Lachute United Church are holding their Tea Meeting on Thursday, Feb. 28th. Keep date in mind.

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. F-1-2.

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.

Next Friday, Feb. 8th., is the evening on which the Lachute Literary and Dramatic Society are giving the farcical comedy of "Apple Sauce." The play starts at 8.15 sharp and the audience are requested to be in their seats by that time so as to enjoy the whole of the play without annoying others by late arrival.

The Lachute Literary and Dramatic Society have made a good name for themselves by their clever acting and this promises to be an event of thorough enjoyment. So reserve the occasion for a real good time.

Friday, March 8,—reserve the date The Literary and Dramatic Society promise you excellent entertainment in their play "Penelope," by W. S. Maugham. Watch for further announcements.

The Annual Meeting of the Lachute Protestant Cemetery, for the election of Officers and Directors and transacting any other business, will be held in the Court House, on Monday evening, Feb. 11th., at 7.30 sharp. J. W. GALL, Sec.-Treas.

F-3-2-c

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LOCAL NEWS

Mr. P. A. Lafleur, M.P.P. of Montreal, spent the week-end in town.

Miss E. Creswell was the guest of her parents, over the week-end.

Miss Reta Jones, of Mabel, spent the week-end at her home here.

Miss Ethel Morrison left this week to take up studies at MacDonald College.

Miss Emma Davis, of Montreal spent the week-end at her home in Stannerville.

Messrs. W. M. Scott, Jas. Armstrong and J. B. Dion spent Thursday in Montreal.

Miss Mary Hope, of Montreal, was in town over the week-end the guest of her mother.

Our Federal Member, Sir George H. Perley, of Ottawa, was in town on Wednesday.

Miss Hannah Smith, of Montreal, was the week-end guest of her father Major S. E. Smith.

Misses Amy Combie and Jeanne Dulude spent the week-end visiting friends in Montreal.

Mr. Geo. Y. Deacon was in Montreal on Monday last, attending a sectional conference of Police and Fire Chiefs.

Mr. J. A. Gosselin was in Ottawa the early part of this week, attending a business session of Gatineau Power Officials.

Mrs. Thos. Christie, Mrs. Harold McFaul, Mrs. Robt. Hamilton and Mrs. J. A. McGibbon spent Monday in Montreal.

The Rev. Mr. Penman is spending a few days in Ottawa this week, attending the Convention of the Regular Baptists.

Mr. Joseph Lafleur, of the Canadian Knitting Co., Joliette, was in town over the week-end renewing old acquaintances.

The many friends of Mrs. A. McFaul were pleased to welcome her home on Saturday, after her long stay in the Montreal Hospital.

There is considerable talk that Lachute will not be long without a Moving Picture Hall. We understand that Mr. Geo. Licop has under consideration the erection of a Hall on his Main Street property, which will accommodate 600 patrons.

The Annual Meeting of the Lachute United Church, held on Saturday evening last, was a most successful one, and all the organizations of the Church furnished very satisfactory reports, and the coming year looks promising. The total amount raised for all purposes during the year 1928 amounted to \$10,600.00. The Rev. A. MacKinnon has revived in health and is now assuming full charge of the field.

One hears a good deal about "Apple Sauce" these days, but just wait till you see it portrayed in the Three-Act Comedy that is being put on by the Literary and Dramatic Society in the Auditorium, on Friday, February 8th. This play is a real scream and it is being rendered by the Society for the benefit of our Fire Brigade Equipment Fund. Be sure not to miss it and secure your reserved tickets now. See posters for particulars.

During the last few days, the young people of our town have had a series of entertainments. On Friday evening last the Junior C. G. I. T. of the United Church spent a pleasant evening at the home of Miss E. MacKimmie. On Monday evening last the Senior C. G. I. T. after a pleasant hike returned to the school-room for supper and games, etc. On Tuesday evening the C. G. I. T. of the Presbyterian Church held a sleigh drive, returning to a bean supper and other refreshments. All reported a glorious time.

FOR GENERAL THANKSGIVING.

The thought of a day for General Thanksgiving to the Giver of all Good, for sparing to the Empire our Beloved King, is meeting with a spontaneity of desire from its people that betokens his great popularity, for he reigns with authority based on true love for his subjects. Never has there been a ruler with more exalted ideals and though the war aged him beyond his years, he has never ceased in loving devotion to his people, and that his life has been spared to us is just cause for general jubilation.

On Sunday morning next in the progressing little town of Brownsburg, an event will take place that only happens once in many years, and it is the harvest of hard work, thought, and co-operation. That event is the opening Dedication Service of the new Church of England.

Like as we covet some great dream that is likely to come true, so have this little band of pilgrims, in our neighboring community nursed the idea of having a church of their own and now they have been rewarded for all their energy and courage they have put into their difficult task. Much credit may be placed upon the shoulders of their rector, the Rev. J. Lackey, who for many years has worked hard in arranging the ways and means of increasing the financial support in order to "Sail Ahead" with the splendid work.

Bishop Farthing, of Montreal, will officiate at the service at 11 a.m. and all are given a cordial welcome.

Miss Lyla MacKiddie, of Montreal, spent the week-end in town.

Misses A. and M. Dulude spent the week-end in Montreal.

Mrs. Wm. Hay spent a pleasant week-end in Montreal.

Mr. Keith Christie, of Montreal, spent the week-end in town.

Mrs. John P. Scott of West Gore Road, spent Sunday in town.

Mr. and Mrs. Jas. Campbell spent Wednesday in Montreal.

Mr. Peter Dobbie visited friends in Avoca over the week-end.

Miss E. L. Scott and Mrs. J. W. Scott and son Gilbert spent the week-end in Montreal.

ANNUAL MEETING OF THE UNITED CHURCH, BROWNSBURG

All Organizations Report Success and Elect Officers for 1929.

The Annual Congregational Meeting of the United Church, Brownsburg, was held on the evening of Jan. 24th. Reports were received from all organizations connected with the Church and were most gratifying.

The report of the Sunday School was encouraging, a thorough organization well equipped with Officers and Teachers, but lacking proper accommodation. One promising feature of the Sunday School is a Young People's Adult Bible Class under the Leadership of the Pastor.

The report of the Ladies' Auxiliary elicited comments of admiration for their work. Their receipts for the year were \$834.94.

The Financial Report presented by the Treasurer of the Church was a further indication of the steady progress maintained during the year, showing all liabilities met and a balance on hand to begin the New Year. There has been an evident deepening of the spiritual interest during the year manifested by accessions to the membership.

UNITED CHURCH OF ST. ANDREWS EAST HOLD ANNUAL MEETING.

Celebration of Twenty-Fifth Anniversary of Mr. and Mrs. E. McGregor's Marriage a pleasing feature of the Occasion.

The Annual meeting of St. Andrews United Church was held Thursday, Jan. 24th., Mr. W. J. Rodgers presiding and Mr. L. M. Hooker recording the minutes.

Reports were presented by the Session, Committee of Stewards, Official Board, Sunday School, Young People's Society, Ladies' Guild, Women's Missionary Society, and Canadian Girls in Training. All the reports gave evidence of splendid progress during the year 1928. The Young People's Society has made most encouraging progress spiritually and socially. The young men have on several occasions conducted Church service, and delivered well prepared addresses. They have presented a three act comedy in a most credible manner.

The Ladies' Guild raised \$553.00 during the year. The people contributed to the Missionary and Maintenance Fund \$75.00 over the amount allocated to them. The Women's Missionary Society also met their allocation of \$200.00. A Manse was bought for which \$1500.00 was paid as a first instalment. After meeting all the running expenses of the congregation the Treasurer's report showed a substantial balance.

At the close of the business session a congregational supper was held, at which a very pleasant event occurred in the celebration of the twenty-fifth anniversary of the marriage of Mr. and Mrs. Edward McGregor. A beautiful wedding cake presented to them was cut by "the bride" and generously distributed to all the guests. A toast to "The Bride and Groom" was proposed by Dr. Wales. The Pastor spoke concerning the fine qualities of the honored guests of the evening, the others who spoke briefly were Mr. Watt, Mr. Hooker and Mr. W. J. Rodger. The meeting which was helpful and interesting throughout was closed with the National Anthem.

OBITUARY.

—:—

THE LATE ROBERT GRUER.
The death occurred on Wednesday, January 16th., at his home 56 Grosvenor Ave., Ottawa South, of Mr. Robert Gruer.

Mr. Gruer was born at Howick, Que., and spent his early life at Alfred and Vankleek Hill and came to Ottawa several years ago; being always recognized as a popular resident.

Mr. Gruer was a member of the Congregation at Grace and Truth Hall, 83 Clarey Avenue. He is survived by his widow and one daughter Margaret Jean Gruer; also one brother William Gruer of Vankleek Hill, Ont., and four sisters, Mrs. Charles Bennett, of Ottawa; Mrs. V. Pennington, of Newark, N. J.; Mrs. George Cox and Mrs. P. Vaughn, of Richmond, Ont.

Many friends and relatives attended the funeral service which was held on Friday, Jan. 18th., at 8 p.m., at Grace and Truth Hall. The service was conducted by Mr. V. Pennington of Newark, N. J.; following which the remains were transferred to Lachute for interment.

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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 disrepute. 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, 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. Wee unto any Christian who may ever be found within the gates of that sacred Moslem city. But wee 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.

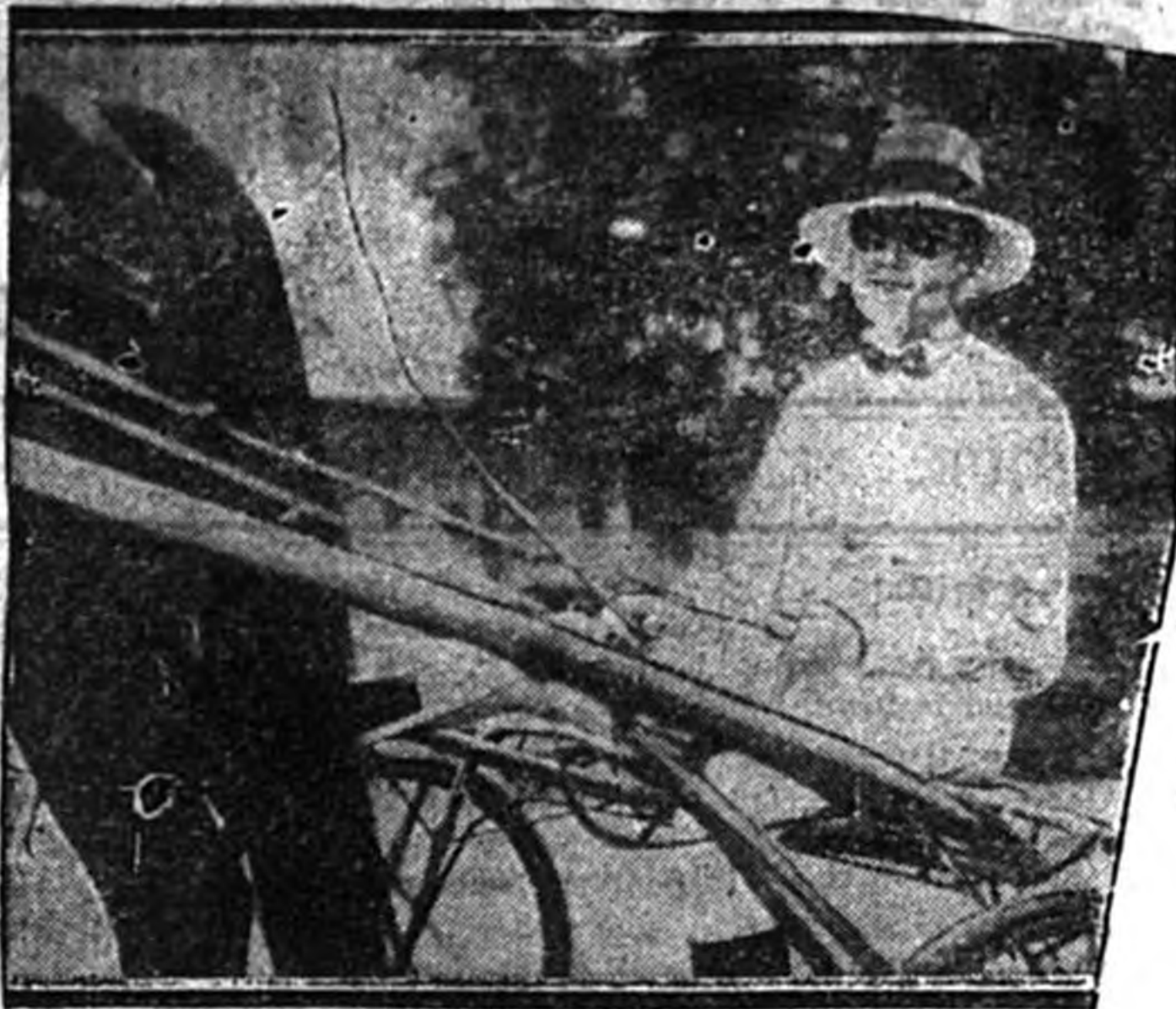
Even Jim and I discussed making the pilgrimage ourselves, until we learned more about its impossibility for us. Mecca is not for white men and especially for non-Mohammedans. We talked at some length with a good old Mohammedan teacher who was personally very kind to us and friendly. When we asked if he could disguise us, and if necessary vouch for our general harmlessness and conduct 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 laborers, 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 waiting for his ship to come in, but that's just a 'saying' ain't it, mom?" "Not now, but it was before prohibition, my dear."

Not Too Fussy

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

In the Golden Days

Facts About Our Autumn Tree Colorings Which Should Prove Instructive

By Marjorie Wathen Fox

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

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

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

All the birches turn dull yellow. The 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-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 or touch was beauty of motion, beauty of symmetry in the leaf-form.

Why They Change Color

Have you ever seen a branch or a few leaves of vivid red on a tree in mid-summer? Or in later summer? I have, and used to wonder at it for I had been taught that frost turns the leaves red, yellow, etc. It was quite customary to hear a ensive 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 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. There 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 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 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.

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.

BRIDGE OVER THE TYNE OPENED BY KING GEORGE

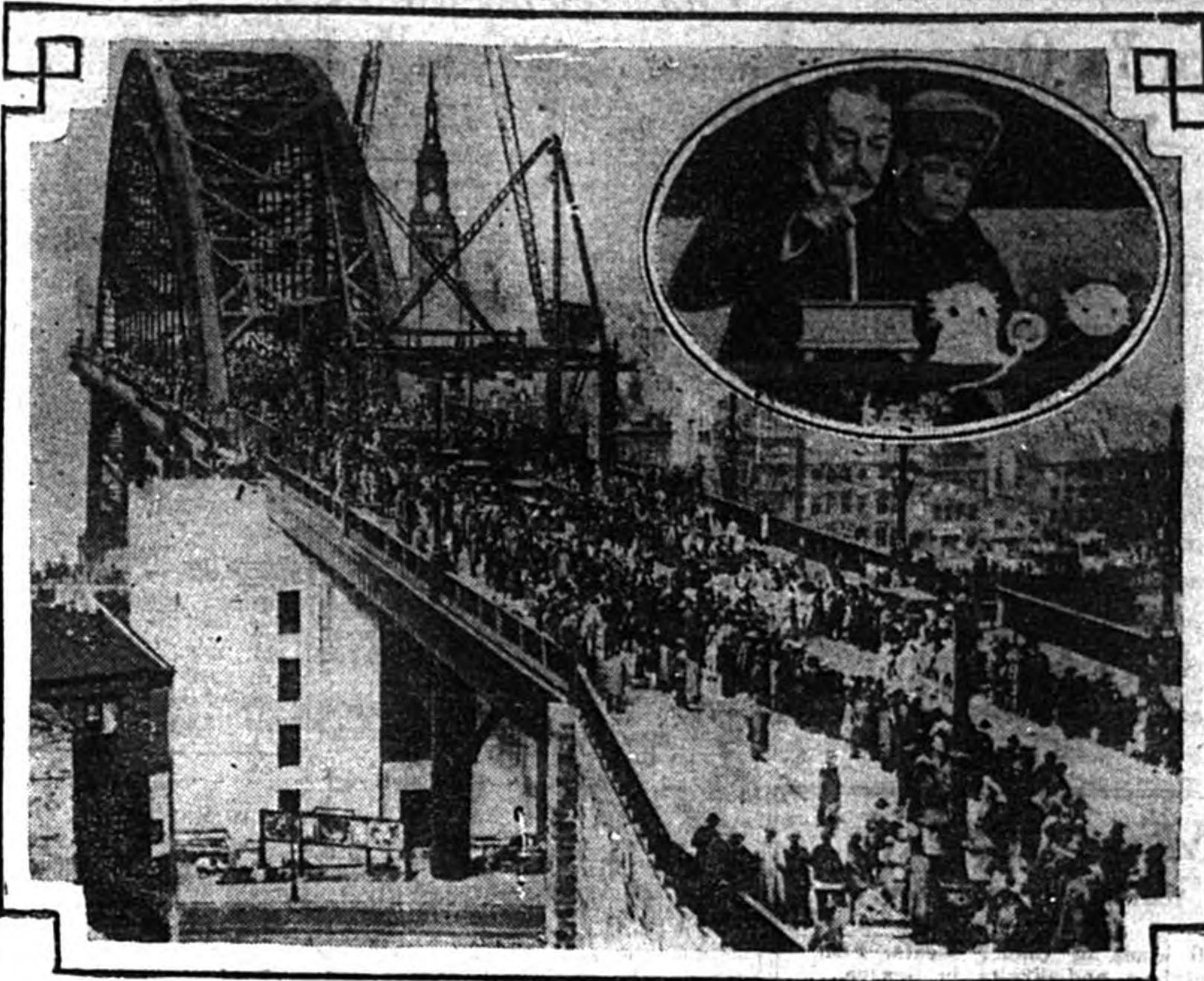
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Their Majesties Open New Connecting Link



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.

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-engine aircraft of the approved British type of construction will be used. The government of India proposes, if funds permit, eventually to extend the London-Karachi service to Bombay.

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

Benefits

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

The Lap of Fortune

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

Canada's Native Clowns



QUEBEC BABY BEARS BATTLED FOR A LOLLYPOP

"Kid" Cub and "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 Nurmil green with envy."—Kenneth Lee in "Forest and Stream."

Panic-Mongers

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

National Extravagance

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

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

To Add Ceylon Later

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

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

Two Hands Free

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

Reputation

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



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

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.



"Turn Ye Out Ye Citizens!"

For Such do the Firemen
Need Thee!

No other society in our midst are doing so much to benefit our community life, and even to safeguard our life and property than the Lachute Fire Brigade.

When you support them, you not only are doing your part, but are helping our town to be up-to-date, in the way of Fire Fighting, which is most essential, but it all costs money.

Protect Yourself — Help Others — Do your Part

All three can be combined in one, when you attend, on Friday, Feb. 8th.

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1 Erla Single Six Table Model
1 Atwater Kent Six Tube, Cab.
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Special Discount for Jan. & Feb.

On all Winter Overcoating and fancy Suiting; both Stock and Special Order. Extra Special Values in Men's and Boys' Heavy Winter Coats; some leather lined with Fur Collars.

Also a large stock of winter footwear, all reduced in price.

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OTTAWA VALLEY ADVOCATE
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J. S. Giles, Editor & Proprietor.

FRIDAY, FEBRUARY 1st, 1929.

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60c.

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event from which there are financial
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Note:—When estimating count
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as one line.

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inch.

TO CAPT. GEORGE FRIED

Henceforth, should appeals for assistance be sent out by foundering vessels, the world will have no apprehension concerning the fate of the passengers and crew if Capt. George Fried be within a few days' sail of the ship needing aid.

It was only three years ago that this same Captain Fried, then commanding the steamship President Roosevelt of the United States Lines, heard the radio appeal for help from the British freighter Antiope, and in the face of heavy seas took his vessel to the scene, poured oil on the waters for several days, and stood by the ship until he found a way to rescue the entire crew. It was but natural that, when the Italian cargo ship Florida sent out its "SOS" recently, Captain Fried, now in command of the larger steamship America, of the same line, should flash back a message of encouragement to the foundering ship.

Bound west across the Atlantic, he took his ship off its course and bucked a heavy sea for a day and a half until he found the Florida and took off her entire crew safely. It is no reflection on the Dollar liner, or the North German Lloyd ship, that they failed to find the Florida. They did their part, but it remained for Captain Fried, heroically assisted by his chief officer, Harry Manning, and his crew, to effect the rescue in the same gallant manner that he performed a similar feat a few years ago.

THE RIGHTS OF THE CHILD.

Every child has the right to be well born. The ideal child, starting from this point, is free from disease and with fullest liberty to develop physically, mentally, socially, spiritually, the four-square life.

The modern idea of education is liberty to grow in these four directions. The conditioning of the child's surroundings in respect to the physical covers its food, clothing, home life, exercise, sanitation, rest. Mentally the child must be free from fear taught to control anger and all primitive passions, provided with healthy food for the enquiring mind. Socially, the need of healthful food companionship of children of similar age becomes apparent. Gang instinct and team work find and keep their proper place in the child's development. Spiritually, the ideals of children should be healthy, neither morbid nor precocious, a natural turning to its source of life as a flower turns its face to the sun.

Such is the normal child and such every child would be were it not for inherited twists, shallow home-life, unhealthful foods, wrong occupation for mind and body, false conceptions of God.

The other inalienable right of the child is the liberty to express in fullest measure the spirit within it. Repression, due to lack of understanding, false values, lack of true affection, has cursed the lives of countless people. This is seen every day in the mediocre lives of hundreds, who with more growing room, would have blossomed into fruitfulness.

The march of civilization is on the feet of its children. Its highest ideals can only be reached as the children are equipped for the race.

M. ELIZABETH McCURDY,
Prov. Supt. W.C.T.O. Dept. Press

To the Electors of the East Ward, Lachute.

Ladies and Gentlemen:—

At the request of a large number of municipal electors from this Ward, I have again accepted to be a candidate for alderman, in the present municipal election.

I have served six years in the Council, and during my terms of office, I have worked to the best interests of the Town and of my Ward.

During the last two years, I have served in the Municipal Council, as chairman of the finance committee and with my colleagues, we have administered the affairs of the Town, as economically as possible, without neglecting any of the public services.

The whole source of the opposition that I now encounter, in the present election, is due to the fact that I refused to saddle the Town, with the payment of the sum of \$300.00 being the arrears due to the St. Jean de Dieu Hospital, for keeping Mr. Arcade Ethier's child.

Had I been willing to let the Town pay the amount of those arrears, I would have been elected by acclamation.

Thanking you for your past support, I again ask you, for your vote support in the present municipal election.

Lachute, January 30th., 1929.

Yours faithfully,

Arthur Larocque

CUSHING

Mrs. E. Kendall, of Hoosier, Sask., is the guest of her uncle, Mr. Frank Fuller at present.

Mr. H. Macomber, of St. Chrysostome, was the week-end guest of Mr. Roy Dobbie.

Mrs. F. Fuller and Mrs. Kendall were guests of Mr. and Mrs. Johnston Smith on Monday.

Mr. Jno. Gaudy of Grenville, spent part of last week the guest of his brother, Mr. Ed. Gaudy.

Miss Mary Smith, of Montreal, was the guest of her sister, Mrs. E. Bryerton over the week-end.

Mr. and Mrs. T. Weir and daughters spent Thursday in Stardale, Ont. and Sunday in Hawkesbury, Ont.

The Misses Ivy and Elsie Graham of Montreal North and Verdun, were the week-end guests of their parents.

Miss S. Wilson and Miss Gladys Hyde, of St. Andrews East, were week-end guests of Mrs. Wm. Canning.

Mr. and Mrs. N. A. Clark who have been spending the past month at the home of Mr. Fred Grahams', left for their home in Cornwall on Tuesday.

BROWNSBURG.

Mr. Harry Ball, of Detroit, is a visitor at his home here.

Mrs. Henry Giroux left on Wednesday for Montreal, taking her little four year old daughter to the hospital for treatment.

Mr. and Mrs. A. C. Campbell has been visiting friends in Carleton Place. The latter having the misfortune to fall and sprain her ankle. The Ladies of the Maple Avenue Baptist Church, Brownsburg, propose holding a Valentine Tea, Sale of home-made candy and pies, on Feb. 14th., from 3 to 8 p.m., to be held in Mason's Ice Cream Parlor. Everybody welcome.

CUSHING

Mrs. Jas. Harcourt, of New Glasgow, spent last week here visiting her parents.

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

Mr. & Mrs. T. Weir Jr. and daughters Dorothy and Helen spent Sunday with friends in Hawkesbury.

Miss K. Wheelan, of Montreal, spent a week's vacation here returning to the city on Sunday evening.

Miss Marguerite Heatlie, of Montreal, spent the week-end with her parents, Mr. and Mrs. Jas. Heatlie and also took in St. Mungo's Tea-meeting.

A large contingent from Cushing and Greece's Point took advantage of the C. N. R. excursion to attend the Hawkesbury-Lachute Hockey match on Saturday evening.

A masquerade carnival was held on the Greece's Point rink on Thursday evening last. There was a large attendance and some very pretty and unique costumes were worn.

GRENVILLE.

Miss Robertson, of Montreal, spent Sunday with her sisters Mrs. Lorne Cooke and Miss Robertson.

Mr. Lorne Cooke was at his home for the week-end.

Mr. Wesley Dodd spent the week-end with his family.

Mrs. (Rev.) Irving and two children visited her parents in St. Lambert on Tuesday and Wednesday.

Miss J. Kelly, teacher of Grenville, school spent the week-end in Montreal.

Miss Lois White has been visiting her sisters in Montreal during the past week.

The Ladies of St. Matthews Church will hold their monthly meeting at Mrs. R. B. White's this week.

Mrs. J. E. Arnold is visiting in Ottawa.

The members of the Tennis Club are holding a Masquerade in Morrow's Hall, on Friday evening. All the young folk are looking forward to a good time.

SCOUT NEWS

The attendance this week was much better than that of last week and the work was disposed of in scheduled time.

A written test was given last night which gave the Scouts plenty of thinking to do.

The competition for the month of January closed as follows:—

Wolf Patrol,—118 points.
Bull-dog Patrol,—118 points.
Crow Patrol,—116 points.
Fox Patrol,—40 points.

Business and Professional.

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LACHUTE, P. QUE.

From an obituary notice in a country paper (not The Watchman):
He was a man who had suffered much. He had been a subscriber to this paper since its first number.

GAETAN VALOIS, L.L.L.,

Notary

Money to loan on security
Depositor of the late J. E. Valois,
notary's papers.

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Marble and Granite, first class
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kinds of Cemetery work, monu-
ments, Headstones.

W. M. Scott, Proprietor.



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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.

a new model The "Four-Forty" Lowboy Rogers Batteryless Radio



\$425
Complete
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Terms
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For homes where a radio must be
"at home" with other fine furniture

EVER alert to provide the finest and latest in batteryless
radio, Rogers has just announced this distinguished Period
Model Lowboy.

Here is a radio so beautiful in design and appearance that you
will be proud to give it the place of honor in your beautiful
living-room.

The rich, genuine walnut cabinet is a masterpiece of Canadian
craftsmanship. Raised mouldings and medallions grace the
sunken panels of selected matched butt veneer. Fluted pedestal
legs with a shaped cross-runner add a final note of distinction.

This Rogers-Batteryless Receiver is extremely sensitive and
selective, affording the maximum in power, quality and de-
pendability. Single dial tuning with illuminated dial. An out-
standing feature is the improved Electro-Dynamic Speaker.
Equipped with Rogers A/C Tubes (including 5 Watt Power
Tube), Automatic Voltage Control, Rogers Output Filter and
Phonograph "Plug-in" Jack—all the latest ideas in radio.

Be first among your circle of friends to own the new "Four-
Forty." There is nothing finer—unless you wish to order a
custom-built set. Price, complete \$425.00. Terms, if desired.

JOHN McFAUL & SON,
Main Street, Lachute.



TURN your visions into realities by means of a Bank of Montreal savings account, as thousands of other Canadians are doing.

BANK OF MONTREAL

Established 1817

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

LACHUTE BRANCH

B. STEAD. MANAGER.

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

Beef Scrap, and all kinds of Hen Feed.

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



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.

Business Men, Attention !

All Business Men of Experience Know—

- that any old scrap of paper will not do to write letters on.
- that in order to make the letter look forceful, it must bear the official name of the sender.
- that the letterhead must look attractive and neatly printed, which appeals to the receiver.
- that the Watchman Office is THE place to get that neatness done. Phone 27.

"The Watchman"

Pleasing References to our Special "Canada First" Number

That our efforts in getting out another Christmas Number, last year, have met with due appreciation, is evidenced by the many pleasing tributes we have received, in which the town itself comes into considerable prominence. This was the purpose underlying our effort and with the publicity given by this means, the outside world now knows that Lachute is a town, alive to its interests, with industries within our midst that beseek a big future.

Apart from our industrial life, we must appreciate the fact that the tourist business is now one of our country's greatest enterprises; and in this particular we have stressed the beauties of our town and the northern sections of this country. While "The Watchman" is doing its share in legitimate boosting, we can all take a hand by extending a warm welcome to the strangers who come within our borders, and by letting them see that we are a whole-hearted community; jealous for our town's welfare.

Among the many kindly references we are pleased to quote the following:

THE TOWN OF LACHUTE

Lachute, the County Town of Argenteuil Co., Que., has a live weekly paper, but the Christmas number of "The Watchman" is not only very attractive and interesting, but shows what the town is, and what are the opportunities.

It is called the "Special Canada First" Edition, and devotes good space to showing our nation's position and opportunities.

A striking feature in that "Argenteuil is Canada's only producer of Magnesite," while there are articles in the different industries in the town. Christmas messages from Hon. R. B. Bennett, Sir George Perley, M.P., for Argenteuil County, Mr. George Dansereau, M.L.C., for the County and other prominent people add weight to the publication.

Mr. J. S. Giles, the publisher, deserves congratulations on this admirable effort to place Lachute on the map, and to show what she is like today, and the possibilities she possesses.

Municipal Review.

Judging by the Christmas number of the Lachute Watchman it would appear that that thriving town & indeed the whole of Argenteuil county, are making great headway, and that their prospects both in industry and in the tourist trade, give them a very happy outlook.

Among the many special articles in the number, many insights are afforded into the pioneering history of the town and county, and due tribute is given in these articles to many worthy families who have done so much for local industry and well-being. Lachute is not only well situated for the establishment of industries, but it is a remarkably picturesque town, with the added advantage of being close to some of the most attractive portions of our lovely Laurentian country.

Among the institutions which have done their part in the building up of the town and district is the C.P.R., and the Watchman pays due tribute to that company and to its present chief, Mr. E. W. Beatty. Our contemporary says quite truly that "Canada is proud of Mr. Beatty as he is proud of Canada", and proud too of the company he so ably directs. "Mr. Beatty," continues the Watchman fills a position of great importance, requiring unlimited executive knowledge, and as a successor to such men as Sir William Van Horne and Lord Shaughnessy he has had undoubtedly a difficult position to maintain. This, it is evident, he is doing successfully; with the result that under his Presidency the Canadian Pacific Railway has attained a world-wide reputation and is acknowledged as the leading railway system in operation today. Associated with its huge network of railway lines throughout Canada, there operates in conjunction with this company a system of steamship lines crossing the seven seas, also hotels and other accessories which go to make up one gigantic and ever-increasing corporation. It is sometimes difficult to understand how one man can personally supervise such an undertaking, but Mr. Beatty year by year, grows with the expansions of the company, until today it is apparent that he is entire master of the situation."

The Montreal Herald

Ottawa, Ont., December 28th., 1928.

Dear Mr. Giles:—

I want to congratulate you on your Christmas "Canada First" Edition. It is dignified and of good appearance and should bring a lot of publicity. I am sure that you must have worked hard to get it out.

Wishing you and staff the Compliments of the Season.

Sincerely,
GEORGE H. PERLEY.

J. S. Giles, Esq.,
Editor "The Lachute Watchman",
Lachute.

Lachute Mills, January 2nd., 1929.

Dear Mr. Giles:—

After perusal of your "Special CANADA FIRST Edition" Christmas 1928, we wish to express our sincere appreciation of the most interesting notes you have published on the County of Argenteuil touching upon its History, Agricultural, Commercial and Industrial pursuits.

This work is, indeed, very meritorious and affords very enjoyable reading particularly to those persons who are acquainted or familiar with our County of Argenteuil which bristles so much of pioneer conquest in various fields of endeavour. The subjects of inherent interest which it embraces, the labor employed upon it; the general accuracy; the ingenious arrangement of matter; the style is throughout vigorous, picturesque, always commands attention and conveys its meaning with emphatic energy.

As the Author of this Special Number of The Watchman, you certainly deserve a great deal of praise and this journalistic effort does you honor.

We beg to remain,
Yours very truly,

AYERS LIMITED
C. TREMBLAY, Sec.-Treas.

J. S. Giles, Esq.,
Editor, "The Watchman",
Lachute, Que.

Montreal, January 16, 1929.

Dear Mr. Giles:—

I have gone over your "Canada First" edition and am really greatly impressed with both the matter and the effective character of its presentation. I think few communities the size of Lachute can boast of a newspaper with the enterprise and judgment which this edition shows. It is in every way creditable both to you and to the community.

With best regards, I am

Yours very truly,

C. E. FORTIER, Publicity Manager.
Bell Telephone, Montreal.

LACHUTE WATCHMAN HAS SPECIAL NUMBER

The "Lachute Watchman" publishes with its Christmas Number a special "Canada First" edition calling attention to Canada's great progress and her glorious future. It emphasizes, in significant fashion, Canada's vast potentialities, industrial, commercial, agricultural — her mineral resources barely scratched, her soil fit for agriculture only half exploited; her numerous waterways waiting to be harnessed into power, her forests and her fisheries, and the fact that there is room in the Dominion for a population of a hundred million and more.

From Hon. R. B. Bennett, leader of the Opposition, comes a Christmas message through the Watchman, of cheer and inspiration, and he is joined by Hon. Sir George Perley. In addition there are many interesting articles of local and national interest.

The Montreal Star

From an Old Country reader:—"Congratulations, both to the editor and the printer of your Christmas number. What an improvement to the early efforts, both in literary tone and quality of production! Every article is worth reading, and the whole issue breathes an air of prosperity and contentment, to which we are unaccustomed in our English press."

(This is a gratifying commentary. The Watchman feels it is the duty of the press, and of the rural weekly press in particular, to reflect the public sentiment in its true light. The country editor is not concerned with scandal, crime, and colorful sensationalism. The "tabloids" exist and flourish on this fare; while the reading public turns naturally to the daily press, for such stimulating topics as are essential to a fair knowledge of current happenings. The country newspaper, however, while not completely ignoring these things, gives greater emphasis to the healthful condition of national affairs. And in so doing, it renders invaluable service, by fostering the sentiment of patriotism, co-operation, and general well-being. Ed.)

'Princess Theatre', Brownsburg

P. GOYETTE, Proprietor.

Saturday, FEB. 2nd.

"AFTER THE STORM"

A vivid tale of youth and love overcoming the bitter hate born of disappointment & misunderstanding.

Sunday and Monday, FEB. 3 and 4.

"OLD IRONSIDES"

Love and laughter under a Mediterranean moon on a gallant sailing ship.

Thursday and Saturday, FEB. 7 & 9. "THE CRUISE OF THE HELLION"

Takes you to enchanted isles of delight. A stirring story of stormy seas, when fate took the wheel.

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

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

The Bell Telephone Company and its financial policy

IF given authority by parliament, the Bell Telephone Company will issue new shares of stock over a period of years, at intervals and in amounts depending on the expansion required to serve public demand.

The new shares will be offered for purchase by shareholders and the price will depend on the management's judgment of conditions.

This method is the exact procedure by which the company has built the present telephone system in Ontario and Quebec.

In forty-eight years the telephone company has neither suggested nor received a government subsidy.

In forty-eight years it has never split its stock, nor issued shares that were not fully paid for at par or more.

In forty-eight years it has never been exploited for the benefit of either individuals or groups, although it is now one of the largest institutions in the country.

has met double obligation

IN choosing and following this financial policy the management of the company has had constantly in mind the double obligation of those who operate a public utility.

There is, first, the obligation to the users of the telephone system to give them proper service at lowest possible cost. And, secondly, there is the obligation to the owners to protect their property and pay them a fair return on the money they advance to build the system.

These two obligations have been scrupulously fulfilled.

Service has been given by steadily extending the system from a few hundred telephones in 1830 to over 700,000 now in use. The company is spending over \$27,000,000 this year to extend and improve the system further and has made plans to spend over \$120,000,000 in the next five years.

And this service has been given at low cost. The rates paid by telephone subscribers in Ontario and Quebec are the lowest in the world for comparable service. The Board of Railway Commissioners has officially acknowledged that they are more reasonable than other rates in Canada.

The 15,300 owners of the system receive a fair return, but not more than a fair return. The company's policy has handed out no "melons" nor extra dividends.

A test of this is the actual experience of a shareholder who bought Bell Telephone stock on the market fifteen years ago at \$145 and has since taken advantage of every opportunity to buy new shares as they have been offered.

His annual return today, on the money he has paid for his shares, is less than seven per cent. To be exact it is 6.9 per cent.

in the national interest

THE management does not favor any change in its policy, because:

1. the record of the company's policy in efficiently fulfilling the obligations to both users and owners justifies its continuance.
2. if, however, the financial policy of public utility companies is to be fixed by parliament it should be made applicable to all such companies rather than to single out one company which does not deserve special restrictions.
3. a change in policy is not in the national interest; it means that Canadian investors will be attracted to put their money into numerous American utility companies with which the telephone company is now competing for new capital and where it is the recognized practice to offer new shares to stockholders.

The present policy of the company safeguards future expansion of the telephone system by retaining support of reliable investors, and promotes the national interest of Canadians in Canadian development.



Lord Allenby Romantic Hero

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

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

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

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

But then the deadlock settled down on the Western front. Trench warfare superseded war of manoeuvre. Tactics and strategy had to be learned anew. The role of cavalry and cavalry leaders was particularly obsolete. After a sabre, it was hard to do it to pieces. 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 appalling 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 Yehia, 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!"

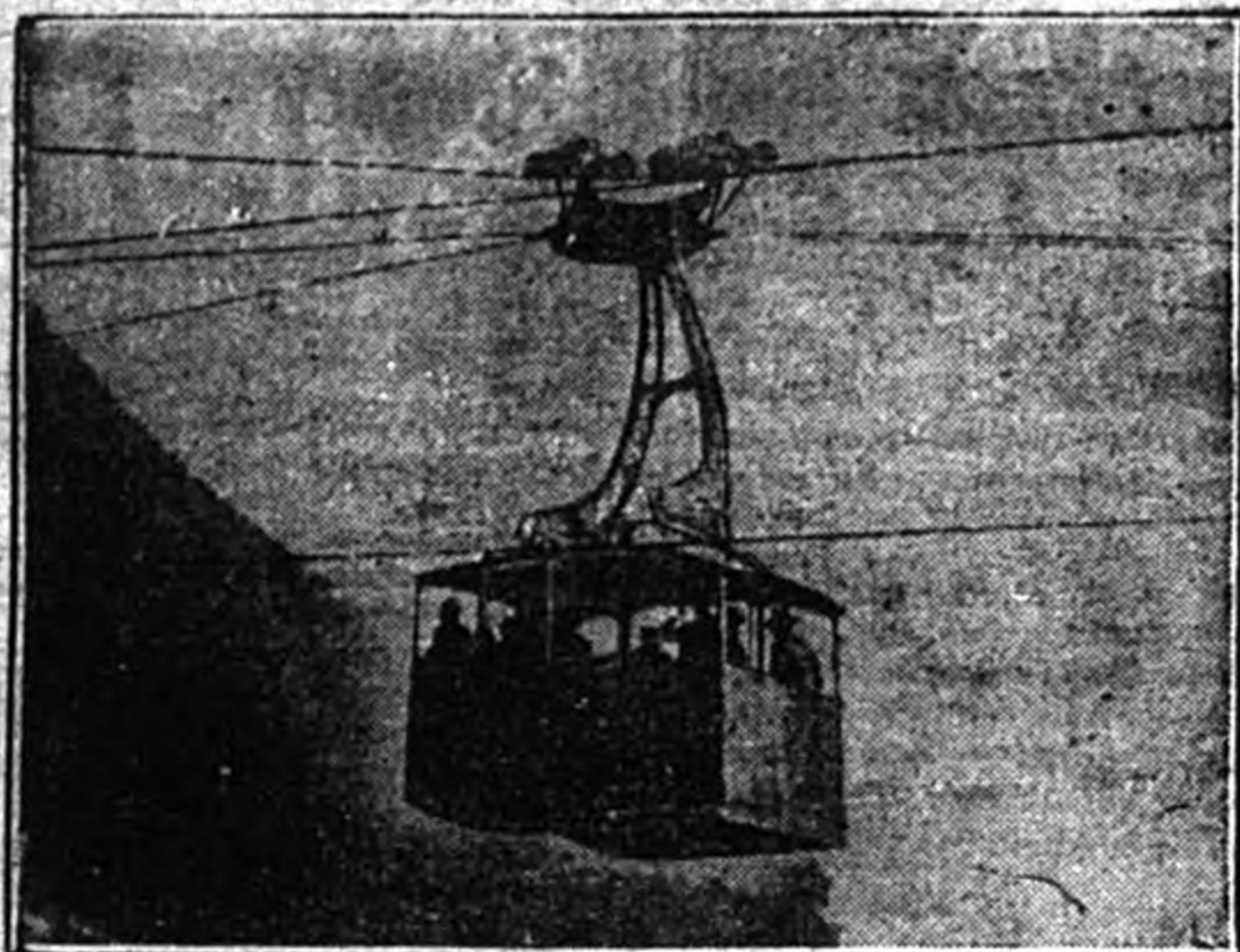
While preparing his advance on Gaza, Allenby received word of the death of his only son, Michael, who had been killed in France. Allenby bore it stoically, his staff recalls. If in the dead of night he ever yielded to a father's anguish, none of them saw sign of it by day. All they knew was that Michael, 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 Sanasherib 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 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 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 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 "blessed 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 369 disputes in 1926 and 436 in 1927. What the employers lost is almost incalculable. The workers' losses have been roughly \$5,000,000 a year. A poor little Tasmania, isolated year after year

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

"How long can the Great Strike Game go on? Mr. Bruce (Australia's Prime Minister) says it must stop and has passed a law inflicting a fine of \$5,000 on any employer or union responsible for a lockout or strike. But Mr. Bruce's last experiment, which began with an attempt to deport Messrs. Walsh and Johansen and ended with the payment of compensation to both, does not inspire much confidence; and if the law ever 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 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 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 Pacific hampered 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 apprehensions as to the effect on the critic's own community of developments elsewhere consequent upon the new construction.

Outstanding in interest is the Dominion project of the Hudson Bay Railway. After making a start, it had lain in abeyance during the war years, but was again taken up because of the insistence of the Prairie Provinces where the wheat growers saw in this short haul to tidewater a prospect of quicker and cheaper carriage of their grain to the British and European markets. The end of steel is being pushed through the wilderness, and should reach 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.

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

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

May Help British Columbia

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

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



FILM STAR WHO SWAM THE TIBER

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

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

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

Our War Toll

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

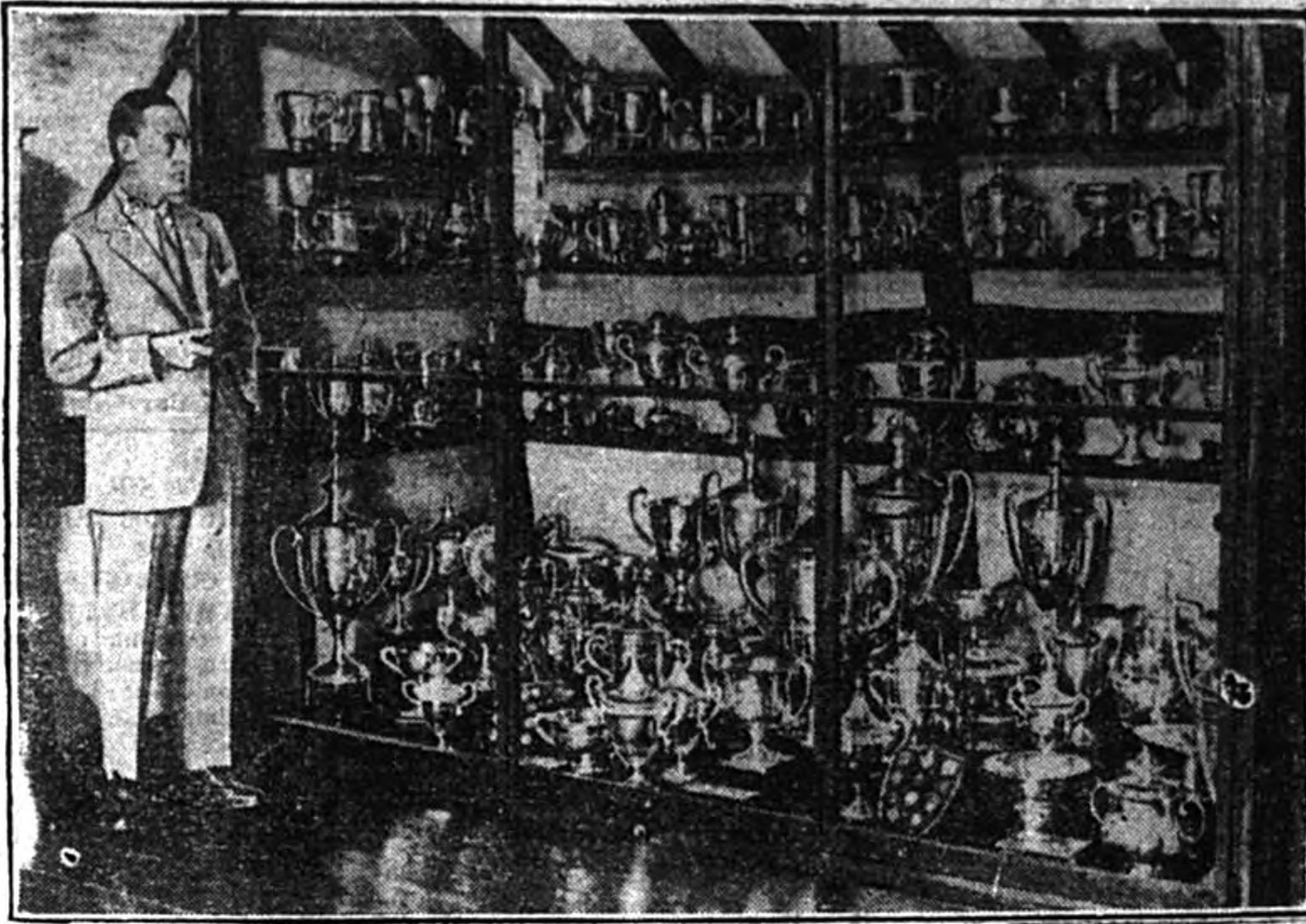
The total enlistments for war service were 619,636, and of these 424,598 actually became members of the C.E.F. an deserved outside of Canada. Of this number nearly one-third suffered wounds, the wounded totaling 140,739. There were 477,893 who suffered from sickness or disease and 35,512 who suffered 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 batted right along. The Ungava River north of Labrador showed black beneath us and we knew we were right on our course. At daylight we passed our last check point, Port Burwell, on the coast. There's where we made a big mistake. We did not fly down and circle them. They never saw us, and later, when rescuers were searching for us, that caused a lot of trouble and expense.

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

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

"Below us was a fiord, corresponding to the description we had of the fiord on which Professor Hobbs' 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



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.

Some Reasons Why ELECTRIC REFRIGERATION is Best

1. Sanitation
 - (a) Clean.
 - (b) Dry.
 - (c) Cold.
 - (d) Even temperature.
2. Convenience
 - (a) No ice.
 - (b) No fuss.
 - (c) No muss.
 - (d) No carrying of ice.
 - (e) Pure ice cubes always ready.
 - (f) Easily makes all kinds of frozen deserts.

3. Economy
 - (a) Cheaper than ice.
 - (b) Saves time.
 - (c) Saves food.
 - (d) Saves labor.

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Coffee
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The SNOWDRIFT FAIRY
has touched her wand to every
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The Snowdrift Fairy's
magic turns out the
most wonderful Bread
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**SNOWDRIFT
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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
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Luck with your Baking goes with Snowdrift Flour.
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ST. JEROME FARMERS' CLUB, Lachute
G. A. LOWE, Grenville. **FEE. COUSINEAU**, St. Scholastique.

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.—Automatic Piano to be
sold at \$200.00 with \$200.00 worth
of music in rolls. Apply Watch-
man Office. F-8-2.

FOR SALE.—3 Properties belonging
to Henry Lachance; 2 on Foundry
St. and one at the rear of C.P.R.
Station. To be sold together or
separately. Good bargain to quick
buyer. Apply to J. F. Lavigne,
Notary. F-8-2.

WANTED.—Lady Stenographer with
general office experience. Apply
in writing to the Dominion Rubber
Co., Limited, St. Jerome Factory,
St. Jerome, Quebec. F-1-1c.

WOOL WANTED.—We are open to
buy washed and unwashed Wool.
Highest cash prices paid. For fur-
ther particulars write to Canadian
Knitting Co., Joliette, P. Q., or to
Horace Lafleur, Lachute, Que.
F-1-1-p.

NOTICE

As I have rented part of my house
for the 1st of May, I have those
for the 1st of May, I have the fol-
lowing pieces of furniture for Sale.
1 hardwood sideboard (Oak finish),
1 bedroom suite hardwood (Oak finish
almost new) 1 parlor suite mahogany
upholstered with beautiful design.
Any person wishing to buy any of
the above articles had better see
Allan Morrison, Lachute Mills, before
buying elsewhere.

NOTICE

Mr. Pierre Cantin of Weir, was not
the source from which the Watch-
man received the information govern-
ing the Municipal elections of Arun-
del which appeared in last week's
issue.

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
best and most profitable line of Pro-
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chance of your life to build a business
of your own. A trial will convince
you. Details furnished without obli-
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CHURCH NOTES

The official opening and dedication
of St. George's Anglican Church,
Brownsburg, by Bishop Farthing,
with a celebration of Holy Commu-
nion will be held (D.V.) on Sunday,
Feb. 3rd, at 11 a.m.
Generous free will offerings at this
service are asked for in aid of the
Church Building Fund.
Service in St. Simeon's Church, La-
chute, on Feb. 3rd, will be held in
the evening only at 7 o'clock.

BAPTIST CHURCH SERVICES
Rev. A. Penman, Pastor.
Lachute Sunday School 10 a.m.
Bible Class will be conducted by
the Rev. Mr. Penman.
Lachute 11 a.m.
Brownsburg 2 p.m.
Dalesville 3.30 p.m.

LACHUTE UNITED CHURCH
Rev. A. G. MacKinnon, B.D., Minister
Sunday, February 3rd, 1929
Public Worship, Lachute 11 a.m. &
7 p.m. Mr. MacKinnon will preach
at both services.
East Settlement at 3 p.m., Mr. Mac-
askill.
Lachute Sunday School 10 a.m.
Choir Practice, Saturday evening
at 7 o'clock.

BROWNSBURG UNITED CHURCH
Rev. T. C. Cassidy, Pastor.
Services, Feb. 3rd., 1929.
11 a.m. and 7 p.m., the Pastor will
preach.
Sunday School 10 a.m.
All welcome.

**LACHUTE PRESBYTERIAN
CHURCH.**
Minister, Rev. Henry Cousens, B.A.
Sunday, February 3rd., 1929
Lachute Sunday School 10.00 a.m.
Worship 11.00 a.m.
Evening, 7.00 p.m.
Brownsburg 4.00 p.m.

**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.

OBITUARY.

THE LATE MRS. JAS. KIRBY.
Fortified by the rites of the Holy
Catholic Church and surrounded by a
loving family, there passed to her
eternal reward on Jan. 12th., 1929, in
the person of Mrs. Jas. Kirby. She
was a woman of splendid virtues and
one whose death will be deeply re-
gretted. The funeral took place from
the family residence on Monday at
9.30 to Grenville Church, where Re-
quiem High Mass was celebrated by
Reverend Father Brosseau for the
repose of the soul. Besides a devoted
husband she leaves two sons and one
daughter to mourn her great loss.
The remains were laid to rest in
Grenville Bay Cemetery.

**CANADA
PROVINCE OF QUEBEC
DISTRICT DE MONTREAL
NO. 1733
COUR SUPERIEURE**

DAME HELENE LEONARD,
épouse commune en biens, de Arthur
Ouellette, commerçant de Mont-Lau-
rier, comté de Labelle, district de
Montcalm,
Demanderesse.

LE DIT ARTHUR OUELLETTE,
commerçant de Mont-Laurier, comté
de Labelle, district de Montcalm,
Défendeur.

Une action en séparation de biens
a été instituée ce jour, par la deman-
deresse, contre le défendeur.

HERMAN BARRETTE,
Procureur de la demanderesse
Mont-Laurier, le 19 janvier 1929.

**CANADA
PROVINCE DE QUEBEC
DISTRICT DE TERREBONNE
NO. 2044
COUR SUPERIEURE**

PHILIP PROUITNIK, cultivateur
de la paroisse de Saint-Colomban,
comté des Deux-Montagnes, district
de Terrebonne,
Demandeur.

**LES HERITIERS DE WASYL
DUTCHYN,** en son vivant, cultiva-
teur de la paroisse de Saint-Colomban,
comté des Deux-Montagnes, district
de Terrebonne,
Défendeurs.

Il est ordonné aux défendeurs, de
comparaître dans le mois.
Sign: **GRIGNON & FORTIER,**
Protonotaires de la Cour Supérieure.
Saint-Jerome, le 24 janvier 1929.

**FOR YOURSELF
INDEPENDENCE
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Sun Life Policies provide indepen-
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Wedding Gifts of Taste**
Watch, Clock and Jewelry repairs
MAIN STREET, LACHUTE.

"PUBLIC NOTICE is hereby given
that the undermentioned LANDS and
TENEMENTS have been seized, and
will be sold at the respective times
and places mentioned below.
**FIERI FACIAS DE BONIS
ET DE TERRIS.**
Superior Court.

Canada,
Province of Quebec,
District of Terrebonne,
No. 1788.

LEO CARRIERES, plaintiff; vs.
JOSEPH GAGNE, defendant.

As belonging to the said defendant
the following immovable, to wit:
That part of cadastral lot No. 16
in the first range of the township of
Wentworth, described as follows: one
hundred and eighty feet (180) in
depth by the width there may be from
the lot of land of Philius Gagné (be-
ing number 17-A) in the first range
of the township of Wentworth, to
Lac Louise, about ten arpents (10
arpents), more or less, without guar-
antee of measurement.
To be sold at the registry office of
the county of Argenteuil, in the town
of Lachute, said district the SIX-
TEENTH day of FEBRUARY, nine-
teen hundred and twenty nine, at
ELEVEN o'clock in the forenoon.
J. W. CYR

Sheriff's Office, Sheriff.
Saint Jerome, January 7, 1929.

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

A monster black bear weighing
over 400 pounds that stalked up-
right through the woods seeking
what or whom it might devour and
which had no forepaws, has just
been trapped in New Brunswick,
according to Dave Ogilvy, well-
known guide and outfitter. The
beast used to rifle all the garbage
dumps, and refuse heaps in the
neighbourhood of Plaster Rock, on
the line of the C. F. R., and was
caught by means of a trap hidden
under dead leaves and some old
paint tins. Examination of the
body showed that its forefeet were
crippled, either by deformity at
birth or by an accident, and that
it must have walked about on its
hind feet. Only tracks of the rear
paws had been found, and consider-
able mystery existed as to the
murderer. Seymour Traflet and
Jock Ogilvy caught the bear, whose
skin measured over seven feet in
length.

Remarkable Progress is Displayed in Affairs of Bank of Nova Scotia at its Successful Annual Meeting

**President Moore Feels That General
Optimism For Future Is Justified
and Long Period of Prosperity
May Be Expected.**

At the annual meeting of the Bank
of Nova Scotia recently held in Hal-
ifax, S. J. Moore, the president of the
bank, referred in fitting terms to the
loss that the bank had sustained dur-
ing the year through the death of
Hon. MacCallum Grant, director of
the bank for the last 13 years, and
through the retirement owing to ill-
health of Charles Archibald, who had
been a director of the bank for 30
years and was president from 1918
to 1922.

Mr. Moore outlined the chief de-
velopments of the past year, com-
menting particularly on the generally
prosperous condition of the country
and calling attention to the further
exploration of the country's mineral
resources. He referred to the in-
crease shown in the country's foreign
trade, mentioning that a great part
of this was due to the very distinct im-
provement during the year in Euro-
pean conditions. He commented on
the unfavorable balance, amounting
to \$293,000,000, shown in Canada's
trade with the United States, and
went on to say that "part of the
manufactured product imported from
the United States could, under more
favorable conditions, be made in our
own country, thus furnishing employ-
ment to a greater number of people,
while other portions could undoubt-
edly be purchased in Great Britain."

Looks For Immigrants.

He referred to the progress that
had been made during the year in
formulating a policy in regard to im-
migration and said that he looked
forward to the arrival of a larger
number of desirable immigrants from
British territory in 1929.

He drew attention to the keen com-
petition prevailing in most industries
at the present time and stated that
"this was not undesirable unless it
became reckless or unintelligent. In
the latter case it works for a demor-
alized price market and unnecessarily
reduced profits. There is a happy
mean in this matter as well as in
others, and instead of competition
reaching the point where it is ruin-
ous, the spirit of co-operation should
dictate a saner policy."

In regard to the prospect for the
coming year he declared that "the
outlook for 1929 is one about which
there is almost unanimity of opinion.
A spirit of optimism prevails and
appears to be fully justified. Not
only can we expect the first half of
this year to be one of great activity
and prosperity, but looking farther
and into the long future it is not too
much to expect that an unprecedented
period of prosperity lies ahead.
The prospect challenges the best ef-
forts of our people and if these are
wisely directed there should be a con-
tinuation of prosperity for years to
come."

Reviews Record.

The general manager, J. A. Mc-
Leod, reviewed in detail the balance
sheet of the bank submitted to the
shareholders and expressed his
gratification at the earnings that the
bank had been able to show for the
year just closed. On the subject of
earnings he commented as follows:
"Although it is with satisfaction
that we are enabled to show increased
earnings for the year, yet we do not
feel that banking profits generally
are as large as they should be. The
public has a somewhat mistaken not-
ion in regard to the profits of the
banks, for there is no line of busi-
ness in which the margin of profit is
so small when consideration is
given to the risks involved and to the
large volume of transactions. Cer-
tainly banking profits are not com-
parable to those of other financial
institutions and large industrial
corporations. Notwithstanding largely
increased expenses, such as salaries,
taxes and other overhead charges,
the rates for banking services are
still practically at the pre-war level.
If the banks of the country are to do
their proper share in its development
their system of branches must be
steadily extended, particularly into
the outlying districts and newer sec-
tions of the country where the pros-
pects of profitable operation are
somewhat remote to say the least;
and to do this their earnings must be
maintained at a high level."

He concluded his comments on the
balance sheet by remarking that the
statement showed a healthy growth
in the bank's business with its affairs
in a strong and sound position and its
earning power increased.

A Prosperous Year.

In reviewing the business develop-
ments of the year he commented on
the trend towards consolidations and
amalgamations of industrial compa-
nies. He mentioned that "the move-
ment had been a two-fold one, com-
prising on one side the uniting of
large and outstanding companies and
on the other in a more quiet way, the

passing of many old established smal-
ler companies into the control of lar-
ger competitors. Accompanying this
there has been a transfer of control
to Canada of several large companies
operating in this country that have
heretofore been owned abroad. These
two movements are an indication of
the growth and strength of the Cana-
dian industrial situation. There are
now several companies, in this coun-
try that in size rank amongst the
world's largest in their line of busi-
ness."

He referred to the present specu-
lative enthusiasm that had prevailed
during the past year in the stock
markets of the country and went on
to say that it had been the experi-
ence of many nations for at least a
century that in times of great pros-
perity well justified optimism was apt
to develop into speculative enthu-
siasm. He continued that "the
earnings from hard work and pro-
ceeds of loans based on good credit,
have time and again been spent ex-
travagantly or invested unwisely.
While fortunately there is little evi-
dence of wasteful extravagance in
either private or corporate or public
expenditure at the present time, there
is no doubt that the general level of
stock prices has advanced beyond
real values and to a considerable ex-
tent now represents expected future
benefits. It is quite true that over
long periods of years in the past the
values of securities in certain grow-
ing industries have shown consider-
able appreciation, but only the inves-
tor who is able and willing to wait
a long time can expect to reap the
benefit. Experience has shown that
in the long run stocks as a whole
must sell on the basis of an assured
current yield to the investor. In
spite of the present large security
holdings by insurance and investment
institutions who have expert knowl-
edge and can afford to wait, we can
see no reason why the usual rela-
tion between stock prices and stock
yields should be modified appreci-
ably."

Prices Are Stable.

He referred to the generally sat-
isfactory conditions of business aside
from the newspaper industry, and
mentioned that commodity prices
were stable, that there was no in-
flation of inventories and that in his
opinion there was ample credit avail-
able to the banks for further expan-
sion of legitimate business. He felt
that the outlook for business in 1929
was most encouraging for the first
six months at least or until the crop
outlook was ascertained.

Mr. McLeod stressed the point that
primarily the present prosperity of
the country was based on the good
crops by which it had been blessed
during the past four years, and on
the discovery and development of
new and important mining areas, the
potentialities of which had not yet
been fully explored.

He went on to say that there was
another factor, the importance of
which had not been fully realized,
and ascribed it to the increasing use
of science in industry. He instanced
the discovery and development of
Marquis wheat by Dr. Saunders,
which had added stupendous wealth
to Canada; the development of hydro
electric power and its transmission
over long distances, which had been
responsible for much of our indus-
trial growth, and emphasized the
point that all these improvements
were the natural result of patient
and steady work by scientists in their
laboratories and inventors in their
shops. He drew attention to and
commented favorably on the work of
the National Research Council of the
Dominion of Canada, and commended
the establishment of the Ontario Re-
search Foundation. He emphasized
that in recent years, as a result of
the trend towards research, more and
more scientific methods had been ap-
plied to business.

"Budgeting of output to a sales ob-
jective, determined by careful mar-
ket investigations beforehand, has in
the best managed plants replaced the
old 'hit or miss' methods, with the
result that over-production in such
cases has been largely eliminated,
and earning power stabilized and in-
creased. Accurate information is
now available from Government de-
partments, research organizations
and economic bureaus on practically
every phase of industry, and one can
skip of the 'statistical position' of
almost any of the important commo-
dities. In some cases it is even pos-
sible to forecast price changes some
time in advance. This has been of
tremendous benefit to business gen-
erally. Thanks to the comprehen-
sive and accurate statistics now avail-
able, the analysis of the general eco-
nomic situation has become a matter
of measurement rather than opinion.
Certain of the banks, of which we are
one, are studying and watching these
measurements with great care and
malign the significant changes
known to the public through their
monthly letters on business condi-
tions."

MONUMENTS

—I wish to remind the public gen-
erally 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 at-
tended to by H. J. Hammond, Monu-
mental Works, East Ward, Lachute.

HAIR CUTTING

Mr. Leger, whose Barber Shop was
unfortunately destroyed in the recent
fire on Main Street, is now situated
not far from his old stand, in Mr.
Walker's Store. The Barber's sign
is outside the entrance and Mr. Leger
is giving the usual good service.

SIMONDS
SAWS
Their teeth are of a tough-
ness which enables them to hold
their own cutting edge un-
der every usage.
SIMONDS CANADA SAW CO. LTD.
MONTREAL
WATERLOO, ST. JOHN, N.S.,
TORONTO

The Watchman,

And Ottawa Valley Advocate.

VOL. LIV.

LACHUTE, QUE., FEBRUARY 8, 1929.

NO. 4

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.

COMING EVENTS

Lachute United Church are holding their Tea-Meeting on Thursday, Feb. 28th. Keep date in mind.

DANCE

A Masquerade Dance will be held in McArthur's Hall, Lachute, on Monday, Feb. 11th., 1929. Prizes will be given for the best costume and a special for the most comical. Admission 50c. Ladies 25c. Brownsburg Orchestra.

The Lakefield W. I. are holding a "500 Card Party" on Feb. 14th., at 7.30 p.m., at the home of Mrs. A. Tomalty. Everybody welcome.

BUSINESS MEETING

A Business Meeting of the Dramatic Society will be held on Tuesday evening next at 8 o'clock in the Academy, at which all members are requested to be present.

The Annual Meeting of the Lachute Protestant Cemetery, for the election of Officers and Directors and transacting any other business will be held in the Court House, on Monday evening, Feb. 11th., at 7.30 sharp. J. W. GALL, Sec.-Treas.

BIRTH

STANFORTH.—At Arundel, Que., on February 2nd., to Mr. and Mrs. Percy Stanforth (nee Vera Hazel Mosher), a son.

DEATH

BEAUCHAMP.—At the residence of her daughter, 7261 De Chateaubriand street, on Tuesday, Feb. 5, 1929. Ortemise Desjardins, beloved wife of Xavier Beauchamp, aged 80 years. A service will be held at the above address Wednesday evening at 8 o'clock. Funeral at the French United Church, Grenville, Que., on Thursday, Feb. 7, at 11 a.m.

MASON.—At Brooklyn, N. Y., on Monday, January 28th., 1929, Geo. M. Mason, beloved husband of Matilda M. Mason.

CARD OF THANKS

May I be permitted to express my sincere thanks for the generous support received from the electors of the East Ward in my municipal contest. It will be my serious duty to serve the town with my best endeavor.

GEDEON LACASSE.

I desire to express my thanks and appreciation to the electors for the hearty support given me in my contest for Alderman. I shall endeavor to faithfully serve you to the best of my ability.

J. B. RAYMOND.

IN MEMORIAM

MONETTE.—In loving memory of our dear husband and father, who departed this life on Jan. 20th., 1928. Inserted by his wife 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, Bass-
wood, Pine, Spruce & Hemlock.

Get our specifications and prices before selling.

J. W. Cottingham, Limited.

LOCAL NEWS

Mrs. H. Cousens spent a few days in Montreal this week.

Mr. Ross Cleland spent Saturday with friends in Louisa.

Miss Catherine Barron of Montreal, spent the week-end at her home.

Miss Alice Gain spent a pleasant week-end with friends in Louisa.

The Misses Boyd spent the week-end with their father, Mr. Wm. Boyd.

Miss Edith Beers, of Montreal was the guest of Mrs. A. Beers over the week-end.

Mr. and Mrs. J. D. Campbell and Miss Katie Reid spent Wednesday in Montreal.

Mr. Ernest Boyd, of Montreal, was in town over the week-end, guest of his parents.

Mrs. J. Fassio, of Montreal, spent a few days in town this week visiting friends.

Mrs. A. W. Muir left on Monday for a few weeks visit with friends in East Angus.

Mr. Stanley Goldsworthy and Mr. Clifford McFaul are leaving this week for a trip to England.

Mr. Elmer Tomalty, of Hoosier, Sask., is spending a few weeks' visit with friends in Lachute and Brownsburg.

Miss Allison Cottingham, of Montreal, spent the week-end in town the guest of her mother, Mrs. Jas. Cottingham.

Miss Mary Cruise, nurse in training of the Montreal General Hospital spent the early part of this week at her home.

Mr. Frank Scott left on Wednesday for Pembroke, Ont., where he is acting as Accountant in their Branch for a few weeks.

Miss Norah Christie and Miss Marjorie MacKinnon left on Monday to join the training class in the Montreal General Hospital.

Mr. J. T. Ayers and Major Geo. G. Mitchell left Tuesday for their annual trip to the Coast. They expect to return early in March.

Mrs. Ross, of Ormstown, returned home on Saturday, after spending a pleasant visit with her sisters, Mrs. Jas. Cottingham of Lachute, and Mrs. John Murray, of Brownsburg.

Mrs. J. W. Hutchinson, Mr. and Mrs. D. Brown and sons Walbrou and Wesley, of Lachute, were Sunday guests of Mr. and Mrs. A. Brown, of North Gore.

Week-end guests of Mr. and Mrs. W. S. Clark were Mr. and Mrs. Ralph Percival, of Montreal; Miss E. M. Dixon and Mr. Herbert M. Butt, of McGill University.

Mr. and Mrs. Fairbanks Monette, Mr. Duncan Monette and Mrs. Christine, of Montreal, were the guests of Mrs. P. Monette recently for the Anniversary Service of the late Mr. P. Monette.

Mr. Walter Kirkpatrick and his sons were called to Montreal last Friday night to attend the funeral of Mr. Kirkpatrick's mother, which occurred in Montreal on Thursday, Jan. 31st.

Mr. and Mrs. J. D. Lemay and the Misses Germaine, Gilberte and Claire were in Montreal on Wednesday, attending the marriage of their daughter Miss Fernande Lemay to Professor Gustave Archambault.

Friday, Feb. 15th. has been appointed World Day of Prayer for women everywhere. Lachute and vicinity will hold their Prayer service in the United Church, Lachute, on Friday afternoon at 3 o'clock. All are invited to attend.

Mrs. H. M. Gall and Miss Barron are in Montreal this week, attending the meetings of the Annual Presbyterian W. M. S. held in the First Presbyterian Church. At the morning session Mrs. H. M. Gall was appointed one of the Vice-Presidents.

The Dance held in the Oddfellow's Hall, on Friday last, by the Jerusalem-Bethany Women's Institute, proved a great success; the proceeds at the door amounting to \$76.50. A special event of the evening was the drawing of the ticket for a Log-cabin quilt, which had been made by members of the Institute. Tickets had been sold and the proceeds amounted to \$27.50, making the total proceeds \$104.00. Mrs. Hugh Martin, of Lachute, having the lucky ticket.

On Monday evening last the Junior Choir of the Presbyterian Church held a sleigh drive, in which three hearty loads of young Canadians took part. The group consisted of all Protestant denominations, which is a sure sign of co-operation and unity with our young folk, which we hope will be carried on throughout their lives, for long must we remember the words of our great leaders in the past "Together we stand, divided we fall". The usual fun and frolic was enjoyed on the drive and when arriving back at the church hall, a bean supper was served, with coffee and cake, which just touched the spot of the merry party.

Following an hour's entertainment was enjoyed with jokes and games, and the pleasant evening was brought to a close by the singing of "Auld Lang Syne" and the National Anthem.

TOWN COUNCIL

The regular meeting of the Council was held on Wednesday evening, when all members were present. The meeting was called to order promptly at 8 o'clock by the newly elected Mayor, Mr. C. Tremblay, who addressed the meeting as follows:—

My dear Colleagues of the Council: In opening this meeting, the first of my term as Mayor for the next two years, I am pleased to pay my best respects to the old members of the Council and welcome the new members as well as present to them my heartiest congratulations. You have been honored by your fellow citizens with this position of trust and you in turn will do all in your power to merit the confidence placed in your honesty and your ability. I, myself, feel deeply appreciative of the great honor conferred upon me in being elected for the second time by acclamation although I have the right to regard with some suspicion the wisdom of those responsible for this election. As a good friend of mine who is a man of vision wrote me in a congratulatory letter, I should not boast too much about this second term as it was quite probable the electors of Lachute simply wanted to give me an opportunity of correcting the errors of judgment I made during my first term. As you will agree, this is of a nature to sober one up and I will have to watch my step.

It behooves me to thank on behalf of the population of Lachute my predecessor in office, Mr. H. M. Gall, also the aldermen of the office Messrs. Telephore Dallaire, Dr. Sauvé, A. Larocque and Guillaume Charland, for their faithful and unselfish services to the Corporation. I particularly regret the passing of Mr. Dallaire who has for so many years devoted himself heart and soul for the interests of the town. He has been a member of many councils and was one of my colleagues during the first six years in the Council and I am pleased to have the opportunity of granting him a first class certificate of eminently good services in the interest of the whole community. If I take the liberty to express this appreciation of a former colleague of mine because it is deserved, I am, however, glad to welcome his successor, Mr. Jean Baptiste Raymond who was the recipient of popular favor in the election. If destiny ruled that Mr. Dallaire should pass out of the council, it is fortunate that such an able and experienced man as Mr. Raymond should be the one elected. He is a member of one of the prominent French Canadian families of Lachute and in every way worthy of the confidence placed in him. The Council has made other very valuable acquisitions in Messrs. Dr. Rodrigue, Mr. Gedeon Lacasse and Mr. Coutu. If Dr. Rodrigue becomes as zealous in municipal work as he is in parish work, we shall have to work and walk very fast but we will make him supply the liniment for our tired legs. Messrs. Lacasse and Coutu are experienced business men who have achieved success in their various fields of endeavor and we will also look to them for considerable help.

We, new members of this council, fresh from the green pastures must now gaze upon the veterans in charge of the fortress while we, the youngsters, were frolicking outside in the merry go round of nominations, acclamations and contests at the polls. These gallant and proud knights may think we are due for a spanking but they happen to be good natured fellows and I think they will be willing to show us in good humor how we should conduct ourselves as gallantly and faithfully as they did. I fancy, Messrs. Lavigne, Speight, Dobbie, Elliott and Miller - keen and resourceful as well as very successful in their own private sphere, could very well escort and protect Miss Lachute efficiently and without our assistance but we will try to do some flirting and even things up without bloodshed. In conclusion, it is resolved that the only politics and arguments which will be introduced into our discussions will refer to nothing else but the advancement of this town's progress and a sound and honest administration of its affairs.

I shall have other remarks to pass in the course of this meeting and I will reserve myself after we have disposed of the routine of business accumulated. After reading the minutes, the appointment of committees was next in order and the following was the result:—
FINANCE.—Gedeon Lacasse, Dr. Rodrigue, H. M. Lavigne.
ROADS.—J. B. Raymond, P. Dobbie, A. Elliott.
LIGHT & WATER.—H. M. Lavigne, J. Speight, C. Miller.
RELIEF.—P. Dobbie, H. Coutu, A. Elliott.
POLICE.—A. Elliott, J. B. Raymond, H. Coutu.
PARKS.—C. Miller, Dr. Rodrigue, Jos. Speight.
HEALTH.—Dr. Rodrigue, P. Dobbie, G. Lacasse.

The reports of Finance Committee were read and approved.

The Council have affiliated with the Canadian Union, of Municipalities. Instructions were given to Mr. G. Y. Deacon as Fire Chief to buy an automatic water gauge for purposes of taking daily pressure tests.

Messrs. P. S. Ross & Sons, chartered accountants were appointed as auditors.

Council then adjourned until next Thursday.

Womens' Cashmere, and Silk
and Wool Stockings, Clearing at

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W. Banford & Son.,
Main Street, Lachute

Grain and Poultry Feed
of all kinds

AT MARKET PRICES
for CASH Only

J. D. Campbell, - Phone 50



What time is it ?

Why not have the
question of time
settled once
and for all

GET A RELIABLE CLOCK FOR YOUR HOME OR OFFICE.
GUARANTEED CLOCKS FROM \$4.50 UP. WALTHAM AND
BEST GRADES OF SWISS WATCHES. BIG BEN & INGERSOLL
LINES.

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Jeweller,
Main Street, Lachute.

The Best Advertisement
in the world for
The New



IS THE NEW FORD
Ask the man who drives one

GEO. Y. DEACON

FORD DEALER, LACHUTE

HARDWARE TINSHOP
AND GARAGE

Every tiny leaf is a storehouse of flavour

"SARADA" TEA

ORANGE PEKOE BLEND

'Fresh from the gardens'



BEGIN HERE TODAY

The prospective visit of a ne'er-do-well brother, who had been absent for fifteen years in Australia, was a far from pleasing prospect to Mark Ablett, bachelor proprietor of The Red House. Mark and his constant companion, Matt Cayley, remained in The Red House awaiting the arrival of the brother Robert, while the house-party guests were at playing golf. When Robert appeared, the parlor-maid, startled by his rough appearance, ushered him into Mark's office and went to inform her master. Mark was not in the garden and when the maid returned to the house she heard the report of a revolver and then the sound of Cayley pounding on the locked office door and demanding admittance. This was the state of affairs when Antony Gillingham, a youthful gentleman adventurer arrived. He and Cayley enter the room and find Robert Ablett dead.

GO ON WITH THE STORY

CHAPTER IV.

Guests at the Red House were allowed to do what they liked within reason—the reasonableness or otherwise of it being decided by Mark. But when once they (or Mark) had made up their minds as to what they wanted to do, the plan had to be kept. Mrs. Calladine, who knew this little weakness of their host's, resisted, therefore, the suggestion of Bill that they should have a second round of golf in the afternoon, and drive home comfortably after tea.

Antony was standing in front of the house, waiting for them. Bill waved, and he waved back. Then as the car drew up, Bill, who was in front with the chauffeur, jumped down and greeted him eagerly.

"Hallo, you madman, have you come to stay, or what?" He had a sudden idea. "Don't say you're Mark Ablett's long-lost brother from Australia, though I could quite believe it of you." He laughed boyishly.

"Hallo, Bill," said Antony quietly. "Will you introduce me? I'm afraid I've got some bad news."

Bill, rather sobered by this, introduced him. The Major and Mrs. Calladine were on the near side of the car, and Antony spoke to them in a low voice.

"I'm afraid I'm going to give you rather a shock," he said. "Robert Ablett, Mr. Mark Ablett's brother, has been killed." He jerked his thumb over his shoulder. "In the house."

"Do you mean that he has just killed himself?" asked Mrs. Calladine.

"It was about two hours ago. I happened to come here," he half-turned to Beverley and explained. "I was coming to see you, Bill, and I arrived just after the death. Mr. Cayley and I found the body. Mr. Cayley being busy just now—there are police and doctors and so on in the house—he asked me to tell you. He says that no doubt you would prefer the house-party having been broken up in this tragic way, to leave as soon as possible." He gave a pleasant apologetic little smile.

Bill gazed with open mouth at Antony. Mrs. Calladine was quietly mistress of herself.

"We shall be in the way, yes, quite understand," she said; "but we can't shake the dust of the place off our shoes because something terrible has happened there. I must see Mark. He must know how very deeply we feel for him. Perhaps we—" she hesitated.

"The Major and I might be useful anyway," said Bill.

"Where is Mark?" said the Major suddenly, looking hard at Antony. Antony looked back unwaveringly—and said nothing.

"I think," said the Major gently, leaning over to Mrs. Calladine, "that

it would be better if you took Betty back to London tonight."

"Very well," she agreed quietly. As Antony re-entered the hall, the Inspector from Middleton was just crossing into the library with Cayley. The latter stopped and nodded to Antony.

"Wait a moment, Inspector. Here's Mr. Gillingham." And then to Antony. "This is Inspector Birch."

Birch looked inquiringly from one to the other.

"Mr. Gillingham and I found the body together," explained Cayley. "Oh! Well, come along, and let's get the facts sorted out a bit."

They went into the library. The Inspector seated himself at a writing-table, and Cayley sat in a chair by the side of it. Antony made himself comfortable in an armchair and prepared to be interested.

"We'll start with the dead man," said the inspector. "Robert Ablett, didn't you say?" He took out his notebook.

"Yes. Brother of Mark Ablett, who lives here."

Antony listened attentively while Cayley explained all that he knew about Robert. This was news to him.

"I see. Sent out of the country in disgrace. What had he done?"

"I hardly know."

"Mark Ablett never talked about him?"

"Hardly ever. He was very much ashamed of him, and—well, very glad he was in Australia."

"Now your own private opinion, Mr. Cayley. Do you think that Mark was unfair to his brother?"

"They'd never liked each other as

boys. I don't know whose fault it was in the first place—if anybody's."

The Inspector nodded.

"This letter that Mark got—did you see it?"

"Not at the time. He showed it to me afterward."

"Any address?"

"No. A half-sheet of rather dirty paper."

"Where is it now?"

"I don't know. In Mark's pocket, I expect."

"Ah! He pulled at his beard. "Can you remember what it said?"

"As far as I remember, something like this: 'Mark, your loving brother is coming to see you tomorrow, all the way from Australia. I give you warning so that you will be able to conceal your surprise, but not I hope, your pleasure. Expect him at three, or thereabouts.'"

"Ah! The Inspector copied it down carefully. "Did you notice the postmark?"

"London."

"And what was Mark's attitude?"

"Annoyance, disgust—" Cayley hesitated.

"Apprehension?"

"N—no, not exactly. Or, rather, apprehension of an unpleasant interview, not of any unpleasant outcome for himself."

"You mean that he wasn't afraid of violence, or blackmail, or anything of that sort?"

"He didn't appear to be."

"Right. . . . Now then, he arrived, you say, about three o'clock?"

"Yes, about that."

"Who was in the house then?"

"Mark and myself, and some of the servants. I don't know which. Of course, you will ask them directly, no doubt."

"With your permission. No guests?"

"They were out all day playing golf."

"Where were you when Robert arrived?" asked Birch.

Cayley explained how he had been sitting in the hall, how Audrey had asked him where the master was, and how he had said that he had last seen him going up to the Temple.

"She went away, and I went on with my book. There was a step on the stairs, and I looked up to see Mark coming down. He went into the office, and I went on with my book again. I went into the library for a moment, to refer to another book, and when I was in there I heard a shot. At least, it was a loud bang. I wasn't sure if it was a shot. I stood and listened. Then I came slowly to the door and looked out. Then I went back again, hesitated a bit, you know, and finally decided to go across to the office, and make sure that it was all right. I turned the handle of the door and found it was locked. Then I got frightened, and I banged at the door, and shouted, and—well, that was when Mr. Gillingham arrived." He went on to explain how they had found the body.

The inspector looked at him with a smile.

"Yes, well, we shall have to go over some of that again, Mr. Cayley. Mr. Mark, now. Did he say anything?"

"He said, 'Robert's here!' or something of the sort. I said 'Yes,' and he gave a sort of shrug, and said, 'Don't go too far away, I might want you'; and then went in."

"What did you think he meant by that?"

"Well, he consults me a good deal, you know. I'm his sort of unofficial solicitor in a kind of way."

"Yes. How long was it before you heard the shot?"

"Two minutes, perhaps."

The inspector finished his writing, and then regarded Cayley thoughtfully. Suddenly he said:

"What is your theory of Robert's death?"

Cayley shrugged his shoulders.

"You've probably seen more than I've seen," he answered. "I can only speak as a layman—and Mark's friend."

"Well?"

"Then I should say that Robert came here meaning trouble, and bringing a revolver with him. He produced it almost at once. Mark tried to get it from him, there was a little struggle perhaps, and it went off. Mark lost his head, finding himself with a revolver in his hand and a dead man at his feet. His one idea was to escape. He locked the door almost instinctively, and then, when he heard me hammering at it, went out of the window."

"Y—yes. Well, that sounds reasonable enough. What do you say, Mr. Gillingham?"

"I should hardly call it 'reasonable' to lose your head," said Antony, getting up from his chair and coming toward them.

"Well, you know what I mean. It explains things."

"Oh, yes. Any other explanation would make them much more complicated."

"Have you any other explanation?"

"Not I."

"Well now, about yourself. You're not staying in the house, I gather?"

Antony explained his previous movements.

"Yes. Did you hear the shot?"

"Yes. Just as I came in sight of the house. It didn't make any impression at the time; but I remember it now."

"Where were you then?"

"Coming up the drive."

"Nobody left the house by the front door after the shot?"

"Nobody," he said. "No."

"Thank you. You're at 'The George' if I want you?"

"Mr. Gillingham is staying here until after the inquest," explained Cayley.

(To be continued.)

Good in Emergency

First Woman Doctor Descends Pit to Aid Electrified Miners

Glasgow, Scotland.—The first instance of a woman doctor descending a coal mine in a sudden emergency occurred recently at Camuslang, Lanarkshire, where two men named Connor and Loughrie, working with an electric drill, were electrified.

Dr. Anne Mitchell, local general practitioner descended the mine forthwith, accompanied by Father Galbraith, Roman Catholic priest. For two hours she worked below. She succeeded in reviving Loughrie but Connor was past medical aid.

An additionally poignant feature of the tragedy was the fact that both men were working for the first time after a long spell of enforced idleness, and their shift would have finished less than an hour later.

Connor's brother and father-in-law were both killed in mining accidents, and Loughrie's father-in-law was killed in a pit immediately after returning from Buckingham Palace, where he received the Victoria Cross posthumously awarded his son.

Little Emily had been to school for the first time. "Well, darling, and what did you learn?" asked the mother, on Emily's return. "Nuffin," sighed Emily, hopelessly. "I've got to go back to-morrow."

Lotty: "She swears she has never been kissed by a man." Lotty: "Well, isn't that enough to make any girl swear?"

Use Minard's Liniment for the Flu.

The Kitten and The Snowball

"It's snowing hard," said Black-and-White.

I think I'll play outside: I'll roll a snowball on the lawn, And make it high and wide.

"I'll pat it with my velvet paws, And brush it with my tail, And start it rolling down the hill To see it sail and sail."

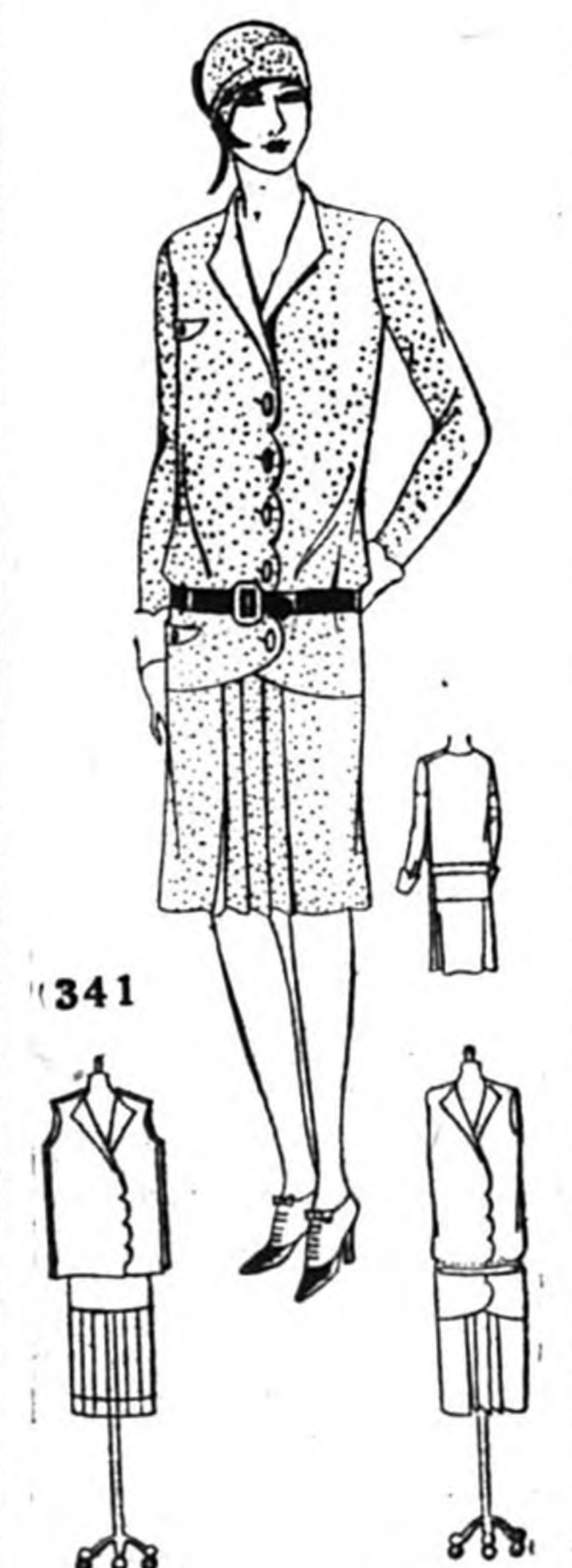
He patted it with velvet paws, And brushed it with his tail; And made it big and hard and round, With water from a pail.

He set it rolling down the hill,— That silly little cat! He rolled from the under side, And the snowball rolled him flat!

A Chick-a-dee, cried, "Dee! dee! dee! Don't make me laugh, I beg! Why, I had lots more sense than that. When I was but an egg!"

"You think you're smart," the kitten said, For he was sore and scratched. "I wish that they had broke the egg Before you ever hatched!"

Styles by ANNETTE Paris—New York



SIMULATES TWO-PIECE MODE

The popular tweed dress in coppery red tones, that simulates a two-piece model with shaped hip-yoke and belted waistline. Cluster plaits at centre-front of skirt, combine with centre-closing bodice with button-trim, to carry out vertical line. The fronts of bodice are rolled, forming revers. Note the turn-back flared cuffs of dart-fitted sleeves, and shaped inset pockets! Style No. 341 is designed in sizes 16, 18, 20 years, 36, 38, 40 and 42 inches bust, and is made with 3/4 yards of 40-inch material with 1/2 yard of 36-inch contrasting for 36-inch bust. Patterned wool jersey with plain jersey, black wool jersey self-trimmed, light navy blue velvet, printed rayon velvet in subdued wine-red tones, dull silk crepe in mahogany brown with matching tone rayon velvet trim, suede belt and bone buttons, and new light green homespun are strikingly smart and wearable. Pattern price 20c in stamps or coin (coin is preferred). Wrap coin carefully.

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

No Doubt About this Famous Cereal

SHREDDED WHEAT

High value at low cost
Ideal for Winter with hot milk
Proved by 34 years of growing popularity
Made by The Canadian Shredded Wheat Company, Ltd.

Little Birds in Snow

I suppose the Juniors sometimes wonder how the little birds in the woods get a living when snow is on the ground. They feed on berries that cling to bushes during the winter, and weed-seeds that are in pods and stick up above the snow. There are always insects in bark of trees that can be pried out. Besides, many people living near woods feed the birds in cold weather. Of course, most of the birds go south in the fall, but many of them stay bravely through the storms. They seem quite happy, too. If you have a roof outside your bedroom window, it is a good plan to keep it swept clear of snow, and throw out all the table scraps and crumbs. The birds soon learn to come, and on snowy mornings you will find them waiting for their breakfast.

Do you know how the partridges go to bed in winter? They dive down in the deep snow and let it keep them warm. It is queer to think that snow could keep anything warm, but it does. It is just like a nice white, soft blanket. All wild creatures that go about in the snow grow warmer clothes in winter. Even a cat has a thicker, warmer winter coat than the one he wears in summer. And they do not have to buy them. They just grow at the right time, and when the warm days come in the spring the winter clothes slip off.

We are glad all the animals do not

go away in winter. It would be very lonesome without them.

Lady—"What is your trade?" Beggar—"I'm a picker, ma'am." Lady—"A picker? Tell me, what do you pick?" Beggar—"Well, ma'am, it goes according to the seasons. I pick strawberries in July; in August I pick hops; in September I pick pockets, and the remainder of the year I pick oakum!"

Minard's Liniment for Grippe and Flu.

"Which is one of the slowest things on earth?" asked a school inspector of a boy. "Influenza," remarked the boy. "Influenza," said the inspector, "how do you make that out?" "Because it is so easily caught," promptly answered the boy.

She wouldn't want him if two or three other women weren't trying to get him too.

MATRICULATION (Juniors and Seniors) in Three Years

A fifteen-year-old boy did this straight from Entrance. A farm boy of 18 not only did it but took 16 Honors. Ask for "Stories of Success," and reliable advice—CANADIAN CORRESPONDENCE COLLEGE

Lt.-Col. A. C. Pratt, President, ROOM 4, 78 KING ST. EAST, - TORONTO



ASPIRIN

To break a cold harmlessly and in a hurry try an Aspirin tablet. And for headache. The action of Aspirin is very efficient, too, in cases of neuralgia, neuritis, even rheumatism and lumbago! And there's no after effect; doctors give Aspirin to children—often infants. Whenever there's pain, think of Aspirin. The genuine Aspirin has Bayer on the box and on every tablet. All druggists, with proven directions.

Physicians prescribe Aspirin; it does NOT affect the heart

Aspirin is the trade mark (registered in Canada) indicating Bayer Manufacture. While it is well known that Aspirin means Bayer manufacture, to assure the public against imitations, the Tablets will be stamped with their "Bayer Cross" trademark.

Christie's Biscuits

The Standard of Quality Since 1853

One important thing about Christie's Soda Wafers is that their excellence never varies. They are always crisp and crunchy—always fresh and pure.

In the store or on the 'phone, always ask for Christie's Biscuits



Train for Business

COUPON

This coupon mailed to us will bring a Free Booklet mailed to you. "Opportunities in Business for Young People."

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ISSUE No. 3-19

INFLUENZA'S VICTIMS

Left Weak, Miserable and a Prey to Disease in Many Forms.

One of the most treacherous diseases afflicting the people of Canada during the winter months is influenza. It almost invariably ends with a complication of troubles. Its victims suffer with alternate fevers and chills, headaches and backaches. It leaves them an easy prey to bronchitis and pneumonia. Indeed, the deadly after effects of influenza may leave the victim a chronic invalid. You can avoid influenza entirely by keeping the blood rich and red by the use of Dr. Williams' Pink Pills. If you have not done this and the disease attacks you, you can banish its deadly after effects through the use of this great blood-building nerve-restoring tonic.

Here is proof of the power of Dr. Williams' Pink Pills over this trouble. Mr. F. H. McMullen, Belleville, Ont., says: "Some years ago, following a severe attack of influenza, I was left in such a weak condition that my friends thought I would not get better. I developed nervous indigestion, and my blood got thin and watery. In this weakened condition I began the use of Dr. Williams' Pink Pills, and these did what other medicine had failed to do—brought me back to health and strength. I can honestly say I think them the best blood builder and nerve tonic known, and I shall always praise them."

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

Less Noise Please

Making the Airplane Easier on the Ears Will Help a Lot

Could it be bandits of the skies, staging the first air hold-up, who were peppering the mail plane with buckshot as it roared through the night? No, Douglas Clephane tells us in NEA Magazine and Science Service, it was an irate former who was trying to discourage aviators from flying over his land. The deafening noise of the planes, he protested, bothered his ears and made them stop laying. This man, continues the writer, who takes up the problem of making the airplane noiseless, or at least less noisy, was the first to express dissatisfaction in such sensational form, "but millions of people are becoming intolerant of the noise created by airplanes. Both the airplane-riding public and the millions who must hear this noise from the ground are demanding that planes be silenced." What is being done to solve this baffling problem is outlined thus by Mr. Clephane:

In theory it is as easy to make a noiseless aviation motor as it is to make a quiet motor-car. Every sound added for mufflers and other silencing devices now on the market reduces the amount of paying mail, freight, and passengers that can be carried. For this reason and because of the added fire hazard and loss of power that most of the devices cause, manufacturers have been slow to adopt them.

Recently there has been a development that offers first possibilities of a practical solution of the noise problem. A device which will cut down the exhaust noises without adding appreciably to the weight or fire hazard, or causing a loss of power, has been developed on an entirely new principle.

The exhaust gases are gathered together in two pipes and passed into the inside of the blades of a hollow steel propeller that has just been invented. By leaving an opening on the trailing edges of the blades from which the gases escape, the centrifugal effect causes a partial vacuum to be built up inside the propeller.

Not only will the motor be silenced by this device, but it will do away with the long hot exhaust pipe which is the main cause of fire in planes, turning slight accidents in landing and in the air into horrible tragedies.

Even with the motors as quiet as in automobiles—a development which can reasonably be expected within the near future—no means has yet been found to even reduce the roar of the propeller, and the best engineers in



RUSSIA TEACHES CITIZENS USE OF GAS MASKS

A Russian Soviet army official teaching men and women of one of the larger towns how to put on gas masks in the event of another war.

this country and abroad can see no solution of the problem. These sounds have two sources: first, the vibration of the propeller itself, and second, the disturbance created by the blade tips cutting the air at six to eleven miles per minute.

The first country to develop a noiseless propeller or other system of propelling the plane, will have a tremendous military advantage over the world. The value of airplanes in war depends to a large extent on the element of surprise. At present the noise, which can be heard by sound-detecting devices for miles, gives a warning to the opposing forces, allowing them to range anti-aircraft guns, send up opposing planes, and prepare other protective devices that are being developed.



PRACTICED IT ON HER

1st Stenog: Ada practices the touch system.
2nd Stenog: Yes, practices it on me about twice a week.

War is what results when one country takes steps to defend itself from another country that is taking steps to defend itself.

Cigar-lighters now have "built-in" watches so you can tell just how long it takes to get a light from one of them.

When U.S. Prohibitionists tell us the country has become prosperous under the Eighteenth Amendment, we suppose they mean that in a dry country it is easier to save for a rainy day.

Minister (meeting man about to enter public-house): "Do you know, my man, that that door will surely take you to hell." "That don't matter, mister," replied the man. "They turn us all out again at ten o'clock."



Peter was playing at Johnny's house. When it was time to go home it started to rain. Mrs. White, however, gave Peter Johnny's raincoat and galoshes.

"Don't take so much trouble, Mrs. White," said Peter, politely.

"I'm sure your mother would do as much for Johnny," she replied.

"My mother would do more," said Peter. "She'd ask Johnny to stay for supper."

May: "So you had a letter from the college boy?"

Tess: "Yes, he wrote an' ast me did I get home all right from the dance he took me to."

A friend is one who pretends not to have heard your old and tiresome story before.

A hick town is place where a nude seems naked.

You can easily tell the modern mother and her daughter apart. The mother is the one who looks so young. Thirty days bath September, April, June and November. All the rest are thirsty, too. Unless you make your own home-brew.

WHEN HE'S FLUSH

He: "When is your birthday?"
She: "When will it be most convenient for you?"

Everything was created for a purpose. Rabbits do their best to get rid of carrots, but it seems there are always enough left over to get into the soup.

A soft answer turneth away wrath but it takes the hard cash to turn away the installment collector.

A short story, entitled "The Generations," Grandfather had a farm. Father had a garden. Son has a can-opener.

First Hobo: "When I lie down for a quiet think I realize how Tempus fugit is creepin' on."

Second Hobo: "I can't tell yuh de foreign name, but dey're creepin' on me, too!"

"I'm a somnambulist."
"That's all right; I'll go to my church after we're married and you can go to yours."

If it hurts you to spend money you can't go very far in business. The best way to make a commodity sell is to make prospective buyers believe it's scarce.

WHAT PRICE BEAUTY?

Women, so they tell us, Must always look their best, In spite of death and taxes, Installments and the rest.

So I contrive to make a trip To the beauty shop each week To put the wave into my hair, And the pink into my cheek.

I gaze into the mirror And like myself again, And I know I'll win a twinkly smile From my own dear Prince of men.

But I am scarcely in the house When the youngsters come pell mell, And in one grand and glorious romp, Wreck my fine marcel!

FOUNDER OF THE TOWER

Tradition points to Julius Caesar as the founder of the Tower of London, and remains of Roman fortifications have been found beneath the present site.

Scottish Nationalism

Dot Allan in the Review of Reviews (London): Whether or not the Scottish Nationalists will increase and thrive remains to be seen. Certain it is that the party numbers among its disciples vast numbers of the younger intelligentsia. It is, indeed, so much a party of youth that older people not unnaturally regard it with suspicion, believing its adherents in most cases to be self-seekers, using it as a short cut to political power. Sir Robert Horne doubtless had this in mind when he spoke of the triumph of Nationalism as bringing "an increase of pride to the breasts of the parochial-minded." Herein, I think, lies the crux of the whole question. Is national pride—a fine thing, and in no way related to parochialism—at the bottom of the Scottish Nationalist movement, or has that movement its roots in a baser soil? Will the dissension caused by the propagation of the Nationalist aims be justified ultimately by an era of increased peace and prosperity? These are the questions perplexing the minds of thinking men and women of Scottish blood all over the world today.

A PROBLEM FOR YOUNG MOTHERS

Stomach troubles cause most of the distress of babyhood and childhood, and are the greatest problem that a young mother has to solve. The treatment for these digestive disturbances that make baby cry continually and disturb his sleep must be quick and effective, and, above all, perfectly safe.

The absolutely safe treatment for disturbances of the stomach and bowels is found in Baby's Own Tablets. Thousands of mothers have had their problem solved through them. They are guaranteed to be free from all injurious drugs and cannot possibly do harm to even the youngest babe—they always do good.

Baby's Own Tablets regulate the stomach and bowels; banish constipation and simple fevers and promote that health-giving sleep which is so necessary to the welfare of the baby or growing child. The Tablets are sold by all medicine dealers or by mail at 25c a box from The Dr. Williams' Medicine Co., Brockville, Ont.

The Capital of the Empire

A. G. R. Hickes in the National Review (London): A thousand years ago political and economic causes operated to transfer the capital from Winchester to London, and one must not assume that similar causes in the future may not carry the Crown beyond the seas. For . . . to adopt theology, Ubi caput, ibi regalia. Winchester was the capital of the then principal province in the realms where the Anglo-Saxon kings were overlord. London succeeded as the national centre of united England. London is the capital of the present chief Dominion acknowledging the Anglo-Saxon kings' successors. It does not follow it must always be the national centre of a united Empire. History is a conservative science and lives by repeating itself. True that with the development of transport and communication London may so continue, but it is prudent to consider that the same causes which operated in the past and now translated into modern terms of the enormous potentialities of the Overseas Empire will result in the political (always regarded from the sentimental) decline of the Motherland as compared with her children, and perhaps of Europe generally as against the new worlds abroad. Convenience may then demand the removal of the regalia to Wellington, or Ottawa, or Canberra, or Capetown, or Delhi, or elsewhere.

LAXATIVE FOR BABY THAT "STAYS DOWN"

Baby's tiny system rebels against castor oil and strong purgatives; but here's a medicine that just suits him. And it does the work quickly and so gently that Baby doesn't feel it. Fletcher's Castoria is soothing cross, fretful babies and children to sleep and making the feverish, constipated, upset ones well and happy, in millions of homes today. Castoria is purely vegetable, harmless and endorsed by the medical profession. Avoid imitations. The Chas. H. Fletcher signature marks genuine Castoria.

Modern Values

Edith Sitwell in the Spectator (London): Money has no relation to life at present; it has no relation to anything real; it has no true relation to the things which it buys. It has got outside human control altogether; it is a Frankenstein monster dominating the unhappy world which created it. Where Charity once spread a cloak which was permitted to cover venial faults, this Frankenstein monster now offers the one garment which is allowed not only to cover, but to glorify, any kind of mortal sin. Nothing matters if you can spend more money than your neighbor; and if you can spend it in such a way that none who really needs it benefits by it, then so much the better.

Minard's Liniment prevents Flu.

About the only thing a man gets free in this world is criticism.

ISSUE No. 3—'29

More cups to the pound, more flavor in the cup, more tang to the taste. That's what makes Red Rose Tea so popular. Every package guaranteed.

RED ROSE

TEA "is good tea"

RED ROSE ORANGE PEKOE is extra good

Pressure Reverses Known Properties Many Substances

Cambridge, Mass. — Tremendous pressures have reversed almost completely the familiar properties of some well known substances in experiments at Harvard University.

Paraffin, under pressure ranging between 200,000 to 600,000 pounds a square inch, became so hard that Professor Percy W. Bridgman pronounced it harder than machine steel. Rubber became so hard that it was pronounced usable as a die to form steel.

Dr. Bridgman found that steel tended to flow, if not like water, at least sufficiently to spread. He noted four different kinds of ice, each formed at a different pressure. Oil became useless as a lubricant because it turned solid. Mercury, after a pressure of 60,000 pounds, began to escape, the theory being that its atoms were forced between those composing the steel chamber in which it was imprisoned.

The apparatus made by Dr. Bridgman attains a pressure of 600,000 pounds per square inch, which is said to be the highest by far ever reached in laboratories. The tendency of steel to flow under pressure makes possible the success of his apparatus, which is a plunger forced into a hole in a solid block of steel. The reaction of the steel is used to plug up escape along the sides of the plunger by the substance it is pressing.

A wire inserted in the steel chamber as an aid in measuring the pressure has been shot out with such force as to dent a half-inch armor plate set up to catch it. Dr. Bridgman said that once the almost solid steel chamber broke, in such an explosive manner that its fragments penetrated six inches of pine planking. He estimates the maximum pressure as equivalent to that at the bottom of an ocean 250 miles deep.

Australia's Navy

The Week (Brisbane): (H.M.A.S. Australia, stands for the principles of independence, interdependence, and loyal attachment to the great Commonwealth of Nations of which Australia is a unit). For the existence of an Australian Navy is evidence of a determination not to shelter behind the forces of the British Government, and to recognize that the Empire can only stand by the united strength of all parts of it. So much for independence. As to loyalty to the Mother Country, the readiness with which the Commonwealth Government placed its naval resources completely at the command of the Imperial Naval authorities at the outbreak of the Great War is testimony enough of the intention to place Empire before everything.

Human Nature

Dame Madge Kendall in John O'London's Keekly: Has the race thrown overboard the capacity for quiet enjoyment that made the Victoria period the basically sound era that it was? For it was sound, and it produced many great thinkers, many of whom are still with us. No; beneath the veneer of modern conditions, with its hectic race after happiness, there is in reality no change. It is a phase just as duelling was a phase, and it will become as unfashionable as duelling. Human nature does not change, and Youth of to-day is no wiser, no nearer perfection, than Youth of 5, 500 or 50,000 years ago.

"The Mucker Pose"

James Truslow Adams in Harper's (New York): (The article answers the question "Why is it that a gentleman in America nowadays seems afraid to appear as such?") An impoverished aristocrat may sell his title in marriage for one generation to rehabilitate his house, but Americans who sell their culture and their breeding to truckle to the unbred in business, who shed these things of the spirit for motor cars and all the rest of the things of the body, are taking refuge in a yet more ignominious surrender. They may thus pick up some of the golden drippings from the muckers' tables, but they do not gain the respect of the muckers whom they imitate and may yet awake to the fact that they have properly forfeited even their own.

Free Book About Cancer

The Indianapolis Cancer Hospital, Indianapolis, Indiana, has published a booklet which gives interesting facts about the cause of Cancer, also tells what to do for pain, bleeding, odor, etc. A valuable guide in the management of any case. Write for it to-day, mentioning this paper.

Ward off Flu and Pneumonia

Neglected bronchial colds are dangerous. Stop them instantly with Buckley's Mixture. Its action in relieving the cough and clearing the tubes is amazingly swift—and sure. All druggists sell "Buckley's" under a positive guarantee. Buy a bottle today, and be safe.

W. K. Buckley, Limited, 122 Mutual St., Toronto 2
BUCKLEY'S
MIXTURE
122 Acts like a flash—a single slip proves it
75c and 40c

Keep Your Health

TO-NIGHT TRY

Minard's Liniment

for that cold and tired feeling.

Get Well—Keep Well.

KILL FLU

by using the OLD RELIABLE!

Minard's Liniment Co., Ltd.,
Yarmouth, N.S.



Eyes tell

Your Character

Brown eyes for strength—Blue for generosity—Gray eyes for jealousy—Sparkling eyes indicate beauty, yes, and good health, too! Do your eyes sparkle? Are the whites clear or are they tinged with yellow—indicating an out-of-sorts condition—due to constipation? If so, you need

Beecham's Pills

Try a regular daily course for a short period. Your eyes will tell the story.

Read about Character from the Eyes in future Beecham's Advertisements.

Sales Agents: Harold F. Ritchie & Co., Limited, Toronto

California

this winter

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

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

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

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

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Too Much ACID

Many people, two hours after eating, suffer indigestion as they call it. It is usually excess acid. Correct it with an alkali. The best way, the quick, harmless and efficient way, is Phillips' Milk of Magnesia. It has remained for 50 years the standard with physicians. One spoonful in water neutralizes many times its volume in stomach acids, and at once. The symptoms disappear in five minutes.

You will never use crude methods when you know this better method. And you will never suffer from excess acid when you prove out this easy relief. Please do that—for your own sake—now.

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.



"Turn Ye Out Ye Citizens!"

For Such do the Firemen
Need Thee!

No other society in our midst are doing so much to benefit our community life, and even to safeguard our life and property than the Lachute Fire Brigade.

When you support them, you not only are doing your part, but are helping our town to be up-to-date, in the way of Fire Fighting, which is most essential, but it all costs money.

Protect Yourself — Help Others — Do your Part

All three can be combined in one, when you attend, on Friday, Feb. 8th.

"APPLE SAUCE"

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.

- 1 Erla Single Six Table Model
- 1 Atwater Kent Six Tube, Cab.
- 1 Marconi 6 tube Console Cab.

Owing to having a surplus stock, we will sell the above new machines absolutely at cost price. Now is your chance. Phone or call in and see us.

John McFaul & Son, Main St.

Special Discount for February

On all Winter Overcoating and fancy Suiting; both Stock and Special Order. Extra Special Values in Men's and Boys' Heavy Winter Coats; some leather lined with Fur Collars.

Also a large stock of winter footwear, all reduced in price.

W. G. Staniforth,

Main St.,

Tel. 65.

Big Reduction in Ladies Coats & Dresses

McFaul Bros.

West End

THE QUALITY STORE

The Watchman

AND

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

FRIDAY, FEBRUARY 8th., 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.

If replies are directed to Watchman Office 25c. extra charged.

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

Legal Advertising—\$1.68 per inch. Subsequent insertions—\$1.40 per inch.

DEDICATION SERVICE

A glorious day marked the occasion of Right Rev. John C. Farthing's visit to Brownsburg on Sunday, February 3rd., in his capacity as Bishop of the Montreal diocese, for the purpose of dedicating St. George's Anglican Church to the service of our Lord. This beautiful little building, exquisitely furnished, and brightened still more with a choice arrangement of lilies, daffodils and carnations presented a scene never to be forgotten. The Church was filled to overflowing long before the service commenced, some 175 worshippers, representing all Christian denominations in the district being accommodated. Lachute too contributed its quota, prominent among whom was Mr. Perry, Warden Emeritus of the Church of the Ascension, Montreal. Mr. and Mrs. E. J. Johnson of Montreal, old members of the congregation also favored with their presence at the service.

Owing to the numerous gifts of ecclesiastical furniture, memorial windows and other adornments the ceremony of dedication was arranged to take in the whole instead of dedicating each gift separately.

Following the ceremony Bishop Farthing expressed his appreciation of the efforts of the congregation and thanked the members of Brownsburg United Church for the privilege of allowing us to worship in their building previous to moving into our own.

Choosing for his text 1st. Corinthians, Chapter 12, verse 12-13-14, "For as the body is one, and hath many members, and all the members of that one body, being many, are one body; so also is Christ. For by one Spirit are we all baptized into one body, whether we be Jews or Gentiles, whether we be bond or free, and have been all made to drink into one Spirit. For the body is not one member, but many." Bishop Farthing preached a fitting sermon. It was a source of inspiration and help to listen to such a sermon, so eloquently rendered yet so simply arranged that all could grasp the significance of the lesson implied.

How impossible it is for any one member of the body to function alone without affecting the body as a whole or how the loss of one member could not help but affect the whole body in some measure.

Then there is the representative body of Christ on earth, His Church. How very easy it is for an individual member by word or deed to weaken the whole structure. On the other hand we see the vast amount of good that can be done by regulating our thoughts and actions for the sole benefit of mankind, by letting service take the place of selfishness. Divine attributes undoubtedly make their presence felt in Church and community life. Let us then ponder deeply over this great question of service to mankind and strive to put into practice the principles of true Christianity, thereby developing a body strong in all its parts.

St. George's Anglican Church takes this opportunity of expressing their deep appreciation to all who contributed toward the success of our dedication service. We desire also to express our sincere thanks to the donors of the many beautiful gifts, also to those generous-hearted individuals who have contributed with gifts of money. We extend our heartfelt gratitude to the Rector, Rev. J. A. Lackey for his untiring energy and devotion to our cause. His kindly counsel has at all times made its presence felt at our gatherings and we rejoice with him in the consummation of the work.

We had almost forgotten to express our thanks to Mr. Harold Williams, of Montreal, for his beautiful rendering of the solo "Open the gates of the Temple," and to Mrs. F. R. Reid with whom the Bishop lunched during his stay in Brownsburg.

WORK TO IMPROVE CATTLE IS OUTLINED

Minister of Agriculture Explains

Fight Against Tuberculosis

CATTLEMEN TO AID

Hon. W. R. Motherwell at Ayrshire

Breeders' Association Dinner

Work that is being conducted by the government in an effort to check tuberculosis among cattle was outlined by Hon. W. R. Motherwell, Minister of Agriculture, before a dinner of the Canadian Ayrshire Breeders' Association, who opened their 31st. annual convention last Thursday. Nearly 200 members of the association were present at Thursday's session.

Dominion cattle-raisers are responding to the Federal Government of-

fiers of co-operation in stamping out tuberculosis among cattle. Mr. Motherwell declared, and today there is a noted improvement in the output of many dairy herds as a result.

ADVANCED REGISTRATION

The introduction, five or six years ago, of the principle and practice of advanced registration in dairy sires will soon effect substantial improvements in this respect, the speaker said.

"It is generally admitted that the public health of the state and the continued fertility of the soil are both closely identified with a thriving dairy industry. It would appear, then to be the better part of wisdom and statecraft that whenever and where ever such a key industry as dairying is striving for its place in the sun with another industry, then the major interest should prevail," he asserted.

EXPENDITURE JUSTIFIED

There is still a tremendous amount of work to be done, the speaker said, and he implied that it may take a great deal of money, but the expenditure ought to be justified in the end.

Mr. Motherwell, at the conclusion of his address, presented a silver trophy to W. C. Wylie, Howick, Que., as owner of the world's champion Ayrshire cow in point of milk and fat record.

J. H. Black, occupied the chair.

LACHUTE CURLERS HOSTS

Entertain Montreal Delegation at Presentation of Granites

The Lachute curlers were honored on Saturday last by an official visit from Dr. W. J. Patterson, president of branch of Royal Caledonia Curling Club, who was accompanied by P. D. Lyall, vice-president of the branch, and vice-president of the Granite Association; A. S. Lang, secretary of Royal Caledonia Curling Club; W. W. Walker, representative of the branch and renowned skip, and past president of the Royal Montreal; W. G. Kent, president of the Granite Association; A. S. Findlay, past president of the branch; John Henderson former director of St. Lawrence Club and renowned skip; W. O. Roy, past president of branch and past president of Granite Association; Wm. Brown, well known senior skip of Royal Montreal; T. Howard Stewart, known as a thane of curling, and donor of many prizes to the branch and Granite Association; T. G. Wells, president of Royal Montreal, and Dan Currie, member of Caledonia.

The purpose of this visit was the presentation of Granites which had been won by Lachute in the Edinburgh competition, recently held in Montreal. There followed a series of games with both irons and the newly-presented Granites, played during the afternoon.

Dinner was served and was presided over by Roy Fraser, president of the Lachute club, who warmly welcomed the visitors and expressed thanks for the honor and privilege of being permitted to entertain such a distinguished gathering of officials. Addresses from President Dr. Patterson and the visitors bore timely advice which was interspersed with story-telling and kindly appreciation of the hospitality extended.

Following is the line-up.

Montreal	Lachute
IRONS	
10 ends	
T. G. Wells	J. A. MacKimmie
A. S. Lang	G. H. Creswell
W. W. Walker	J. N. A. Rice
Dr. W. J. Patterson	R. P. Fraser
Skip—4.	Skip—17.
A. S. Findlay	R. Hamilton
T. Howard Stewart	W. H. Lamb
W. G. Kent	Dr. Drew
P. D. Lyall	Jas. Yelland
Skip—9-13	Skip—5-22.

GRANITES

Montreal	Lachute
4 ends	
W. O. Roy	W. M. Scott
D. Currie	W. S. MacKimmie
T. Howard Stewart	Geo. Fraser
Willie Brown	J. W. Gall
Skip—1.	Skip—3.

3 ends	
J. Henderson	I. McRae
T. Howard Stewart	W. J. Deacon
W. O. Roy	R. McArthur
Willie Brown	Geo. Hay
Skip 2-3.	Skip—3-6.

Play for the Governor-Generals Trophy has been holding the ice in Montreal this week and although our representatives were unable to win out, the teams played well and received much praise. Mr. Chabot came in for high commendation, for the play which his team carried through was of real superior type, every man outclassing his opponent.

The teams were as follows:—

Lachute vs. Lachine.
At Caledonia.

Lachute	Lachute
R. McArthur	P. L. Stock
G. T. Calder	W. P. Brown
J. P. MacKimmie	L. F. Hamilton
P. Chabot	C. Stroud
(Skip)—26	(Skip)—13

J. MacKimmie	O. Clapham
W. H. Lamb	A. Kayworth
J. W. Gall	W. J. MacGown
R. P. Fraser	W. F. B. Henry
(Skip)—9	(Skip)—13
Total.....36	Total.....26

Lachute vs. Royal Montreal

At Caledonia.

Lachute	Royal Montreal
R. McArthur	R. H. Gillean
F. T. Calder	N. Stewart
J. P. MacKimmie	F. S. Stocking
P. Chabot	J. W. Brown
(Skip)—16	(Skip)—18

J. MacKimmie	G. Cheese
W. H. Lamb	F. C. Brown
J. W. Gall	R. C. Braithwaite
(Skip)—4	(Skip)—25
Total.....20	Total.....43

The finals for the Junior Trophy were played on Thursday last. Mrs. Geo. Mitchell's rink winning out with a score of 7-4.

Mrs. D. McQuat	Mrs. W. Cottingham
Mrs. Richardson	Mrs. E. Rogers
Mrs. C. Walker	Mrs. W. McArthur
Mrs. G. Mitchell	Miss J. McGibbon
(Skip)	(Skip)

The Challenge game was played on Tuesday, the Holders being the winners.

Holders	Challengers
Miss K. Barron	Mrs. G. Mitchell
Miss J. McGibbon	Mrs. A. McQuat
Mrs. J. Gall	Mrs. W. Deacon
Mrs. E. H. Wilson	Miss E. Fraser
(Skip)—14	(Skip)—9

JUNIOR HOCKEY

On Saturday, Feb. 2nd., the Academy Blue and White defeated the Brownsburg Consolidated School Sextette in a fast snappy game, by a score of 4-2. In the final period the game was interrupted by several scurrillages which did not savor of the true sportsmanship generally shown by the younger players, and which they should try to avoid.

ST. ANDREWS EAST

The Women's Guild met last Thursday at the home of Mrs. Gilbertson. Mr. and Mrs. John Fair were at their country home, Abernethy, last Saturday.

The regular meeting of the Women's Guild was held in the United Church Hall, on Thursday, the hostesses for the day being Mrs. Roswell Brown, Mrs. W. E. Brown and Mrs. Lawson Taylor.

The beautiful weather at the weekend brought a lot of city people to their country homes here. Sorry we could not give them some of our delightful June breezes—but they'll be turned on before long now! Come again.

The congregation of the Anglican Church and a few other friends, were entertained on Friday evening, by the Rev. W. Windsor and his daughters, at a social in the Rectory. Nearly all the parishioners were present and they spent a delightful evening together. All extend mfwy rduldlug. The recently organized, but very capable, St. Andrews orchestra played many fine selections under Mrs. Bezan's able direction. Mrs. C. S. Wales, Mrs. Gilbertson and Mrs. Bezan rendered solos which were very pleasing. Mr. Fraser came in with his most enjoyable Scotch songs and Miss Yarker recited splendidly, having to respond to several encores. After delicious refreshments, choruses and "merry rounds" were sung until near the midnight, when Auld Lang Syne and the National Anthem brought the truly happy gathering to a close.

ARE QUEBEC WOMEN INFERIOR?

The above question is not idly asked. It is the logical query arising out of the fact of the position of inferiority which Quebec women occupy when compared with that of other countries in the matter of the franchise.

England, after trying out the privilege of the vote upon women of maturer years, has given her "Flap-

pers" the franchise. The United States women, one and all, enjoy the same privilege. Newfoundland has enfranchised women. Every civilized nation in the world has acknowledged the rights of its women to citizenship. Every province of the Dominion has given its women the ballot—except Quebec. Women coming from the countries where women vote, to settle in Quebec, are at once voteless.

Why? The quickest way to learn how to do a thing is to do it. Quebec women once granted the franchise, will soon learn to use it, wisely and well, as they have learned to do other things. They are in no sense inferior in intelligence to the women of the other provinces. To withhold from them the privileges the other provinces have is to brand them as inferior and incapable.

Why are Quebec women, alone of all the civilized nations on earth, deprived of the rights of citizenship.

M. ELIZABETH McCURDY,
Prov. Supt. Press Dept. W. C. T. O.

CANADIAN PACIFIC



WORLD'S GREATEST TRAVEL SYSTEM

STANDARD TIME
GOING EAST

No. 428 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.

BROWNSBURG.

Miss Catherine Dey, of New York, spent the week-end the guest of Mrs. Charles Roberts.

Mr. and Mrs. Beckingham and sons left on Saturday to spend some time in Bellisle, Que.

Miss Daisy Osgood is visiting friends in Montreal.

GRENVILLE.

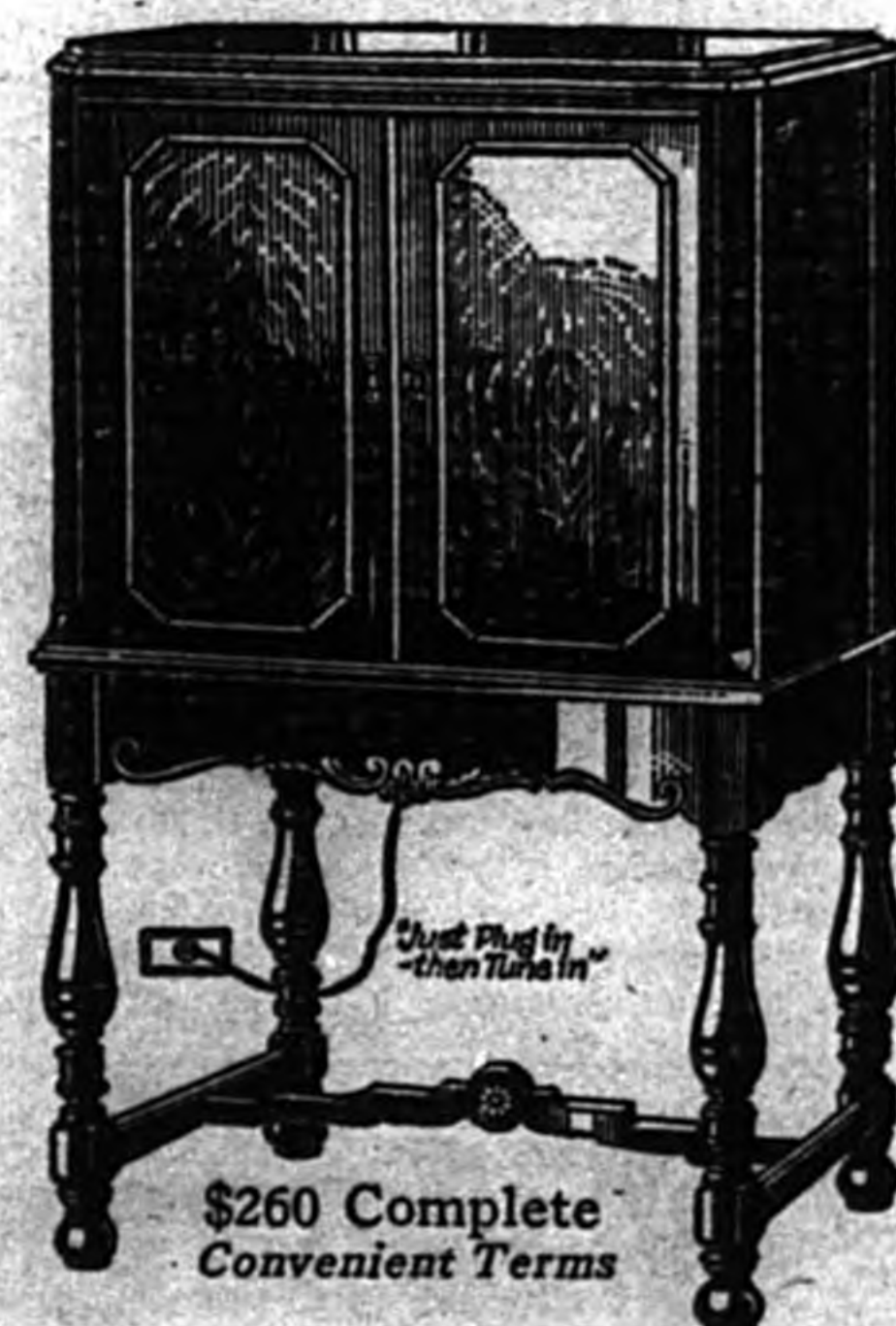
Mr. Wesley Dodd, of Gatineau Pt., spent the week-end with his family.

Miss Opal Ryan and brother Eddy were week-end guests of their parents.

Mr. L. Cooke was home for a short visit this week.

Your Home is the Place to Hear this Wonderful new "Four-Ten" Highboy Rogers Batteryless Radio

Ask us to demonstrate
—no obligation



\$260 Complete
Convenient Terms

YOUR home is where you enjoy radio and home is the best place to test any radio set. Knowing this, we are always glad to install a Rogers-Batteryless Radio in the home of any responsible family—with return or exchange privileges if the set is not entirely satisfactory.

You're missing a lot without a Rogers. For, with the remarkable development of chain broadcasting (not only of musical programs but of practically all important public and sporting events) radio has become a year 'round source of entertainment and education.

Why not avail yourself of this invitation and hear this wonderful new Rogers Highboy? We can arrange a free demonstration in your home on almost any evening you name. Just come in or phone us.

John McFaul & Son
Main Street, Lachute.

SOME DAY!

There is perhaps some much desired thing that you are looking forward to some day. It may be a home, a trip or some cherished dream of your own.

Whatever it is, regular deposits in a Savings Account in this Bank will bring realization closer.

It is a simple matter to open an Account with us.

Interest compounded half yearly.



THE BANK OF NOVA SCOTIA

ESTABLISHED 1832

Total Assets over \$265,000,000

Reserve \$20,000,000 Capital \$10,000,000

J. A. McLEOD, General Manager, Toronto

Business and Professional.

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

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

DR. G. A. CLUNIE, L.D.S.
Surgeon Dentist
Office over Banford's Store
Here Every Day
Main Street, Lachute, Que. Phone 303.

P. A. LEGER,
Barber and Hair-dresser
Main Street, Lachute,
Clean and efficient service.

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

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

LACHUTE BOWLING

Brownsburg All Stars

S. Thompson	176	176	149	501
T. Carpenter	193	158	145	496
C. Harding	165	180	150	496
J. Lambertson	126	169	160	455
J. Donaldson	139	179	131	449

Lachute

Jno. MacKimmie	183	165	157	505
R. Beauregard	182	179	156	517
L. Urbain	155	137	142	434
Geo. Licop	202	147	100	449
A. Decoste	158	158	114	430

Brownsburg

A. Lalonde	131	157	146	434
C. Charlebois	141	129	150	420
L. Clements	155	150	145	450
A. Quesnel	177	123	164	464
L. Danis	116	188	173	477

Ayers Limited, Cotton Mills

E. Brisson	111	137	102	350
R. Carriere	165	165	164	494
C. Brisson	109	86	97	292
A. Decoste	155	141	167	463
R. Beauregard	117	118	149	384

Highest score 3 strings, 5 men team

Geo. Licop	212	160	138	510
A. Decoste	180	198	153	431
E. Lafortune	213	171	213	597
Jos. Joly	170	165	165	500
R. Beauregard	189	151	184	524

CUSHING.

Mr. C. F. Kains spent the early part of the week in Montreal.

Mr. Douglas Hartley spent Sunday here the guest of Mr. E. Whelehan.

Mrs. R. Pinkerton is at present visiting her daughter Mrs. Jas. Harcourt at New Glasgow.

Miss Mildred Gaston arrived on Saturday from Montreal and is visiting her parents, Mr. and Mrs. F. Gaston.

Mr. E. J. Mahoney and sons Teddy and Billy spent last week-end the guests of his brother-in-law, Mr. W. H. Robert, at Monalea.

Mr. C. McFaul is unloading a carload of feed at Watson's siding this week; a large share of which is being taken by farmers from the Ontario side.

Dr. H. B. Cushing paid a visit to his property here on Sunday. He was accompanied by his little daughter and by the architect who is in charge of the plans of his residence.

There was quite an attendance at the Greece's Point rink on Saturday evening, to witness what proved to be a very well played match between the Greece's Point team and what is now left of the C. C. Club team, the latter being assisted by some new recruits. The score was 5-2 in favor of the home team.

GRENVILLE.

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

Mrs. J. E. Arnold is spending a few weeks in Montreal.

Miss Lois White has returned after a pleasant week's visit in Montreal.

Mrs. McCullough and two little daughters are visiting in Montreal.

Mrs. MacNaughton is visiting her daughter, Mrs. M. Pridham this winter.

The Congregation of the R. C. Church installed a new furnace last week.

Master Willie Dodd who is attending Lachute Academy was at his home for the week-end.

Mrs. Devine, of Montreal, is spending part of the winter with her sister, Mrs. L. Pilon.

The Grenville Tennis Club held a Masquerade Party in Morrow's Hall, on Friday night.

Mrs. W. Bradshaw is visiting her sister, Mrs. T. Wilson in Hull, and her brother, Mr. W. Cooke, in Ottawa.

Miss Lois Cooke, who is attending the Mount Royal Business College, Montreal, spent the week-end at her home.

Mr. Bradshaw and daughter Helen arrived here from Montreal on Saturday and spent Sunday with Mr. and Mrs. W. Pickett.

CUSHING.

Master Hurley and Miss Jane Call were guests of Mrs. A. Starnes on Sunday.

Community Club meets on Friday night, Feb. 15th. Social evening and programme.

The Misses Dobbie were guests of the Misses Bryerton, of Carillon, on Saturday.

The W.M.S. of St. Mungo's Church met at the home of Mrs. L. M. Gaston on Tuesday.

Mr. and Mrs. A. Graham were Sunday guests of Mr. and Mrs. W. A. Graham of North River.

Miss Eileen Canning, of Stonfield, was the guest of her aunt, Mrs. John Innes over the week-end.

Mrs. L. Leroy, of Port Arthur, was the guest of Mr. and Mrs. O. Leroy for a few days this week.

Mrs. Russell Kendall, of Hoosier, Sask., spent the latter part of last week the guest of Mrs. Wm. Canning.

Mr. George Graham, of North River, was the guest of his aunt, and uncle, Mr. and Mrs. A. Graham on Wednesday night of last week.

A very enjoyable and largely attended meeting of St. Mungo's Ladies' Association was held on Thursday at the home of the Misses Helena and Ruth Dobbie.

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.

WEDDING BELLS.

ARCHAMBAULT-LEMAI

A very pretty wedding took place at the private chapel of the Bishop's Palace on Wednesday, Feb. 6th, at 9 a.m., when Miss Fernande Lemay, daughter of Mr. and Mrs. J. L. Lemay, of Lachute, was united in marriage to Dr. Gustave Archambault, Professor of the Montreal University Knight of the Legion of Honor.

The bride who was given in marriage by her father looked charming in a gown of midnight blue georgette with grey fox fur and hat of grey and blue and carried a shower bouquet of tea roses and lilies of the valley.

Mgr. A. E. Deschamps officiated the marriage, mass being celebrated by the Rev. Father Papin Archambault S. J., brother of the groom.

The Hon. Judge Archambault was witness of his brother's marriage. Dr. and Mrs. Archambault left immediately after the ceremony for Havana, Cuba, Florida and other points.

CORRESPONDENCE

Lachute, February 2nd, 1929
Mr. J. S. Giles, Editor,
The Watchman,
Lachute.

Dear Sir,—

Will you be good enough to allow me a few lines in your appreciated Newspaper to pass a remark on the result of last Friday's election in East and Centre Wards.

First of all I wish to state that the four candidates were fully qualified men to fulfill the duties of Aldermen. But the electors have clearly manifested their will, as shown by the result of the vote, that Aldermen for the Town of Lachute are no longer to be appointed by a group of three or four individuals in the same line of business, but by the electors themselves. And also that, to be Alderman for this town, one has to follow the will of its electors, not satisfy one's own grievance in order that the other fellow may rally in his sympathy.

May it be a lesson to the present Alderman and to those who will seek that honor in the future; that though one may have been a member of the Council for 2 years, or 30 years, it counts little with the elector. No ONE MAN is prophet in his own Country.

An Elector.

PUBLIC NOTICE is hereby given that the undermentioned LANDS and TENEMENTS have been seized, and will be sold at the respective times and places mentioned below.

FIERI FACIAS DE BONIS ET DE TERRIS.
Superior Court.

Canada,
Province of Quebec,
District of Terrebonne,
No. 2034.

DAVID CLELAND, Plaintiff; vs. MARTIAL LABELLE, Defendant.

As belonging to said defendant the following immovable, to wit:

A farm situate in the parish of Saint Jerusalem d'Argenteuil, known and designated on the official plan and book of reference for said parish under number one hundred and three (103), containing one hundred arpents in area—with all the buildings thereon erected.

To be sold at the catholic church door, in the town of Lachute, said dis-

'Princess Theatre', Brownsburg

P. GOYETTE, Proprietor.

Sunday and Monday, FEB. 10 and 11.

FORGOTTEN FACES

Thursday and Saturday, Feb. 14 & 16

THE PORT OF MISSING GIRLS

75,000 girls reported missing last year. Why did she leave? Where did she go? Who was to blame? Come and see for yourself.

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.

trict, on the SECOND day of MARCH nineteen hundred and twenty nine, at ELEVEN o'clock in the forenoon.

J. W. CYR,

Sheriff's Office,
Saint Jerome, January 23rd., 1929.
F-8-22-2.

PUBLIC NOTICE is hereby given that the undermentioned LANDS and TENEMENTS have been seized, and will be sold at the respective times and places mentioned below.

FIERI FACIAS DE BONIS ET DE TERRIS.
SUPERIOR COURT

Canada,
Province of Quebec,
District of Terrebonne,
No. 2034.

THE TOWN OF TERREBONNE, Plaintiff; vs. DAME ROSA POITRAS & Vir., Plaintiffs.

As belonging to said defendant, the following immovables, to wit:

An emplacement situate on the East side of St. Andre street, in the town of Terrebonne, measuring thirty two feet in width by one hundred and twenty seven and one half feet in length, to be dismembered from that lot of land bearing official number one hundred and ninety two (No. 192) of the town of Terrebonne; said emplacement bounded in front by said St. Andre street, on one side on the North by lot No. 193, belonging to Joseph Guay, on the depth by lot No. 163 and on the other side, on the South by the residue of said lot No. 192, and forming part thereof, and belonging to, Napoleon Gauvreau or representative — with buildings included in such sale, a right of way in common and mitoyen with the residue of said lot number one hundred and ninety two, belonging to Napoleon Gauvreau or representative, South of the presently described emplacement, to be taken on the residue of said lot No. 192, belonging to said Gauvreau or representatives, such passage measuring eight feet in

width by about thirty five feet in length, English measure, and being for the common use of both emplacements.

To be sold at the door of the Catholic Church of Terrebonne, county and district of Terrebonne, on the TWENTY SIXTH day of FEBRUARY, nineteen hundred and twenty nine, at ELEVEN o'clock in the forenoon.

J. W. CYR,

Sheriff's Office,
Saint Jerome, January 21, 1929.
F-8-1.

FIERI FACIAS DE BONIS ET DE TERRIS.
Superior Court.

Canada,
Province of Quebec,
District of Terrebonne,
No. F-41941.

RANGER LIMITEE, of Montreal, plaintiff; vs. WILFRID LEROUX, of Terrebonne, Defendant.

As belonging to said defendant the following immovables, to wit:

An emplacement situate in the town of Terrebonne, composed of that lot of land bearing official number 213 of the cadastre for the town of Terrebonne, and of part of that lot of land bearing official number 214 of the cadastre for the town of Terrebonne, such part of lot 214 being bounded on the South by Arthur lane, where its width is 30 feet French measure from the West line of said lot 213, and 40, French measure, from the said Arthur lane and bounded on the other sides by the residue of said No. 214 and forming part thereof—with a house and other buildings thereon erected.

To be sold at the door of the parochial church of the town of Terrebonne, county and district of Terrebonne, on the TWENTY SIXTH day of FEBRUARY, nineteen hundred and twenty nine, at ELEVEN o'clock in the forenoon.

J. W. CYR,

Sheriff's Office,
Saint Jerome, January 21, 1929.
F-8-1.

Will It Help Business To Mark Time?

By 1934 Ontario and Quebec will need a million telephones and the Bell Telephone Company wants new money to provide them.

The company does not want any money from Parliament. It only wants permission to try to sell new shares to investors.

The investors will supply the money if they are allowed to. If they are not allowed to, the telephone system must mark time.

In 48 years the telephone company has never suggested nor received a government grant; it only asks freedom to take further part in Canada's progress.

THE BELL TELEPHONE



COMPANY OF CANADA



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.

Business Men, Attention!

All Business Men of Experience Know—

- that any old scrap of paper will not do to write letters on.
- that in order to make the letter look forceful, it must bear the official name of the sender.
- that the letterhead must look attractive and neatly printed, which appeals to the receiver.
- that the Watchman Office is THE place to get that neatness done. Phone 27.

"The Watchman"

Skiing Is Popular in Canada

Great Outdoor Winter Pastime Has Thousands of Devotees Both Young and Old

Skiing is undoubtedly Canada's most popular outdoor winter pastime and year by year the number of its devotees steadily grows. Young and old throughout the Dominion now look forward with eagerness to the arrival of the first fall of snow and with only a light covering of a few inches, the skiers are out on the pine-clad slopes, making the still air ring with their merry laughter and good-natured jest and the warning cries of "track".

The great outdoor sport of skiing has the immense advantage that it can be enjoyed in as leisurely or as strenuous a fashion as the participant desires and on that account almost as many past the age of forty years as under are numbered among its devotees. Although all may not become proficient in the art of ski-jumping, and consequently quite a number turn out to watch these displays of skill and daring, there are no spectators at a ski hike or cross country run, when the novice and the expert each derive a maximum of enjoyment from the outing. However the craft of skiing does not end with the ability to travel quickly over the snow, fascinating as that is, but just as the expert skater goes on to greater development of his skill so the earnest student of skiing has before him the technical side of the pastime and scores of difficult feats which give him a glorious sense of mastery over the wonderful instruments of his art.

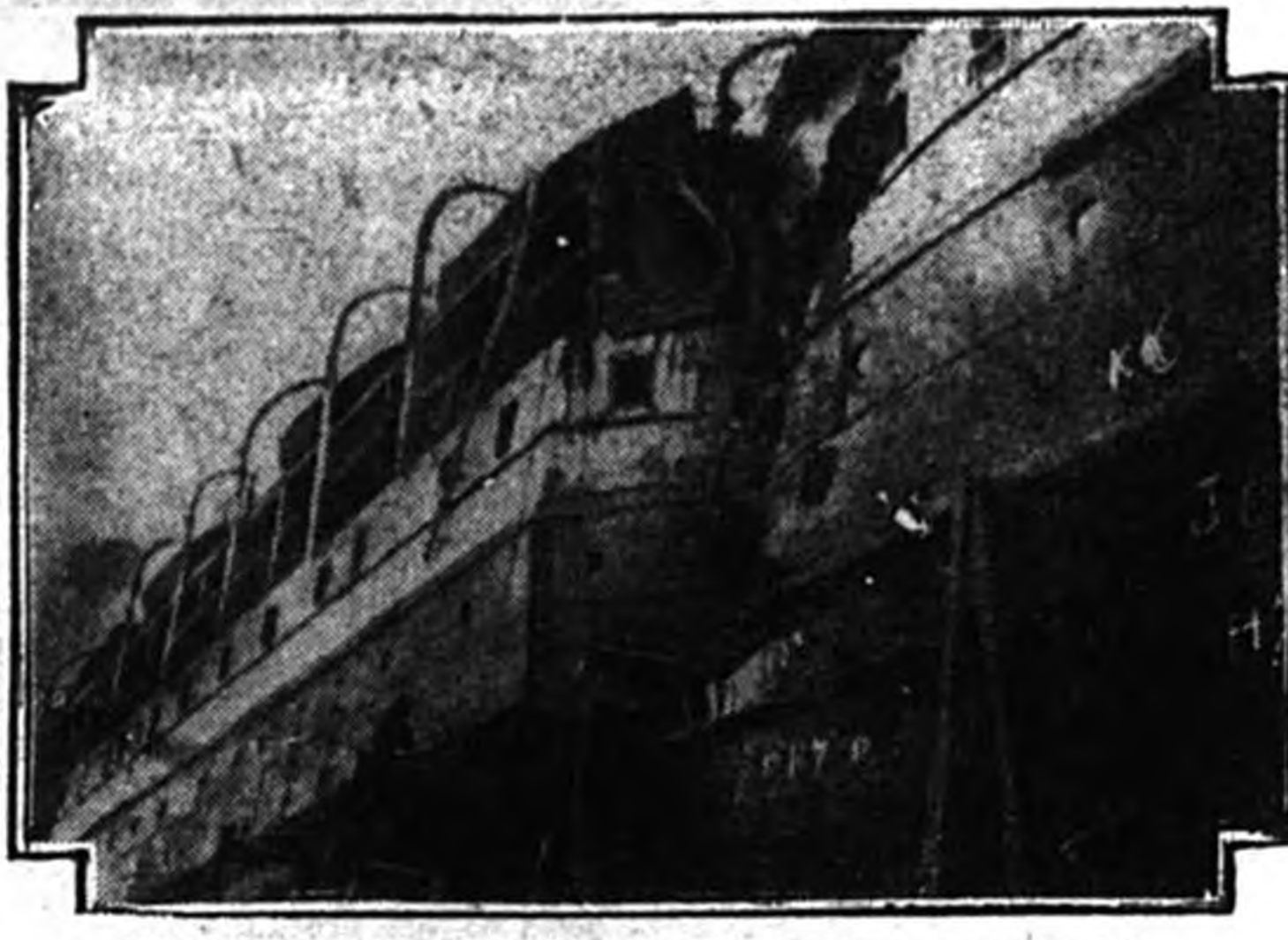
Skiing is rapidly taking hold in almost every part of the Dominion but in Eastern Canada and in the Rocky Mountains it is most firmly established and counts its enthusiasts in thousands. Around historic Quebec there is good skiing and in the rough, rolling Laurentian country just north of Montreal, Ottawa, the gateway of the glorious Gatineau hills, is another name to conjure skiers with. Out in the Rockies and Selkirk, Banff and Revelstoke are famous winter sports resorts and the annual carnivals held at these points are world renowned

for their fun and good fellowship. Even in the neighborhood of salubrious Vancouver, skiing may be enjoyed on the slopes of Grouse mountain.

There are to-day numerous ski clubs scattered across the Dominion. Ontario, Quebec, Alberta and British Columbia are all represented in the Canadian Ski Association, the parent body of the sport in Canada. In Ottawa, the capital city, there are two flourishing clubs, one of which, the Ottawa Ski Club, with a membership of 2,200, is the largest in the Dominion and also the largest in the world. It is estimated that there are well over 10,000 active skiers in the Canadian Capital alone and one of the interesting sights is the week-end migrations to the Gatineau hills, where well marked trails lead to comfortable camps in which hot meals may be prepared or purchased. These camps are operated by the clubs for the benefit of their members and their guests.

Railway trains, buses, electric cars and motor cars take the throngs of skiers to points of vantage from which the hike to the camp is begun. One interesting and gratifying outcome of the enthusiastic way in which Canadians and their guests have taken to skiing is the rapid growth of the ski manufacturing industry in Canada. The output of ski factories in the Dominion has risen tremendously in the last four years and Canadian skis and ski equipment are competing successfully with foreign products.

As never before thousands in Canada and abroad are heeding the call of the out of doors, and skiing has added a wealth of enjoyment to play in the open in winter. No other sport can quite so magically sweep aside dull care and bring peace to the overwrought nerves. Canadians have found the key to the full enjoyment of their winter season and cordially extend an invitation to those of less favored climes to come to the Dominion and know the benefit and joy of a sojourn out of doors on skis.



HUNDRED PASSENGERS SAVED AFTER COLLISION

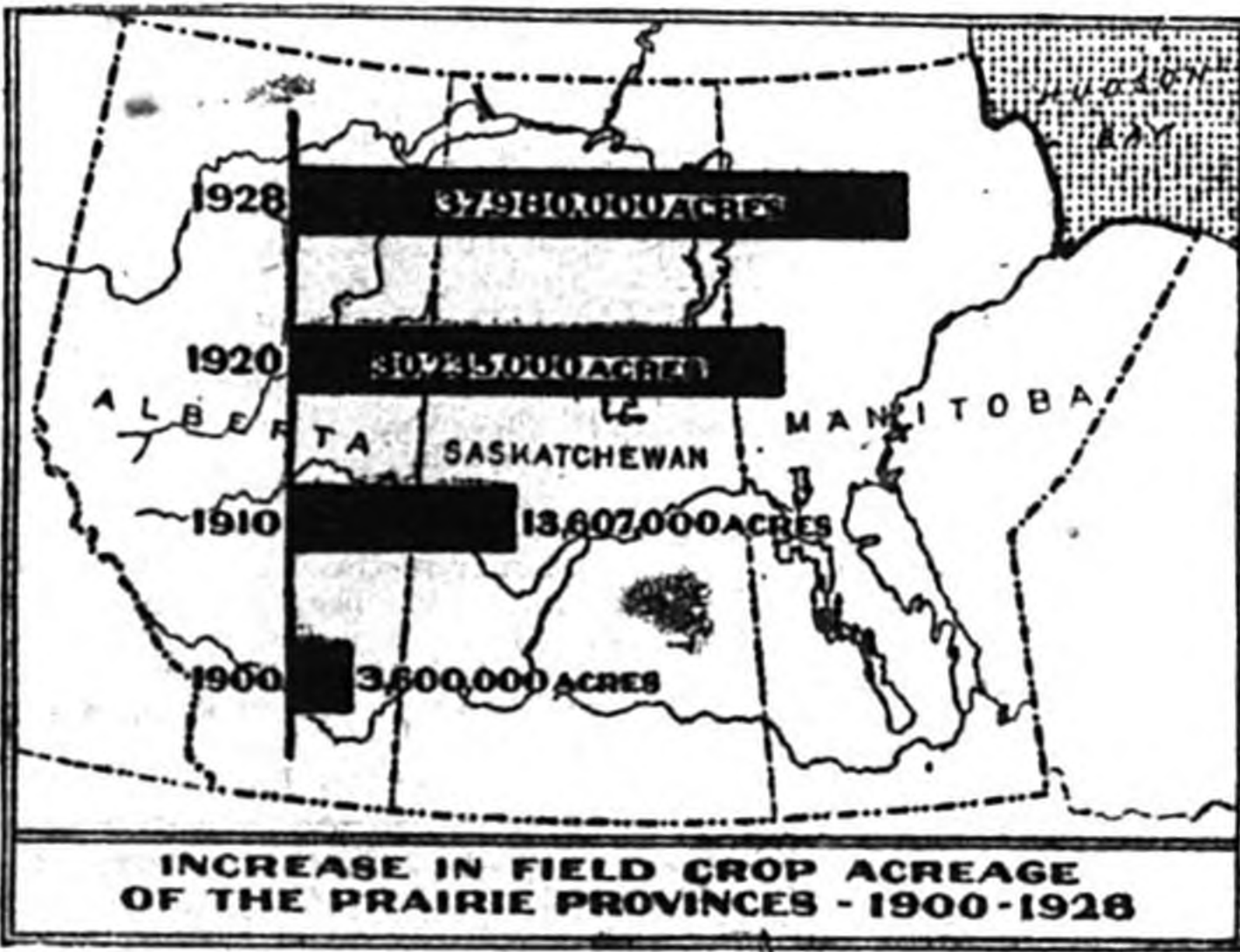
The steamship Adelade in drydock with a hole 15-feet square in her starboard following a collision with the Hampholm in English Bay, near Vancouver, B.C.

The Power of Western Growth

Contrasted with its spectacular speed in pre-war days, the course of prairie settlement in recent years has seemed slow and subdued. But as a matter of cold fact, despite the absence of sensational features, the expansion of agriculture on the prairies has been plowing ahead with tremendous power. The rate of advance, as indicated by Dominion Bureau of Statistics reports, is little short of amazing. Between 1920 and 1928 Manitoba, Saskatchewan and Alberta have increased their field crop acreage, on the average, by nearly a million acres

annually. Within that eight-year period they have brought into production an added area of roundly 7,700,000 acres.

Obviously, western agricultural advance is fully holding its own in the varied field of Canadian natural resources development. Less in the



limelight and naturally reduced in pace as compared with earlier years of the century, it still ranks and promises long to continue as an unsurpassed factor in the Dominion's growth.—Courtesy Natural Resources, Canada, January, 1929.

mountain ranges of the interior, even from the South Pole itself, which is perched at an elevation of about 10,000 feet.

To attempt to fly airplanes in the winter months would be disastrous; some scientists have said that it will be hard enough to fly them even when conditions are most favorable. And that, according to American standards isn't saying much, for Antarctica is always cold, always blustery, always treacherous, always inhospitable.

Byrd's men who venture into the interior will find themselves strictly dependent on the supplies they carry with them. Beyond the coasts, where seals, sea elephants and penguins abound, there is no game in this dead land of ice. Vegetation, even among the rocks that outcrop here and there through the glacier, is limited to rudimentary mosses. The largest living thing reported is a minute spider.

Montreal, Que.—A new record for transmission of the voice by radio—11,000 miles—was claimed with the receipt, Dec. 26, of a wireless message from Commander Richard E. Byrd, now in the Antarctic, by George A. Wendt of the Canadian Westinghouse Company. Commander Byrd's message announced receipt through loudspeakers on board his flagship, the City of New York, in the Antarctic, of

a Christmas Day program broadcast for the benefit of the explorer and his crew by the Pittsburgh station of the Westinghouse Company.—Christian Science Monitor.



Some folks want their newspaper to have convictions so they can get mad and stop it.

Persia Forces People to Adopt Western Ways

Shah Exiles Opponents of Reforms Molded on Plan of Turkish Government

Jerusalem—Day by day it is becoming clearer that Persia has decided to adopt the program of enlightenment and Europeanization which Kemal Pasha has introduced into Turkey. The Shah seems determined to employ vigorous means, if necessary, to break the resistance to the new order by the conservatively minded circles and religious authorities.

According to the latest press reports he has adopted the drastic measure of sending into exile 300 Ulema (scholars of the Islamic faith) who oppose his reforms. Some of these exiles have gone to the shores of the Caspian Sea, while others were permitted to emigrate to Iraq.

Many Schools Opened
The government is doing its utmost to provide educational facilities for larger sections of the population. Numerous schools have already been opened, and still more are to follow. For the time being there are not enough Persian teachers to staff the schools, so that recourse is being taken to the employment of foreigners.

Sixty French teachers are at present in Persia, French being one of the compulsory school subjects. About 600 students are sent for training to European universities each year, with a view to their gradually replacing the foreign teachers.

All the foreign schools are compelled to adopt the curriculum of the Persian schools and must have Persian history, literature and geography taught by Persian teachers. With a view to encouraging parents to send their children to school, the Shah has issued a decree releasing from military service all young people of military age who attend an educational institution.

Bus Service Started
Modern methods are also being introduced into everyday life. Thus the Persian Motor Omnibus Company has installed a bus service in Teheran. So far twenty-five vehicles have been put into use, a number to be considerably augmented in the near future. They are gradually to replace the old-fashioned horse buses, which have been the sole and somewhat tortuous means of conveyance for the mass of the population. The new buses are well turned out and have a seating capacity of about forty.

Some Reasonable Don't's

Don't put a frosty bit in your horse's mouth.
Don't leave your horse standing in a draft.
Don't leave your horse standing without a heavy blanket, and then not too long.
Don't work your horse on icy roads if the calks are not sharp.
Don't clip your horse in cold weather.
Don't spare the straw when bedding him.
Don't forget to dry his legs at night.
Don't work a lame horse.
Don't overlook giving him a good warm mash on Saturday night.
Don't forget the fact that he is earning you money, and is entitled to three squares, a good bed and a warm stable.
Forget the whip and harsh language as kindness will accomplish more.

Mrs. Higgins had just paid the last instalment on a perambulator. Shop Assistant: "Thank you, madam. How is the baby getting on now?" Mrs. Higgins: "Oh, he's all right. 'E's gettin' married next week!"

Huge Seaplane For Sea Cruising



GIANT TO CRUISE THE CARIBBEAN SEAS

The Liberty, largest amphibian plane ever built in America, acquired by Capt. Patterson, publisher, who, with four companions, will cruise the Caribbean sea. The Liberty is not as large as the famous Whale of Sir Alan Cobham.

Third Record Year For Canada's Mines

\$271,000,000, New High Value of Mineral Output, Shows Gain of \$23,644,000 Over 1927

Gold and Copper Increase

Toronto.—In 1928, for the third year in succession, Canada's mineral production reached a new high record, the value of output being \$271,000,000, marking an increase of \$23,644,000, or almost 10 per cent over that of the preceding year. This is the official estimate of S. J. Cook, chief of the Mining Metallurgical and Chemical Branch of the Dominion Bureau of Statistics at Ottawa, in his preliminary report.

In few previous years has Canada's mining industry shown such phenomenal growth. Advances were general in all fields, metals, non-metals and structural materials. Reflecting the aggregate gain, fifteen products reached new output records as follows: Cadmium, cement, coal, copper, gold, gypsum, lead, lime, natural gas and petroleum, sand and gravel, salt, tale, stone, soapstone and zinc.

The metals group gained nearly \$15,000,000.

Copper, 14,191,944,000 pounds, or nearly 96,000 tons, showed a gain of more than one-third over 1927. One-half of the output was produced by British Columbia, about one-third by Ontario and one-eighth by Quebec.

Gold, at 1,839,548 fine ounces, showed a slight gain over 1927. Ontario mines contributed 1,572,000 fine ounces in 1928, British Columbia 188,000, Quebec 59,000, the Yukon 32,000 and Manitoba nearly 17,000. The remainder was from Nova Scotia.

Lead production was 336,360,000 pounds, valued at \$15,484,000. British Columbia mined 85 per cent of the total.

Zinc, produced at Trail in British Columbia, and at the Tetreault Mines at Notre Dame des Agnes in Quebec, amounted to 183,823,620 pounds, valued at \$10,089,000.

Fuels, comprising coal, natural gas and crude petroleum, rose about \$2,000,000 in value to \$73,420,000.

Other non-metals were valued at \$17,450,000, or about the same as in 1927.

Coal tonnage was greater than in any previous year, 17,755,000 tons being produced, with a value of \$19,000,000. While little change was noted in the Nova Scotia, New Brunswick and Saskatchewan tonnage, Alberta and British Columbia showed a considerable increase.

Cement mills produced a record of 10,906,000 barrels, valued at \$16,893,600. Gypsum production was valued at \$3,350,000 and lime at \$4,170,000, a new high record.

Commenting upon the country's mineral development, the report told of the 220-mile journey last summer of a party under C. H. Stockwell of the Geological Survey, studying and mapping mineral deposits of the Beaver Lake region on the boundary line between Northern Saskatchewan and Manitoba.

Dome production for December amounted to \$350,294, against \$418,540 in November, this decline being laid to the semi-annual clean-up, and \$49,527 in December, 1927. Production for the year 1928 was \$3,944,473, against \$4,031,838 in 1927.

With the introduction of modern labor-saving machinery in the mines of Northern Ontario the scope of work has increased, resulting in expansion of payrolls. During 1928 about \$18,000,000 was paid in wages by the metal mines of the Province to about 12,000 employees, an average of about \$1,500 to each. This payroll was concentrated chiefly at Sudbury, Timmins, Kirkland Lake and Cobalt.

The mining companies also spent about \$15,000,000 in other ways, mainly for materials and supplies, which, in turn, benefited factories and railways throughout the country. In addition, the mining industry of Northern Ontario will realize for the year profits of about \$30,000,000 for distribution in dividends or for accumulation of surplus and paid-up development—in New York Times.

Old Cities

I like a city that is worn and old,
Where stones are hollowed by the
press of feet,
Where gables sag and open doorways
hold
A store of legends, where a narrow
street
Will twist and turn before me leis-
urely,
And windows stare at me like tired
eyes.
I know these cities and I love them
well
Because they seem to me
Like men who grow more feeble yet
more wise,
With nothing much to do but much
to tell.
—Gertrude Ryder Bennett in
The Century.

Sensible men show their sense by saying much in few words. If noble actions are the substance of life, good sayings are its ornament and guide.—Charles Simmons.

A willful falsehood told is a cripple, not able to stand by itself without another to support it. It is easy to tell a lie, but hard to tell only one lie.—Thomas Fuller.

Byrd Radios From Ice Barrier That Bars Gates to South Pole

2400 Miles Beyond Last Outpost of Man, He and Party Spend Christmas—Prepares to Get Established and to Make Flights.

New York.—Commander Richard Evelyn Byrd has sent the following wireless message to Secretary of the Navy Curtis D. Wilbur through The New York Times, the St. Louis Post Dispatch and associated newspapers.

"We have reached today the great mysterious ice barrier. It presents to us an ice cliff higher than the mast of the ship. On this Christmas Day we are thankful and proud to report that we have been able to carry the American flag several hundred miles farther south than it has ever been, and it seems fitting that an airplane, that instrument of good will, should reach its farthest south on Christmas Day.

"We are 2,400 statute miles from the nearest human dwelling in the only area in the world where a ship can get so far from civilization. That we are here safely is due to Providence and my loyal and stout-hearted shipmates who have worked together unselfishly as a unit. It will probably be some days before we get ashore on account of ice that will be in Bay of Whales.

"Byrd."

Commander Richard E. Byrd, head of an expedition to the "bottom of the world," is at the threshold of one of the greatest adventures of this adventurous century.

Before him lies the last geographical challenge to science—frigid, formidable Antarctica, a continent of 5,000,000 square miles, which is so little known that even a large part of its glacier-fringed coastline must be mapped by guess.

Byrd commands a million-dollar expedition, equipped as few, if any, previous polar parties have been fitted out, and is prepared to spend two years, if necessary, in wrestling from the vast land of silence secrets that science has long wanted to know.

The party finds itself at the Bay of Whales—one of the gateways of the Continent—virtually at midsummer, when conditions are most favorable for the flying which Byrd plans to do. Whether he will attempt an immediate aerial trip to the South Pole is regarded as doubtful. It is believed, rather, that he will postpone this spectacular part of his program until the expedition has its second wind on the storm-swept tongue of ice that extends for an indefinite distance into the continental indentation known as Ross Sea.

Race for Pole Disavowed

On the South American side of Antarctica is Sir George Hubert Wilkins, himself an aviator of note, who is also known to be planning a polar flight. The two airmen have disavowed any intention of racing to the pole, previously visited by Amundsen and Scott after sledge journeys overland, but it is known that each would like to be the first man to reach it by air. Wilkins has already made at least one long Antarctic flight from his base on Ross Island, near the Wedel Sea,

and hence finds himself with a good bit of south polar flying experience.

The Ross Sea barrier and its Bay of Whales used by Amundsen as the base for his successful dash, offers small comfort, even in the summer season, to the explorers of the Byrd party. It is a vast cliff of ice, hundreds of miles long, the termination of the continental glacier that blankets probably the entire continent.

On its chilly, slippery surface the expedition will set up the base camp from which the exploring parties will set out on their trips into that almost mythical section of the continent known as King Edward VII Land, which borders the sea.

When supplies have been swung ashore from the expedition's boats—no small problem itself in view of the height of the ice wall—the adventurers will erect the portable houses that are to be their homes during many months. When the encampment is complete it will be a tiny town, with dwellings, a recreation room, library, kitchen, workshop, storehouses for the tons of food and the gasoline, and shelters for the four airplanes.

Lay Plans for Polar Dash

Taking advantage of the slight moderation in temperature and storm which the brief Antarctic summer will afford, the expedition plans to make a start at laying supply bases along the 800-mile route which Byrd's big tri-motored airplane is to take some day to the Pole. These depots, according to the plan, are to be put down at intervals of 100 miles, with smaller stations between, and will be transported by dog teams.

The scientists of the party are expected at least to get their bearings in this—to them—inviting land, and perhaps they will be able to make a start at their investigations into glaciology, geology, meteorology, and several other "ologies" in the mysterious continent.

Life on the ice barrier will not have all the comforts of home, but it will offer many of them. The expedition carried with it hundreds of books, tons of candy, scores of phonograph records, electric washing machines, a gigantic cook stove that will burn coal left by the City of New York, and many other luxuries such as previous polar explorers have left behind. In the larder are vast quantities of meats, tinned vegetables, and fruits, jellies—sufficient in both variety and amount to set such meals as probably never were seen south of the Antarctic Circle.

Months of Hard Work Ahead

For the first two months it will be all work and little play for Byrd and his men, but as spring comes to North America they will be preparing for the long, vicious winter of blizzards and disappearing thermometers. Other explorers have said that nowhere in the world did the wind blow harder than on Antarctica, and storms more severe. The gales sweep down to the coast from the high plateaus and

Horse Sense and the Lost Boy

HERBERT LEWIS in Our Dumb Animals and Humane Pleader

My father, who was a New Englander, was a rare lover of horses. He saw in the horse more than instinct, more than "horse sense"; he saw genuine intelligence. How he admired a fine specimen of the equine family as it stood with its head well erect; ears pricked forward and looking with investigating and knowing eyes at some object that attracted its attention! Standing with flowing mane and tail, a form of life and beauty, father beheld such a creation of God as almost human.

Today, forty years later, some men are saying the horse is gone, and like the dodo or roc will soon become an extinct species. There are thousands, however, who however much they may delight in the modern "ferry chariots" which now travel without the horse, will insist that the horse will never pass from among us. Indeed, there are many, many places where his faithful service can aid man that automotive power cannot reach. Even should this be overcome, there are too many people who love the animate so greatly over the inanimate, that the horse will be propagated and perpetuated up to that day when the world will be "changed in the twinkling of an eye." In fact, today, among the wealthier classes there are many, who having tired of limousines and super-slices, are again turning to beautiful horses as means of joy in travel. And some of such horses their owners would not exchange for the most valuable motor vehicle yet placed on the market.

Though men like my father, who passed on some years ago, may not be here to champion the horse, the posterity of such men are carrying on and will not forget what good horse flesh has been, nor some of the remarkable stories about horses. My father, being an Easterner, was in close touch with the "Kindness to Animals" movement which became so firmly founded in Boston and which continues. Our Dumb Animals were a favorite with him, and he had real personal touch with Mr. Angell.

Such association builds ideals in character and strengthens the purpose which already rules in one's life—and it is handed down to posterity. Hence, the love of mankind for the horse cannot pass away. The following story is founded upon, or inspired by, a little story often told by the writer's father:

On the old homestead in Minnesota a mare and colt were running in pasture near the house. One night, after the family had gone to bed, the mare came running to the house, put her nose in the bedroom window and neighed. Realizing that something was wrong, my father quickly dressed and followed the mare toward the pasture. Every little way the animal would stop, turn and whinny and then draw father on. Down in the pasture was a shallow well—or where a well had been started and covered with boards. In some way the cover had been removed and the colt had fallen in the hole and could not get out. The colt was lifted out by my father and the mother tried in every way to express her thanks for the kind deed, running first to the colt and then back and licking father's hand and putting her face up to his. It was such demonstrations as this that so deeply impressed my father with the well-nigh "human intelligence" of the horse.

And here is another story even more remarkable:

Down in the hills of the Ozarks lived George Caswell. The family was composed of himself, his wife and two children. Walter aged ten and Mary aged twelve. The children one day wandered into the woodland, hunting hazel nuts. In some way they became separated. For some hours they searched for nuts and then became suddenly aware of being separated and quite far from home. Mary and Walter, unknown to each other, called and called, but without avail—they had roamed too far apart to be heard. Walter had started to go back, as he thought, but soon lost his way and wandered down into a deep canyon.

Mary, being unable to get an answer from her brother, decided to retrace her steps toward home, which she did. As she came out of the bushes suddenly, old "Dan," the aged family horse, appeared. Dan was an animal twenty-odd years old. In his day he had been an attractive stepper in single harness but having aged, he had been turned out to grass and was seldom used for any purpose. The neighbors said Caswell was foolish to keep him about any longer. "Why

don't you shoot him, George?" was a frequent question.

"I would as soon shoot one of my family or at least one of you fellows, as old Dan. He is not hurting anything and is getting a rest from long, true and tried service. He is welcome to the range of Caswell farm as long as he lives."

It was well-nigh dark when Mary, tired and worried about Walter, walked into her home. She had hoped that he had preceded her home, but he was not there. The parents grew uneasy as the shadows gathered and twilight merged into darkness. Caswell called, yodeled and whistled with all his ability in these lines, hoping for an answer from Walter. None came. Then the father set out into the woodland. He went up one canyon and down another, working farther and farther from home, until he realized he might become lost in the wooded hills himself. His frequent calls and whistles echoed and re-echoed along the rock-ribbed gulches, but no answer came other than the whippoorwill or the "who-whoos" of the hoot-owls.

After some time Mr. Caswell, by following a cow trail, reached a road-way which he soon realized was two miles from home and far from the hollows where the children had been napping. "No wonder," he thought, "that a boy would get lost even in daylight, when I, who have been here for years, get lost so near home." Quickening his step he pressed toward home.

As Caswell approached his house he heard Mrs. Caswell and Mary talking but the voice of Walter was not mingled with theirs. Suddenly old Dan came trotting up, with almost as much spirit and action as in days of old.

"Daddy," exclaimed Mary, "what do you suppose ails old Dan? This makes twice he has come up to the house, acting as if something was wrong with him."

"Yes," added Mrs. Caswell, "I saw him come that way once before. What possesses him?"

By this time Dan had run up to Mr. Caswell, nosed him about, turned around and around and then started away. When Caswell did not follow, Dan returned. Then Caswell said, "I know Old Dan—he wants me to go with him. Stay here, both of you, but if I call, you come, too."

Old Dan started and Caswell could hardly keep pace with him. On, on they went—up Hazelbrush hollow for a half mile, then turned into another gulch (it was close to where Mary had emerged from the woods), then on and on for nearly a mile. Old Dan never slowed his pace till he stopped, snorted and turned and whinnied.

At first Caswell could see nothing nor hear anything. Then he heard the brush crackle. He threw his flashlight in the direction and saw two feet protruding from a hollow log. His heart was in his mouth. Walter! Fast in the log—and except for slight movements of the boy's feet, he would have believed him dead. Caswell ran to the other end of the log, and called. Walter faintly answered. "Be quiet, son," ordered Caswell, "don't strain yourself any more—I will get you out."

A "hitch" and a pull on a pry-pole, and the log opened to the end where Walter was fast. Caswell sprang to his boy; rolled him out and clasped him in his arms. The boy was unconscious, but after a few moments opened his eyes and recognized his father, only to become unconscious again.

It was many days before Walter recovered from his terrible experience. Two things he fully decided. One was never to try to catch a rabbit in a log; and the other, that Old Dan had more sense than the neighbors who wanted to shoot him—whether that be plain or horse sense. Old Dan had won his laurels and an unending vacation at the Caswell ranch, even should there be no horse heaven—and sometimes I think there must be.

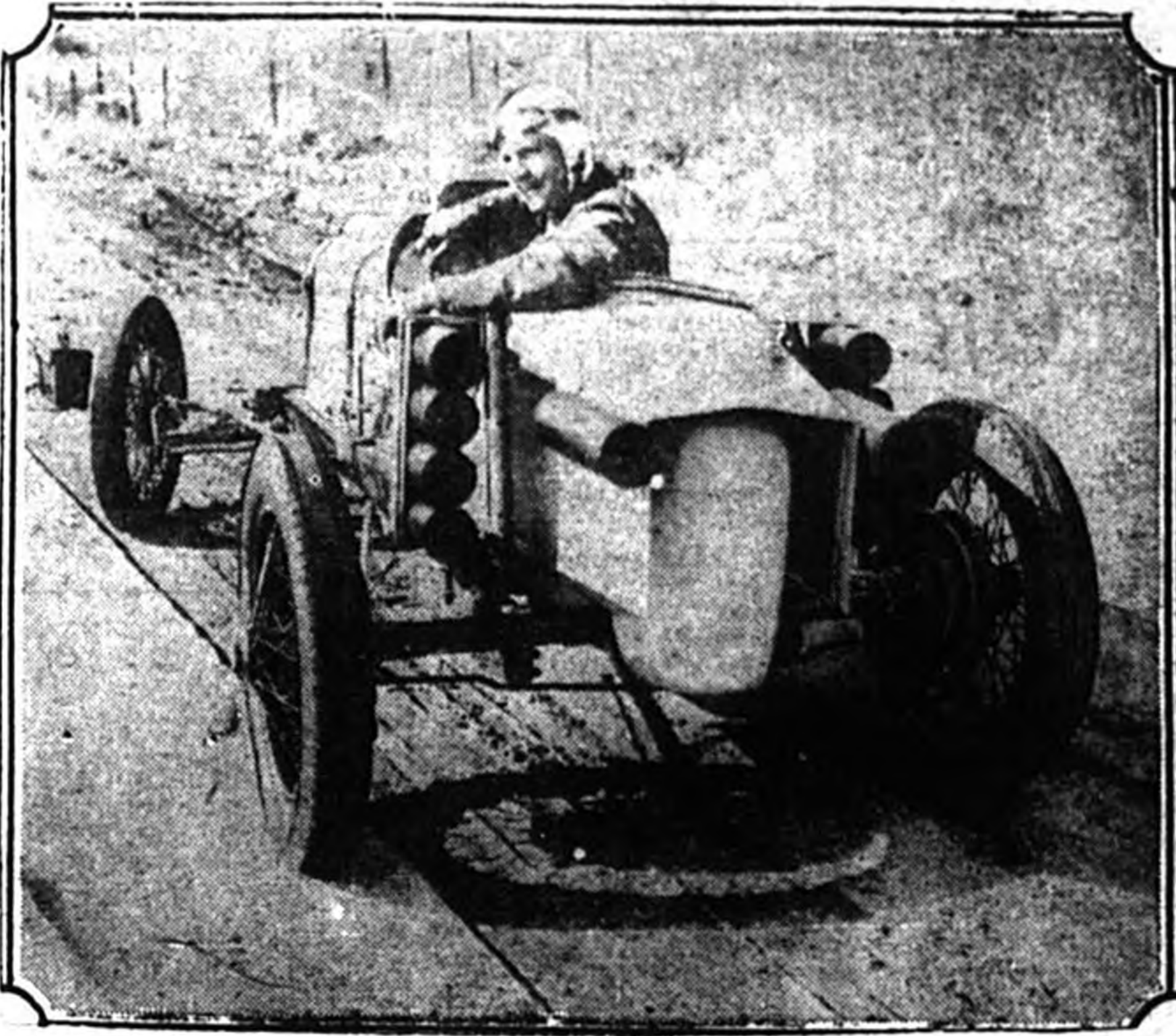
Disadvantages of Civilization

Detroit Free Press: Commander Byrd wires: "We have left civilization at last." Fortunate man. No more thugs, gunmen, reckless drivers and cheap politicians in his life for a while. Only icebergs and penguins.

EARLY POTATOES

Quantities of Easter lilies, early potatoes and onions come in to New York from Bermuda.

Rockets Make Speed



CALIFORNIA SEES TEST OF ROCKET CAR

Lou Moore, at the wheel, experimenting to prove the practicability of utilizing rockets to obtain tremendous speed, at Santa Monica, Calif.

Worthy Services Credited to Dogs

(From The Humane Pleader)

There are good dogs and bad dogs, and sometimes a good dog will turn suddenly bad or vice versa. Looking only upon the sunny side much can be found to prove that dogs are still running true to ideals of loyalty, bravery, perseverance and service.

There was the story, early in 1925, of dogs racing hundreds of miles in zero weather to carry serum to the diphtheria-stricken town of Nome. All that was asked of them was given freely, some of the dogs dying in the attempt.

A fox terrier brings aid to the victim of a fall in the Alps; "Duke," a mongrel, saves his master from a fire; "Nellie," an Irish setter, helps save three boys in a quicksand; "Spot," a three-legged terrier, saves a baby and her governess from a fire; a sled dog awakens his master to save his team-mate from strangling; a dog in Chicopee, Mass., saves a family from gas, and another one in Kentucky foils a robbery by barking after the alarm fails to go off.

During the past two years dogs have done good detective work. In a single day in November of last year two alleged burglars were caught through the efforts of dogs, a German police dog setting the precedent early in the morning by leaping into a running taxi-cab, causing the driver to stop long enough for the policeman to catch up with him. A few minutes later a patrolman was attracted by a small dog who ran yelping from a little candy store. He reached the store in time to see two men leave by the alley. He caught them, and the dog accompanied them to the station.

Again, there is the case of "Smock," a giant St. Bernard, who became the terror of thieves in the neighborhood along Grove Street, Jersey City. For years he guarded the adjacent wholesale poultry yards, effectively eliminating youths bent upon raiding poultry-laden freights. "Smock" worked the "beat" with his patrolman friend, who described him as the most faithful dog he had ever known, a "natural born policeman." He would be sent after escaping fowl, bringing them back unharmed and working night and day willingly.

Not too much is to be expected, however, of dogs in the role of detectives. Early in 1926 discussion raged in the Berlin press as a result of the publication of conclusions reached by Major Most, former manager of the Gruenheide School for Police Dogs, following an analysis of tests begun in 1912 and concluded in April, 1925, aimed at ascertaining the real worth of police dogs in tracing suspects or escaped criminals. Major Most believes that so far it has been impossible to train the dogs so that they would recognize the scent of a strange person after having smelled of that individual or of his belongings. He also asserted that it was almost im-

possible for dogs to pick up a cold scent.

These statements were promptly challenged by a police inspector, who offered to put his dogs to the test and disprove Major Most's contentions. Six dogs in active police service were used for the experiments. These consisted in picking up a somewhat cold scent, recognizing a fresh scent, finding an article by the scent of its owner, tracking down a person and finding a man after having smelled of an article belonging to him. In twenty-seven tries the dogs made good only twice, once finding an article and once running down a man from his tracks. Despite the result of the tests police dogs are still being used in German country districts to track down suspects, but a demand was made for regulations limiting the work of the dogs to patrol and guard service.

For sheer courage and unselfish devotion the story of "Pearl," a beautiful wolf-dog of Chicago, stands out among the rest. Pearl belonged to the Jones family, and the occasion on which she showed her mettle was a fire in the house. The dog, roused by the smoke, barked furiously, but succeeded only in arousing the neighbors. Pearl broke through the flames that were beginning to creep up the stairs. A moment later she bounded into the bedroom and licked her master's face to arouse him. The family, including a baby, escaped through the window by way of a ladder made out of sheets. Pearl did not descend the ladder, nor did she jump. After giving the warning she stayed in the bedroom, probably overcome, and died there.

"Spot," partly a fox terrier and the rest doubtful, and lacking his left front leg, was the hero of another rescue from fire several months later. Dorothy Mackaye, of "Rose Marie," and her husband, Ray Raymond, of "When You Smile," were at their theatres playing. In their home at Forest Hills, L.I., were their three-year-old daughter, Mimi, her governess—and Spot. Suddenly sniffling smoke he ran up the stairs to the door of the nursery scratching at the knob and the panels and barking until the governess opened the door. Spot led the way downstairs as the woman carried the child through the smoke, which was pouring from the cellar. That done, Spot stood still for a while, but then, remembering something, he sprang through the flames back into the house. Soon he returned defeated. The love-bird was dead in his cage.

Then there is the story of a 10-year-old girl of Washington, N.J., who was knocked down by a bull on her father's farm. The animal was trampling her when the dog that accompanied her caught the bull by the throat, worrying the animal so vigorously that it was driven off.

In September, 1925, the Society for the Prevention of Cruelty to Animals gave a reception in honor of "Billie," a dog of the Cape May County Poor Farm, for saving the lives of two men and a number of cattle when a barn on the farm property was destroyed by fire. Billie was given a collar bearing a red star, the Society's highest mark of honor for animals.

That dogs prove valuable as messengers was shown when Argentina, following the lead of Japan, began early this year to train dogs for communication purposes. As firemen, detectives, patrolmen, coast guard aids and messengers, dogs continue to prove the worth of their existence.

A Health Item

Importance of Undulant Fever Being More Widely Recognized

Undulant fever, a disease contracted from cattle and hogs which are infected with contagious abortion, is being more widely recognized as a problem of considerable importance from a public health standpoint. A number of cases of this disease have been reported from various States.

The disease of contagious abortion is quite prevalent among cattle and hogs throughout the country. Persons who drink raw milk from infected cattle or who handle hogs that are infected are likely to contract the disease. The name, "undulant fever," is applied to the disease because the attacks of fever come in waves or undulations. The disease was first recognized on the island of Malta in the Mediterranean, and it was thought for a time that it was spread only through the milk of goats. It is now known, however, that the disease may be contracted from cattle and hogs. The disease is not only disabling but extremely chronic in duration. The patient may be ill for two or three years before any improvement is noted. Important studies made by Miss Alice C. Evans, a bacteriologist of the United States Public Health Service, have shown the relation between this condition in human beings and contagious abortion in cattle. In certain States it has been said that undulant fever is of greater importance from the standpoint of public health than is typhoid fever. Many cases are contracted from infected milk. Fortunately, however, efficient pasteurization readily destroys any of the germs of this disease which may be present in milk. The chief precautions, therefore, are the use of pasteurized milk and care when coming in contact with animals known or suspected to be infected abortion. In a series of cases of undulant fever recently studied among adults living on a farm there were 39 males and 6 females; six of the male cases are known to have derived their infection from hogs.

TOO THIN

Mildred had just had her first dip in the ocean.

"How did you like it, dear?" asked her mother as she fastened up the little six-year-old's frock.

Mildred glared angrily at the sparkling sea.

"I didn't like it at all, mother," she replied, coldly. "I sat on a wave, and I went through."

The man to-day who wakes up and finds himself rich is the prize fighter. —Lord Dewart.

Says Horrifying War Stories Lies

Falsity of Accounts Declared by Arthur Ponsonby, M.P.

PUBLISHES BOOK

Describes How Reports Were Colored or Misinterpreted

New York.—The black label of "Lies!" has been written across virtually all of the horrifying stories of atrocities in the World War by Arthur Ponsonby, M.P., former British Under-Secretary of State for Foreign Affairs, in his book, "Falsehood in War-Time."

Taking reports by letter and by word of mouth as they came from the front line trenches and invaded towns, Ponsonby traces them from point to point describing how they were colored or misinterpreted until they became widely circulated accounts of amazing cruelty on the part of the enemy. The book deals mainly with stories reaching Britain, but uses them as an example of how such reports were circulated in all countries.

In proving the falsity of stories cited, Ponsonby cites the statements of war correspondents, of government officials and others, and shows that the stories were never more than rumors.

Ponsonby's book asserts: The accounts of mutilated war nurses were lies.

The story of German soldiers cutting off the hands of French and Belgian children was a lie.

The report that a Canadian soldier (sometimes it was a French girl) had been crucified was a lie.

The stories of German "corpse factories" where bodies of soldiers were used for manufacturing of fertilizer were lies.

FALSITY OF STORIES.

The volume, which is published by E. P. Dutton and Company, also shows the falsity of many other stories, including the destruction of the Louvain altar piece; the mistreatment of nuns and priests; the striking of a German medal in "honor" of the men who sunk the Lusitania; and the fantastic report that Russian troops had passed through Great Britain.

"When war is declared, truth is the first casualty," quoted the author in his condemnation of British officials who did not deny many of these stories of atrocities. He points out at length the work of official propaganda bureaus, employing thousands of men, to arouse and keep high the hatred of a nation for the enemy.

Many of the stories originated from hearsay near the front or from mis-translation of war reports in other languages.

"Our prompt entry into the war," he said, "was necessitated by our commitment to France. This commitment was not known to Parliament; it was not even known to all of the members of the Cabinet. More than this, its existence was denied. How binding the moral engagement was soon became clear. . . ."

"Whatever may have been the causes of the war, the German invasion of Belgium was certainly not one of them. Nor was it even the reason of our entry into the war. But the Government, realizing how doubtful it was whether they could rouse public enthusiasm over a secret obligation to France, was able to represent the invasion of Belgium and the infringement of the treaty of neutrality as the cause of our participation."



YOU BET

"The next time that fool fellow of yours comes around I'm going to sit on him."

"Won't do a bit of good Dad. I tried it last night and he simply likes it."

S'MATTER POP—



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Enjoy the convenience...and economy...of one or both, by taking advantage of the remarkable terms now offered. Just pay the regular cash price on easy terms...a small down payment and the balance spread over 12 months, WITHOUT INTEREST...a direct saving to you of at least 10 or 15 per cent.

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...ends food spoilage and ice bills, savings that more than offset its small cost of operation. It ends foul drain pipes, drip pans and other inconveniences, and protects the health of the whole family.

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a fairy you can believe in...
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these Biscuits are as Light, White and Tender as if touched by Magic.

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

High Patent Manitoba Hard Wheat Flour

SNOWDRIFT FLOUR

Makes lovely Bread & Biscuits

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WANT ADS

SATURDAY ONLY

25 Gallons Pure Maple Syrup on sale at \$1.00 per Imperial Gallon.
W. DOUGLAS McOUAT.

HOUSE TO RENT—In the East Ward, with modern conveniences; good garden. (Now occupied by Dr. Campeau). Apply to Ernest Lacasse, Phone 169, Lachute Mills, X. P.

FOR SALE—One Plate Glass Mirror size 36 x 48 and one Magic Lantern (new) with slides. Apply to Mrs. D. L. Lee. F-15-2.

FOR SALE—One circular saw complete with Ford engine ready for work. Also two 30 in. saws. Table measures 12 ft. Apply to P. H. Masson, Phone 185 m., Lachute. F-15-2.

FOR SALE—Automatic Piano to be sold at \$200.00 with \$200.00 worth of music in rolls. Apply Watchman Office. F-8-2.

FOR SALE—3 Properties belonging to Henry Lachance; 2 on Foundry St., and one at the rear of C.P.R. Station. To be sold together or separately. Good bargain to quick buyer. Apply to J. F. Lavigne, Notary. F-8-2.

NOTICE

As I have rented part of my house for the 1st of May, I have the following pieces of furniture for sale: 1 hardwood sideboard (Oak finish), 1 bedroom suite hardwood (Oak finish almost new) 1 parlor suite mahogany upholstered with beautiful design. Any person wishing to buy any of the above articles had better see Allan Morrison, Lachute Mills, before buying elsewhere. F-15-3.

HAIR CUTTING

Mr. Leger, whose Barber Shop was unfortunately destroyed in the recent fire on Main Street, is now situated not far from his old stand, in Mr. Walker's Store. The Barber's sign is outside the entrance and Mr. Leger is giving the usual good service.

CHURCH NOTES

BAPTIST CHURCH SERVICES
Rev. A. Penman, Pastor.
Lachute Sunday School 10 a.m.
Bible Class will be conducted by the Rev. Mr. Penman.
Lachute 11 a.m.
Brownsburg 2 p.m.
Dalesville 3.30 p.m.

LACHUTE UNITED CHURCH
Rev. A. George MacKinnon, B.D.
Services, Feb. 10th., 1929
Public Worship 11 a.m. and 7 p.m. in Lachute. The minister will preach Thos. Gore 3 p.m., Rev. Dr. MacLeod.
East Settlement 3 p.m., Rev. Mr. Macaskill.
Sunday School in Lachute 10 a.m.

BROWNSBURG UNITED CHURCH
Rev. T. C. Cassidy, Pastor.
Services, Feb. 10th., 1929
11 a.m. and 7 p.m.
Sunday School 10 a.m.
Choir Practice, Friday 7 p.m.
All Welcome.

LACHUTE PRESBYTERIAN CHURCH.
Minister, Rev. Henry Cousens, B.A.
Sunday, February 10th., 1929
Lachute Sunday School 10.00 a.m.
Worship 11.00 a.m.
Evening, 7.00 p.m.
Brownsburg 4.00 p.m.

CANADA
PROVINCE OF QUEBEC
DISTRICT DE MONTREAL
NO. 1733
COUR SUPERIEURE
DAME HELENE LEONARD,
épouse commune en biens, de Arthur Ouellette, commerçant de Mont-Laurier, comté de Labelle, district de Montcalm,
Demanderesse.

vs.
LE DIT ARTHUR OUELLETTE,
commerçant de Mont-Laurier, comté de Labelle, district de Montcalm,
Défendeur.

Une action en séparation de biens a été instituée ce jour, par la demanderesse, contre le défendeur.
HERMAN BARRETTE,
Procureur de la demanderesse
Mont-Laurier, le 19 janvier 1929.
F-22-4.

CANADA
PROVINCE DE QUEBEC
DISTRICT DE TERREBONNE
NO. 2044
COUR SUPERIEURE
PHILIP PROUITNIK, cultivateur de la paroisse de Saint-Colomban, comté des Deux-Montagnes, district de Terrebonne,
Demandeur.

vs.
LES HERITIERS DE WASYL DUTCHYN, en son vivant, cultivateur de la paroisse de Saint-Colomban, comté des Deux-Montagnes, district de Terrebonne.
Défendeurs.

Il est ordonné aux défendeurs, de comparaître dans le mois.
Sign: GRIGNON & FORTIER,
Protonotaires de la Cour Supérieure.
Saint-Jerome, le 24 janvier 1929.
F-8-2.

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Stays sharp longer

Cut cooler. Saw faster.

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UNBREAKABLE PEARL NECKLACE GIVEN FREE AS A SPECIAL PRIZE FOR THE FIRST FOUR BOTTLES OF PERFUME AT 25 CENTS EACH.

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SUPPORT AND PROTECTION**
Sun Life Policies provide independence for the Policy holder who lives, they support the family of the Policy holder who dies.
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For rates and particulars, apply to J. S. THOMPSON, Brownsburg, Representing the Sun Life Assurance Company of Canada

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

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.

Address Delivered at Annual Meeting Vermont Dairy Association, Burlington, Vt., January 17th., 1929

By P. C. ARMSTRONG, representing
NATIONAL DAIRY COUNCIL
OF CANADA.

Mr. Chairman and Gentlemen:

It is interesting and encouraging to note that dairy conventions increase in number, in attendance and in the range of subjects discussed, for that increase undoubtedly reflects the steady growth of efficiency and of intelligence applied to this - the most important branch of agriculture in North America.

Although Canadians never quite realize that they are in a foreign country when they cross the border, we must remember that after all there is a border. For that reason, I wish to say at once that as a visitor from another country, it would be highly impertinent of me to discuss questions of your domestic politics and policies, so that you may at once dismiss from your minds any idea that I shall use your kind invitation to speak on Canada as a source of milk as an opportunity to debate the propriety of any tariff policy that the people of the United States may choose to adopt. That is a matter to be settled by them among themselves. It was my privilege to attend a hearing before the United States Tariff Commission at Washington last Winter, representing the National Dairy Council of Canada, when the question of an increase in the duties on milk and cream was under discussion. At that time, I was instructed to take the stand that we in Canada have nothing to say about the tariff in another country. That instruction I faithfully followed.

However, in the course of that discussion, it became apparent that the Canadian situation, with regard to present and future supplies of milk and cream for export to this Country, was not fully understood, and I did attempt to remove certain mistakes that seem to prevail. I appreciate very much this opportunity to do the same thing here, and shall try to give you, in as short, as clear, and as accurate a form as possible, a picture of the situation.

First, let me deal with what appears to be a very general impression that Canada - like ancient Palestine - is a country flowing with milk and honey - so flowing, indeed, that the milk is in danger of overflowing to the detriment of your own producers in this Country. Canada is a very large Country - its land area being slightly in excess of that of the United States. It even includes one corner of the North Pole. It is a Country that is far from being fully developed or wholly settled and, like every Canadian, I have both faith in and hope of a steady increase in its population and its volume of production. I am especially hopeful of steady growth to the North. At present, however, it is a fact that Canada, from the view point of agriculture, is a very small country, and despite our faith in its enlargement, we must frankly admit that that is one today a very rapid process, nor does it promise to be very rapid in the near future.

I have here a large map of Canada, which shows very clearly what I mean. I have outlined on that map the areas that can at this moment be considered as established agricultural areas, and I think that what will chiefly impress you will be the small proportion of these areas to the whole of the Dominion. They consist of two main divisions, and two smaller ones. The main divisions are the areas covered by the older portions of the Provinces of Ontario and Quebec, and the great triangle constituting the settled portion of three Prairie Provinces of Manitoba, Saskatchewan and Alberta. In addition, there are the smaller areas of the Maritime Provinces and of the settled portions of British Columbia. I wish to impress upon you again that I am not denying that outside these areas are vast areas which may at some future date become agricultural communities, but I again wish to point out that there is no sign of any rapid tendency in that direction. Those other areas are not valueless. They are a vast storehouse of minerals. They are largely covered with pulpwood. They are the source of the great Canadian fur trade. They are a valuable part of our national domain - but they are not farmed at this time, nor is there reason to believe that they will be farmed in the near future.

Now to take dairy production at present in the settled areas. The three Maritime Provinces have a total dairy production, in pounds of milk, of about 1,150,000,000, which is at present somewhat insufficient for the local needs of their population. British Columbia has a thriving dairy industry which produced in 1927 about 275,000,000 pounds of milk.

The Prairie Provinces produced in 1927 about 2,100,000,000 pounds of milk, and it is a fact that in recent years production in those provinces has very greatly increased. Unfortunately, for many reasons, that rate of increase is not being maintained.

The two provinces of Ontario and Quebec produced in 1927 about 10,500,000,000 pounds of milk.

Now permit me to draw your attention to the fact that the Prairie provinces commence at quite a distance West of the Great Lakes and parallel the most thinly settled portion of the United States from there to the Rocky mountains. There are in that portion of your Country no great cities within some hundreds of miles of any Canadian dairy area. Please remember that.

Let me also point out that between Winnipeg and the Western boundary of what I have marked as the dairying area of Ontario, there stretches some eight hundred miles of land, which I shall not attempt to describe here, but which those of you who have crossed it will know to be very moderately described as not suitable for dairying.

I make these two points as showing clearly that when we come to consider fluid milk and cream - commodities which cannot be moved great distances profitably - we can at once eliminate the whole of our Prairie Provinces as sources from which competition in the supply of United States city markets might arise. There is, it is true, some small movement of milk across the border at various points there, but it is local and of very little proportion. I think I am correct in saying that it amounts to less than the production of one thousand farms.

Then, while there is some local movement from British Columbia to Pacific Coast cities on this side of the line, I think you will realize from the figures given of total milk production in that Province, that you have little to fear there. Similarly while some small shipments of cream move from Nova Scotia, by water to the City of Boston, I have already pointed out that the three small Provinces of the Maritimes do not yet produce enough dairy produce for their own requirements.

That is, what you have to fear in the way of a flood of milk from Canada must come from Ontario and Quebec. The total production of milk in those Provinces is 10,500,000,000 lbs. per annum. This is a large production. Of this, however, by far the greater part is consumed in Canada. These are industrial communities. The City of Montreal alone represents an industrial population of a million people.

These communities are large users of dairy products of all kinds, and naturally, whatever the market may be in the United States, Canadian requirements will be filled first. If necessary, the price of milk in Montreal will go as high as in New York, or even higher, before the wealthy City of Montreal stops using milk in order to permit it to be exported. Montreal is by no means the only city. Toronto comes close to it in size and there are dozens of other smaller cities, and hundreds of towns and villages. Indeed, it might be well to remember that in all Canada less than half of the population are farmers, and this proportion is even less in Ontario and Quebec.

Now the total milk production of the United States is in the neighborhood of 120,000,000,000 lbs., the total production in Canada is 14,000,000,000 lbs., or less than 12% of your production. The total production of milk in Ontario and Quebec - which I have pointed out are the only areas from which milk may be imported to compete with your fluid milk trade - is about 10,500,000,000 lbs., or about eight per cent of your total production.

Again, we must remember that domestic consumption in Canada is and will be a first call on that production. Canadians are not a race of poor peasants, but North Americans, living on the North American scale, quite able to buy and pay for their requirements in dairy products. Indeed, it may be pointed out that they are per capita larger users of dairy products than the people of the United States. They consume, in one or another form at least 11,000,000,000 lbs. of their total production of milk, leaving not more than 3,000,000 for export.

That is, were we in Canada to cease entirely the export of all dairy products to all other countries except the United States, and to divert to this market all the milk that we do not consume in Canada, the total amount thus made available would be perhaps 2 1/2% of your total production.

We may go further than this. As I have said, we may only consider Ontario and Quebec as possible sources of milk and cream for the United States, and by no means will the exportable surplus in those provinces be as great as I have just stated. Those provinces produce 10,500,000,000 lbs. of milk, and while I am unable to give exactly the proportion of that which enters the export market in various forms, I am certain that it does not, taking cheese, butter, condensed and evaporated milk, and fluid milk and cream, exceed today 2,000,000,000 lbs. of milk. That is, were these two Provinces to abandon all other forms of production for export, and ship all milk that they have available to the United States in the form of fluid milk and cream, it is certain that not more than 2,000,000,000 lbs. of milk, or one and two thirds per cent of the total United States production could come from that source.

I see no reason to expect any great increase in that amount. After all, you know that in the United States consumption of dairy products is increasing more rapidly than production - because this is fast becoming less and less an agricultural country and more and more industrial. Exactly the same thing is occurring in Canada. Dairy production there is, as in this country, increasing, but not as rapidly as the consumption of dairy products - nor is there any more sign of a change in that regard there than here.

The Watchman,

And Ottawa Valley Advocate.

VOL. LIV.

LACHUTE, QUE., FEBRUARY 15, 1929.

NO. 5

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. McOuatt and Son

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

Phone your order to No. 74.

Lachute United Church are holding their Tea-Meeting on Thursday, Feb. 28th. Keep date in mind.

LADIES' CURLING

On Thursday last one rink comprising of Mrs. W. Deacon Skip, Mrs. MacNeill, Mrs. Hamilton, Mrs. R. A. Giles was entertained by the Outremont Ladies' Club to a luncheon following a friendly game. The Lachute Ladies won out by a score of 17-4.

The fans for the Vice-President's prize in Doubles were played on Saturday last, Mrs. D. McOuatt, Mrs. E. H. Wilson being the winners.

The Royal Montreal Ladies' Club entertained two rinks from Lachute on Tuesday. Following the luncheon friendly games were played. The players who took part were:

Mrs. MacKinnon Mrs. Richardson
Mrs. H. McFaul Mrs. Christie
Mrs. W. Cottingham Miss Barron
Mrs. J. W. Gall Mrs. E. H. Wilson

On Tuesday a friendly Granite Competition was played. The winners having the highest score were Mrs. MacNeill Skip, Mrs. S. McFaul, Mrs. R. Giles, Mrs. McIlraith.

Play for the Christie Trophy begins on Wednesday.

THE LATE MRS. BEAUCHAMP

The death occurred in Montreal on Tuesday, Feb. 5th, of Mrs. X. Beauchamp, nee Arthemise Desjardins, at the home of her daughter, Mrs. Ernest Piché, 7261 Chateau-Brian St. Had deceased lady lived to June 10th, she would have been 80 years of age and on the 25th. of same month would have been 60 years married. Of a family of eleven, 9 boys and 2 girls, nine are still living and were with her at the time of her death. They are: Rev. P. E. Beauchamp, of Montreal; William, of Grenville; Geo. H., of Joliette; Eldège, of Grand Piles, Que.; Alex., of Toronto; Joseph, of Renfrew; Antime, of Montreal; Mrs. James Kirby, of Grand Mere, and Mrs. Ernest Piché, of Montreal. A short service was held in Montreal, Rev. Dr. H. Brandt officiating. The body was then taken to Grenville for interment, and a service held in the French United Church, conducted by the Rev. H. Joliat, of Montreal.

MARRIAGE

RINGE—LOGAN—The marriage took place quietly on Friday, Feb. 8th, 1929, of Dorothy Clara, third daughter of Mr. and Mrs. Jas. A. Logan, of Lachute, to Mr. Ernest A. Ringe, formerly of Belleville, Ont. The Rev. H. Cousens officiated at the ceremony.

Among the old residents of this vicinity we offer our congratulations to Mrs. Wm. Drew, who today celebrates her 90th. birthday.

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.

HOUSE FOR SALE

On Bethany Street

All Modern
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Apply to

W. M. Cottingham

LOCAL NEWS

Dr. and Mrs. W. Hooper were in Montreal on Friday last.

Miss Ada Murdoch of Mabel, was the week-end guest of Miss R. Jones.

Mrs. Geo. Deacon spent Monday with friends in Ste. Agathe.

Mrs. E. Cowdin, of St. Columbia, spent a few days this week the guest of Mrs. Wm. McAdam.

Miss Iva Neill, of Ste. Anne de Bellevue, was the week-end guest of Mr. and Mrs. Geo. Y. Deacon.

Mrs. G. B. Gagnon and son Laurie, are visiting with her parents, at Lachute Road this week.

Miss Willow Lavery, of Montreal, spent the week-end in town guest of her sister Mrs. W. K. McArthur.

Miss Maria Westgate, of Mille Isles, spent the week-end with her parents Mr. and Mrs. Geo. Westgate.

Mr. James Calder, of Montreal, spent the week-end in town the guest of his parents, Mr. and Mrs. G. F. Calder.

A notice in the Watchman had the desired effect of bringing a purchaser for Mr. L. Lafleur's piano. It pays to advertise.

Mr. James C. Logan, of McGill University, Montreal, spent the week-end in town, guest of his parents Mr. and Mrs. A. Logan.

Miss E. Creswell and Mr. J. Finlay, of Montreal, were the week-end guests of the former's parents, Mr. and Mrs. Geo. Creswell.

The many friends of Mr. Thomas Stewart will be sorry to learn that he has been removed to the Montreal General Hospital to undergo treatment.

The Fire Brigade were called out on Saturday to a fire at the home of J. H. McFaul in the West End, and on Sunday to Godfrey Delorme's. They were chimney blazes and were soon subdued without damage.

Friday, February 15th, has been appointed World Day of Prayer for women everywhere. Lachute and vicinity will hold their Prayer service in the United Church, Lachute, on Friday afternoon, at 3 o'clock. All invited to attend.

The many friends of Miss Blanche Ayers will be pleased to learn that she is now recovering from an operation for appendicitis. Miss Ayers has been visiting friends in Boucherville and was in Montreal on her return home, when she was suddenly taken ill and hurriedly taken to the Notre Dame Hospital.

Keep the date of February 28th. for Lachute United Church Tea-Meeting. See full particulars next week.

Misses Mildred and Dora Rothesa and Miss Mary Hope, of Montreal, were week-end guests of Mrs. John Hope.

Excursion Train, Lachute to St. Jerome. Train will leave C. P. R. Station at 7.15 p.m. sharp, Saturday Feb. 16th. Return Fare \$1.00. Train will leave St. Jerome at 12 p.m. sharp.

Mr. Wilbur Walker has rented his Confectionery Store on Main Street to the Legaré Automobile Co'y. of St. Jerome for whom Mr. John Mason is their representative. The lease is made for five years.

Mrs. Samuel Pollock, of Red Deer, Alta. who is spending the winter with her mother and brother since her father's death, (late Ed. Dawson, of Mille Isles), paid a visit to her many friends in Lachute and vicinity Mr. W. J. Pollock accompanied her.

Last Friday the Lachute Academy Hockey Team journeyed to Hudson Heights and returned victorious by the score of 1 to 0. Stuart Jones scored the lone tally in the latter part of the final period. Playing being on an out door rink the game was slowed up considerably by an untimely snow storm, but was a closely contested game throughout.

Mr. and Mrs. W. J. Bryant returned on Tuesday from a delightful trip to the West Indies on the White Star Liner "Calgaric." They have many stories to relate of the numerous places of interest they visited. Six weeks on this palatial steamer makes a wonderful holiday and Mr. and Mrs. Bryant took the full enjoyment.

What might have proved a serious fire occurred in Therrien's Hotel, last Sunday morning, when it is thought someone had carelessly thrown a cigarette butt in the waste box in the wash room at the hallway downstairs. Mr. Therrien fortunately caught the fire in time but not before it had given the walls a bad scorching and the proprietor a good scare.

The Lachute Colonization Board are again reminding the farming community that the time is fast slipping around when extra help is needed. If any assistance, either domestic or farm help is required, kindly make your wants known at earliest convenience and phone J. S. Giles, 27, Lachute or ask other members of the Board, of which Mr. W. M. Scott is President with Messrs. A. F. Bothwell, James W. Gall, P. D. Lessard, F. Lavigne, who will be pleased to impart necessary information.

Apple Sauce

Lively Play by Members of Lachute Literary and Dramatic Society Draws Full House.

Lachute is indeed fortunate in having such an aggregation of talented artists, lending themselves to the task of furnishing this town with excellent programmes of amusement, and we are glad to see that the public are lending them full support. Getting up these plays means much hard work and entails considerable sacrifice on the part of its membership, and the Society are worthy of all praise, for they have given unstintingly of their time and effort in procuring funds which they devote to worthy projects.

The three-act comedy of Harry Connors, given in the Auditorium last Friday was one of the best efforts of the Society and gave ample scope for the following cast:—

Ma Robinson	Miss Pauline Fraser
Fa Robinson	Mr. Kilgour Wilson
Mrs. Jennie Baldwin	Miss J. Valpy
Hazel Robinson	Miss Elizabeth MacKimmie
Matt McAllister	Mr. Walter Gordon
Bill McAllister	Mr. Chas. Henderson
Rollo Jenkins	Mr. Hartland Paul

The story was a homey little skit on American life, and was pictured in realistic style, each member of the cast being specially selected for the character represented.

The first scene was the sitting room of the Robinson family with Mr. Kilgour Wilson and Miss Pauline Fraser as husband and wife, whose home relations were rather strained and wrangling held full sway, with lack of affection in strong evidence. Their daughter Hazel, had two beaux on the string, and being in a quandary as to which to accept she left her choice to the one who first proposed. This happened to be Rollo Jenkins who was a prosperous and shrewd business man, while his rival Bill McAllister was a rollicking, jovial lad, with a natural distaste for work. He took life very easily and was fond of handing out platitudes that were characterized as Apple Sauce. In this he proved a real master, and with all the vexed complications, in which Hazel was driven to her wits end, Bill bobs up at the right time and overcame by his winsome manner she consents to the marriage, much against the wishes of her parents.

There were many ludicrous situations that created riots of laughter, and when Kilgour appears half-dressed at the door, preparatory to taking his morning shave, frantically waving his razor and denying the right of his frightened spouse to use this instrument for cutting her corns and other domestic duties, the audience became convulsed, as the act was carried through with such realism that bore testimony to the fact that there's many a true word spoken in jest.

Miss Elizabeth MacKimmie had a very difficult task in her role as sweetheart and wife, but she rose to the champion of her husband through times of depression. Never once did she question his loyalty even when being informed that he had sold his car and with the money had purchased a tent and provisions enough to last a few weeks. Her acting was most genuine and well carried out.

Mr. Walter Gordon, as Matt McAllister the severe uncle who had raised Bill and greatly resented his lack of concentration was finally won over by Hazel. Miss Valpy as Mrs. Jennie Baldwin kept the fun going as a visiting neighbor, who delighted in telling her home troubles and warning her young friends of men in general.

Mrs. Geo. Leggett, whose clever acting in past plays has won her the distinction of prima donna, coached the players and brought them to the state of efficiency that won the plaudits of the large assembly.

The Society put on the play in the interests of the Lachute Fire Brigade Equipment Fund, and to them the Brigade is deeply indebted. The gross proceeds amounted to upwards of \$300.

Following the play, a very enjoyable dance was held which concluded a most successful evening.

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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-lunged bikes a sporting chance to make their remarkable record 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. Was unto any Christian who may ever be found within the gates of that sacred Moslem city. But was 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.

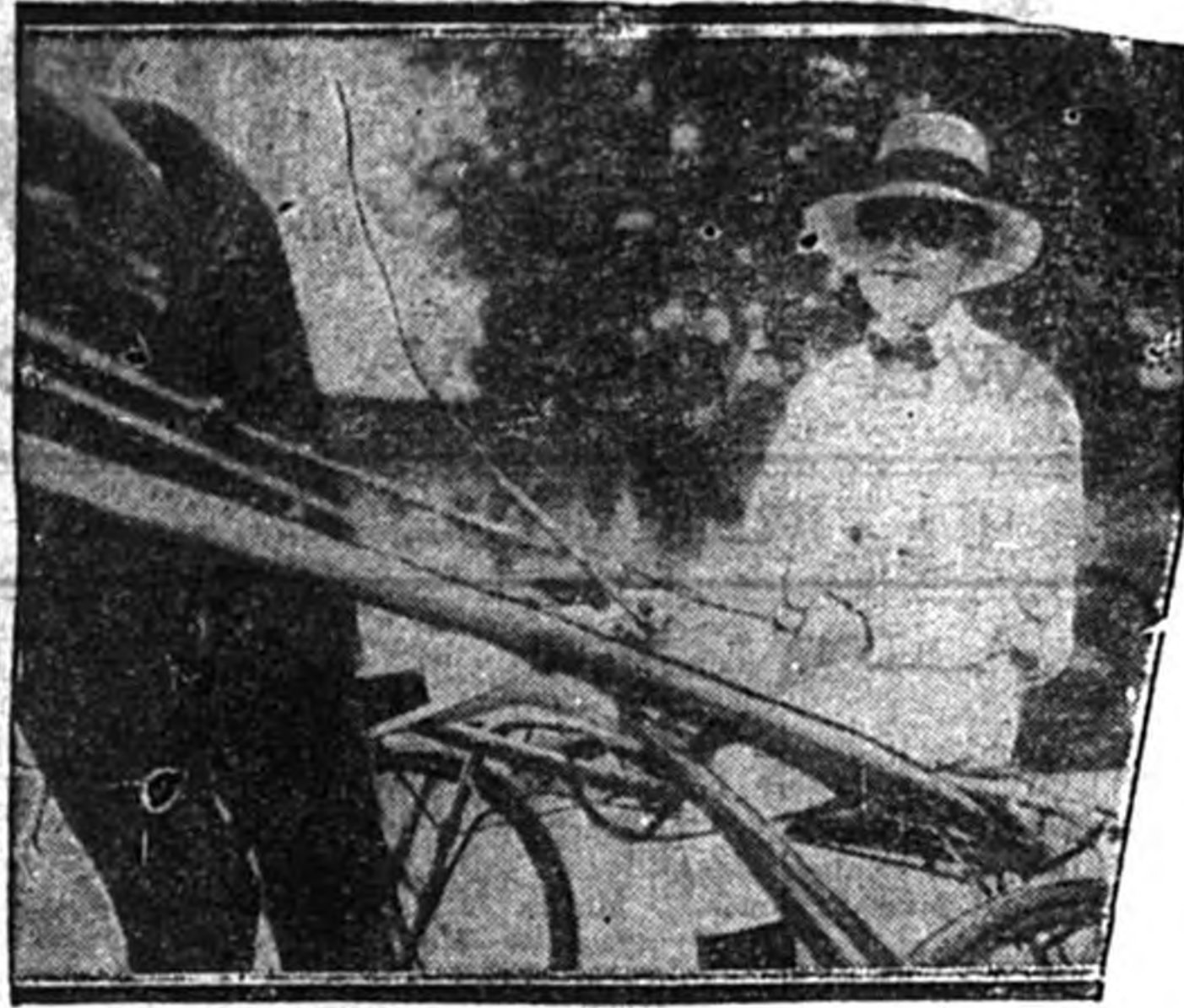
Even Jim and I discussed making the pilgrimage ourselves, until we learned more about its impossibility for us. Mecca is not for white men and especially for non-Mohammedans. We talked at some length with a good old Mohammedan teacher who was personally very kind to us and friendly. When we asked if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

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

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

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

All the birches turn dull yellow. The elms turn pure yellow, lemon-yellow or brown-yellow.

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

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

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

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

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

Poplars turn a clear chrome yellow.

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

Willows may fall without change, or turn yellow.

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

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

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

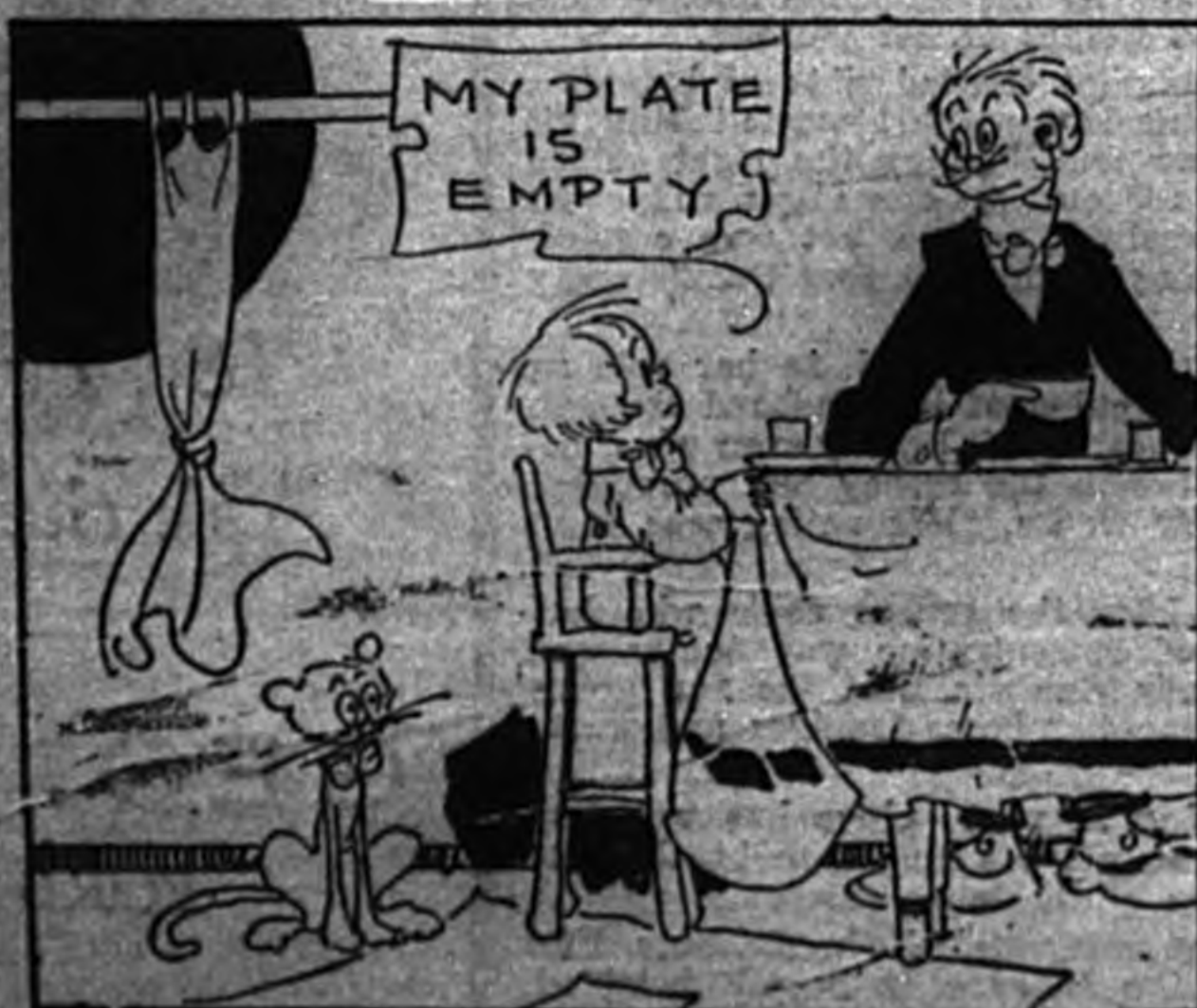
Back With the Duds

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 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.

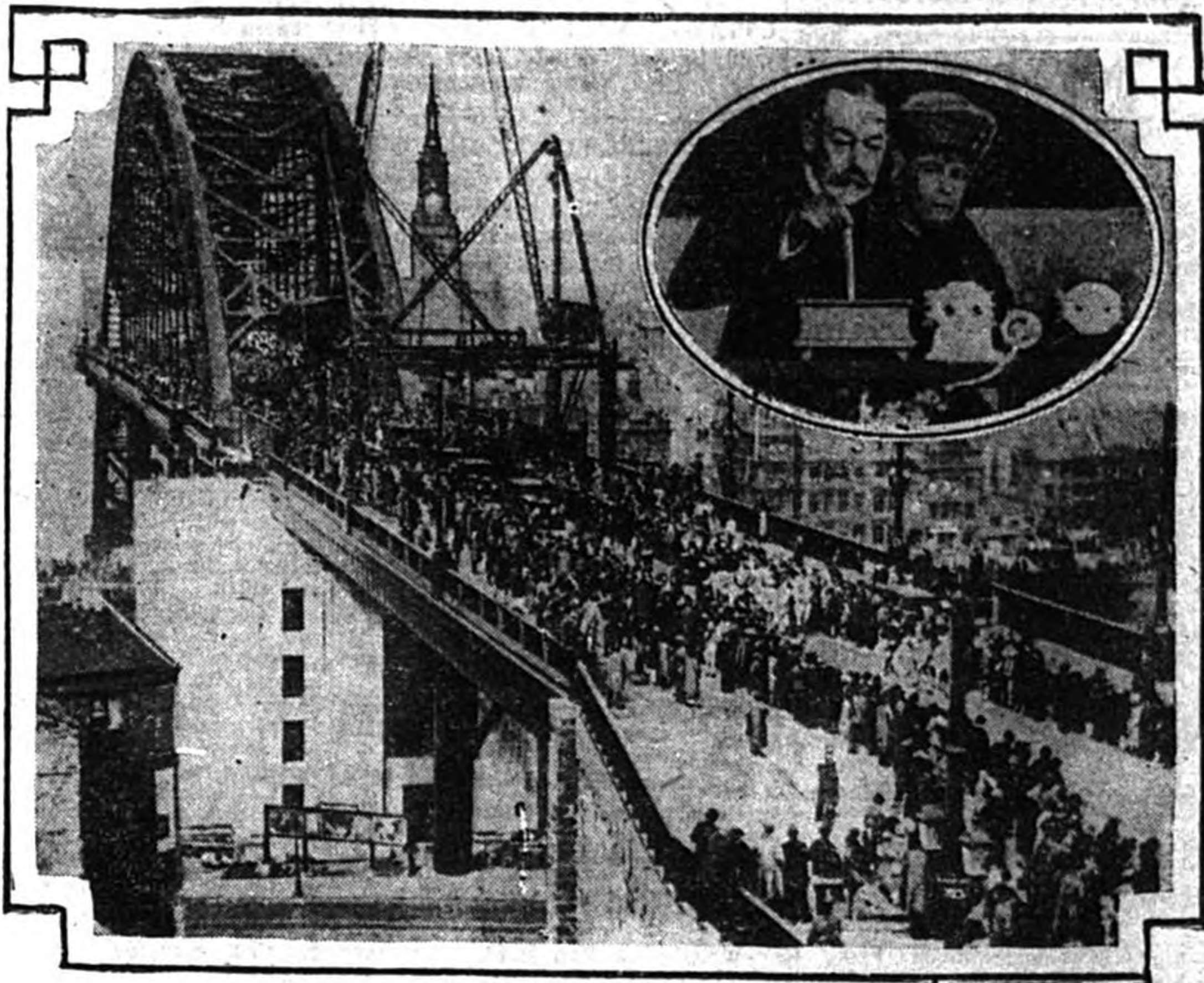
"No. And I don't believe you've crossed Africa on those motorcycles either," he admitted. "The one I earned your breakfast and I thought two such big ones deserved a double order."

We were only ninety miles from the postoffice in Khartoum, where we were sure there was a sidcar 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 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 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-engine aircraft of the approved British type of construction will be used. The government of India proposes, if funds permit, eventually to extend the London-Karachi service to Bombay.

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

Benefits

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

The Lap of Fortune

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

Canada's Native Clowns



QUEBEC BABY-BEARS BATTLED FOR A LOLLYPOP

"Kid" Cub and "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 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 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 Calcutta owing to the long railway journey between Dham-iskodi 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 Hauptmann, 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 was 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 9,384 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

Ladies Overshoes \$1.95

Below Cost Price !

All our stock of Winter Goods will be sold below cost price this month, to make room for our new stock coming in.

Ralph's Store
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.

- 1 Erla Single Six Table Model
- 1 Atwater Kent Six Tube, Cab.
- 1 Marconi 6 tube Console Cab.

Owing to having a surplus stock, we will sell the above new machines absolutely at cost price. Now is your chance. Phone or call in and see us.

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.

Big Reduction in Ladies Coats & Dresses

McFaul Bros. - West End
THE QUALITY STORE

The Watchman

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

FRIDAY, FEBRUARY 15th., 1929.

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Notices of Entertainment, Concerts, Announcements etc., 10 cents per count line. Minimum 50c.—if billed 30c.

(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.

If replies are directed to Watchman Office 25c. extra charged.

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

Legal Advertising—\$1.68 per inch. Subsequent insertions—\$1.40 per inch.

PIUS AND MUSSOLINI.

Writing on Von Ranke's "History of the Popes," more than three quarters of a century ago, Macaulay penned these famous lines:

"She (the R. C. Church) may still exist in undiminished vigor when some traveller from New Zealand shall, in the midst of a vast solitude, take his stand on a broken arch of London Bridge to sketch the ruins of St. Paul's."

One thinks of these lines now when fifty-nine years after French troops were withdrawn from the Papal States and the temporal possessions of the Pope passed into a united Italy, the old "Roman Question" has at last been settled. It is not easy for an outsider to pass upon the political, let alone the religious significance of such a development. But that it attests to the extraordinary character and vigor of the Papacy and of Roman Catholicism as a religious organization, no one within or without that faith can deny. Going back over the pages of history, especially of the works of writers during the period when the Pope became the "Prisoner of the Vatican," it is not hard to find numerous prophecies that with the passing of the temporal power the Papacy would speedily vanish. And yet, after sixty years, years which have seen all sorts of rulers and religions rise and decline and fall into oblivion, the Papacy has grown to still greater power. Today, indeed, its peace made with honor with the Quirinal, and numbering more subjects than ever in its history its religious, moral and political authority is greater than at any time in centuries. This no matter what men's attitude may be toward the Roman Religion must be acknowledged as among the most challenging things in the whole field of human history.

The Deputy of ARGENTEUIL speaks for the first time to the Legislative Assembly.

Our local Member Mr. Geo. Dandrea made his debut at Quebec as a speaker recently and is reported as follows:—

Mr. Speaker:—
For the first time, I have the honor of addressing the Members of the Legislative Assembly. I have no intention of making a long speech, for I have not that eloquence with which, my predecessor, Mr. St. Jacques, would speak before this Assembly. I am glad to see that all here, remember him most kindly. The difference between Mr. St. Jacques and myself is that the former had, as his leader, the Honorable deputy of Deux Montagnes and Chief of the Opposition, whereas, I have the advantage of having the Prime Minister of this province as my leader and supporter.

Mr. Speaker, I have noticed in the discourses of the Throne that the Prime Minister wanted to favor Agriculture, this greatly interests me, but especially the farmers of Argenteuil, whom I have the honor of representing here, to-day.

An important point is to fight against bovine tuberculosis, which is of a great importance for the industry of milk. Argenteuil is one of the counties, that sends the most milk to Montreal and elsewhere. This is due to the advantage of having two railroads which pass through the county at different places and therefore makes it easier for the farmers to bring the milk to the train.

A delegation has been here to see us asking to put the county into a zone; there are already several in the province and all are satisfied. To make this request 75% of the names of the inhabitants are needed, consequently they have gone from parish to parish and received over 80%. We have been to see the Honorable Minister of Agriculture who has taken interest in this matter and even encouraged us, but after a long talk, he came to the conclusion that Argenteuil was not sufficient, we should have Deux Montagnes as well, thus making it a larger zone and better designed by the river which borders this zone.

I do not know if the deputy of Deux Montagnes would be disposed towards this, but I bring before his notice that in the 80% that have signed to ask for this zone in Argenteuil, there were Conservatives as well as Liberals; thus proving that the granting of our request would suit all the farmers in general.

I hope that the Minister of Agriculture will take this into serious consideration and that before long

we shall have this zone, thus permitting the farmers to sell their milk with greater facility and at better prices.

There is something else I noticed in the speech of Honorable Mr. Taschereau, it is the pension of old men, passed seventy years of age. He says that this costs to the province between \$3,000,000 to \$4,000,000 and about \$3,000, for every county.

Personally, I think it would be better to help agriculture, charitable institutions, raise the salaries of school teachers, and help the expositions of counties.

In the cases where there would be some poor and miserable men in some counties, then the Government might help the authorities in providing for these poor men, who are really in trouble.

L. Dumais, the local dealer for Frigidaire, is leaving this week together with V. Tremblay to attend a large Frigidaire dealer convention being held in Montreal Feb. 14th. and 15th. This convention which will be held at the Windsor Hotel, will be the largest Frigidaire convention ever held in Canada and will be attended by the Frigidaire organization from Nova Scotia to Manitoba. Preparations have been in progress for several weeks to make it an outstanding success.

The convention will celebrate the conclusion of the greatest year in Frigidaire's history and company executives, in their addresses, will outline plans for making 1929 an even greater year. In referring to the success of 1928 and the outlook for 1929 in his official convention announcement, Mr. E. G. Blicher, president and general manager of Frigidaire Corporation says in part: "In view of the highly favourable reports coming to me from all parts of the country, I predict with confidence that Frigidaire sales in 1929 will reach a mark never before attained in the industry. One of the most significant developments of the past year, so far as the organization is concerned, was the sharp price reductions made possible by increased demand and the consequent larger-scale production."

ANNUAL CONGREGATIONAL MEETING.

The Annual Meeting of the United Church of Canada, Point Fortune, was held on Friday evening last, Rev. Wm. Usher presiding.

Interesting and encouraging reports were given by Treasurers of the Church, Ladies' Aid, Women's Missionary Auxiliary and Sunday Schools and Missionary Fund. Mr. W. E. McClintock was unanimously re-elected as Secretary-Treasurer. The new board of Stewards consists of the following: Messrs. W. E. McClintock, J. M. Kirby, Dan Kirby, T. Bradford, T. Hansley, Ross Barclay, Bardsley Wyman, J. J. Judd, Jno. McLachlin and H. Robinson. The Elders are Messrs. J. M. Kirby, W. A. McLaughlin, T. Bradford and B. Wyman.

A committee was appointed to further the interests of the Mission Funds. At the close of a meeting, in which the greatest harmony prevailed; refreshments were served by the ladies.

Miss Sylvia Kelsey and Miss Juliette Rodrigue

A good program of difficult music was given on Thursday evening by two of the younger Montreal musicians, Miss Juliette Rodrigue, pianist, and Miss Sylvia Kelsey, soprano, and they performed it all fearlessly and ably.

Miss Rodrigue began with Beethoven's thirteenth sonata, in E flat. There is not much emotion to be expressed in this sonata and Miss Rodrigue's clear cut, confident playing suited it well. Qualities of the same kind made a good effect in Schumann's "Papillons." Later she gave an interesting performance of Faure's first Impromptu, with which there were Chopin's seventh Nocturne and Liszt's "Jeux d'eau de la Villa d'Este," which, of course, brought the player's technical skill.

While Montreal takes credit to the two young ladies above recorded, Lachute is proud to recognize and own Miss Rodrigue as one of our towns most respected and popular young ladies, whose marked ability as a pianist has won for her unstinted praise in the honors she has brought to our town by her exceptional brilliancy.—Ed.

BROWNSBURG

Mrs. Howard McAdam is a guest of Mrs. Jas. Donaldson this week.

Mrs. and Miss Elliott, of Montreal, attend the Elliott-Thompson wedding last week.

Mrs. M. Marshall is visiting her many friends in Brownsburg this week.

Mrs. J. Richards, of Montreal, was the guest of her sister, Mrs. J. Donaldson last week.

Mr. E. Johnson and Miss V. Johnson, of Montreal, were guests of Mr. and Mrs. C. E. Richardson last week-end.

Mrs. A. Rabiar was taken to a Montreal Hospital on Saturday, suffering from appendicitis.

Mrs. Jas. Thompson entertained at a Shower on Tuesday evening in honor of Miss Leona Thompson. A very pleasant time was spent.

The Lachute Bankers and Brownsburg Juniors met in a friendly game of hockey on Tuesday night. Score 2-1 in favor of Brownsburg.

A Fancy Dress Carnival was held on Tuesday night of last week. Some very nice costumes were exhibited. Little Florence Prosser carrying off the prize for the sweetest little fairy on the ice.

A quiet and pretty wedding took place at the home of Mr. and Mrs. D. Thompson, on Feb. 6th., when their youngest daughter Leona was united in marriage to Mr. Howard Elliott, of Montreal; the ceremony being performed by the Rev. T. C. Cassidy. They will reside in Montreal.

CUSHING

Mr. Lathbury of Montreal, was the guest of Miss B. Nicholls for the week-end.

Mrs. Frank Fuller is visiting her sister Mrs. Ed. Croll this week in Montreal.

Mrs. Russell Kendall, of Hoosier, Sask., who has been visiting friends around her, left for a visit to Montreal on Saturday.

Mr. and Mrs. W. Canning spent Friday in Lachute the guests of Mr. and Mrs. Robert Canning.

Mr. and Mrs. W. Canning visited friends in Grenville on Monday of this week.

Community Club Social evening on Friday night of this week. All welcome.

ARE DRUNKARDS INSANE?

A movement is on foot in the Province of Quebec to establish an institution for the treatment of incorrigible drunkards. The problem is facing the Quebec government, which is at present studying the question in the light of a report by Dr. C. S. Roy, medical superintendent of St. Michael Archange Hospital for the insane. Dr. Roy believes that the usual insane asylum is not the place for inebriates, because there is no legislation which will justify these patients being kept until a cure is effected. They come and go at will and therefore cannot be kept in that isolation which would prevent them from meeting temptation at every hand. Only interdiction, a costly process and one which works against the patient in his future, can keep a toxicomaniac in an asylum, and Dr. Roy believes that it would be an advantage to have special legislation, by which to handle the problem of the man who has lost his self-control through drink.

To build and maintain a shelter for the wrecks of the liquor traffic is perhaps to attempt cure where what is needed is prevention. At any rate, it is logical that the government should deal with this problem of the flotsam and jetsam of the traffic for which it is the sponsor.

M. ELIZABETH McCURDY,
Prov. Supt. Dept. Press W.C.T.O.

"Hear the latest about Newrich?"
"No. What now?"

"He bought a Louis XIV bed, but it was too small for him, so he sent it back and asked for a Louis XVI."

CANADIAN PACIFIC



STANDARD TIME GOING EAST

No. 426 daily, due at Lachute 8.36 a.m.
No. 422 daily, due at Lachute 10.40 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.

Provincial Bank of Canada.

QUARTERLY DIVIDEND NO. 101
NOTICE is hereby given that a dividend of two and a quarter per cent (2 1/4 p.c.) being at the rate of nine per cent (9 p.c.) per annum, upon the fully paid up shares of the Capital Stock of this Bank, has been declared for the three months ending the 28th. of February 1929. This dividend will be payable on and after the first of March 1929, at the Head Office or branches of this Bank, to Shareholders of record on the 15th. of February 1929.

By Order of the Board,
CHS. A. ROY,
General Manager.
Montreal, January 29, 1929
F-15-1.

P. A. LEGER,
Barber and Hair-dresser
Main Street, Lachute.
Clean and efficient service.

SIMONDS
Crescent Ground Cross-Cut Saw, No. 325
This is one of the most popular saws on the market for cutting pulpwood. It is used by the largest pulp wood jobbers and manufacturers. It is made with Lanco Tooth, is narrow, and with its hollow back is specially designed for felling purposes.
SIMONDS CANADA SAW CO. LTD.
MONTREAL, CANADA
ST. JOHN, N.B.

This Complete Radio Outfit
Only \$207.00

The Model "Four-Twenty" Receiver may be purchased separately if desired at \$165.00

—And It's A Genuine Rogers Batteryless Radio!

THE famous Rogers Model "Four-Twenty" supplied with this outfit is the standard model in the Rogers line. It has been tried, tested, perfected and is backed by the Rogers record of four years of proven performance in thousands of homes all over Canada.

The artistically-designed Walnut Table Speaker matches the Receiver perfectly and is equipped with the latest type Magnetic Cone, designed especially for use with this model. Together, they closely resemble a Console-type radio, but our price is from \$40 to \$56 less than you would have to pay for even the lowest-priced Rogers Console.

Due to the remarkable development of chain broadcasting, radio has become a year 'round source of entertainment and education. You are certain to get a radio soon; get this complete year 'round Rogers Outfit now.

Free Demonstration — Easy Terms

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Business and Professional.

DR. W. M. HOOPER,
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Office in the McPaul Bldg.
Main Street, Phone 209.

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

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CHAS. CALDER & CO.
Concerning
Insurance of any kind.
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Estimates given on House or Barn
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MISS M. V. SLATER
JEWELLERY, SILVERWARE
WATCHES & CLOCKS
CUT GLASS & FRENCH IVORY
Wedding Gifts of Taste
Watch, Clock and Jewellery repairs
MAIN STREET, LACHUTE.



FREE Wrist-Watch given free for the
sale of 10 bottles of perfume at 25
cents each. A pearl necklace is given free
for the sale of the first four bottles within
ten days. Boys and girls—see illustrated
catalogue accompanying every order. Just send
your name; we trust you.
E. LEGARE
Dept. 168, THE WOLFE, MONTREAL

Clocks and Watches

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

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

Phone 136

We are at your service, and will do our
utmost to please you.

Whether you call at the store, or phone,
we aim to give satisfaction.

Jos. Speight,
Meat Market, Lachute.

Business Men, Attention!

All Business Men of Experience Know—

- that any old scrap of paper will not do to write letters on.
- that in order to make the letter look forceful, it must bear the official name of the sender.
- that the letterhead must look attractive and neatly printed, which appeals to the receiver.
- that the Watchman Office is THE place to get that neatness done. Phone 27.

"The Watchman"

GAETAN VALOIS, L.L.L.,
Notary

Money to loan on security
Depositor of the late J. E. Valois,
notary's papers.

LACHUTE, P. QUE.

**FOR YOURSELF
INDEPENDENCE
FOR YOUR FAMILY
SUPPORT and PROTECTION**

Sun Life Policies provide indepen-
dence for the Policy holder who lives,
they support the family of the Policy
holder who dies.

When you buy a Sun Life Policy,
with it you get the service of the
Company, and the agent.

For rates and particulars, apply to
J. S. THOMPSON, Brownsburg,
Representing the Sun Life Assurance
Company of Canada

PUBLIC NOTICE is hereby given
that the undermentioned LANDS and
TENEMENTS have been seized, and
will be sold at the respective times
and places mentioned below.

**FERI FACIAS DE BONIS
ET DE TERRIS.**
Superior Court.

Canada,
Province of Quebec,
District of Terrebonne,
No. 1900.

**DAVID CLELAND, Plaintiff; vs.
MARTIAL LABELLE, Defendant.**

As belonging to said defendant the
following immovable, to wit:

A farm situate in the parish of
Saint-Jerome d'Argenteuil, known
and designated on the official plan
and book of reference for said parish
under number one hundred and three
(103), containing one hundred ar-
cents in area—with all the buildings
thereon erected.

To be sold at the catholic church
door, in the town of Lachute, said dis-
trict, on the SECOND day of
MARCH nineteen hundred and twenty
nine, at ELEVEN o'clock in the
forenoon.

J. W. CYR,

Sheriff's Office,
Saint Jerome, January 23rd., 1929.
F-8-22-2.

Now Gentlemen! Here's one for you.

Half an inch, half an inch, half an
inch shorter;
The skirts are the same of mother
and daughter.
When the wind blows each one of
them shows
Half an inch, half an inch more than
she oughter.

Mary has a little skirt,
So neat, so bright, so airy;
It never shows a speck of dirt,
But it surely does show Mary.

Stilts Needed. "So you're lost, little
man? Why didn't you hang on to
your mother's skirt?"
Youngster: "Couldn't reach it."

ST. ANDREWS EAST

Mrs. G. Jeffrey has been in Mont-
real for a few days.

Miss Tita Wales is spending a few
days in the Laurentians with her
aunt, Mrs. Kilgour and a party of
friends.

Miss Lucille Ladouceur is in Mont-
real, where she has undergone an
operation for appendicitis. Mrs. Ed.
Ladouceur is with her.

Mrs. J. W. Rodger spent a few
weeks with her daughter, Mrs. Geo.
Gagnon at Shawinigan Falls. On
her return Mrs. Gagnon came with
her.

The girls of the C. G. I. T. with a
few friends enjoyed a skating party
at the St. Andrews Rink Saturday
evening. Later they went to the
United Church Hall for a supper and
games.

Dr. Howard Ross, K.C. lectured on
Friday evening in the Lecture Hall
of the Presbyterian Church, having
for his subject "World Unrest and a
suggested cure." Mr. Ross is a very
pleasant speaker and we all enjoyed
the hour with him. The unrest of
which he spoke was mostly related
to the labor question, on which he
gave us many valuable hints; and the
cure suggested would be to substitute
in place of the gold dollar unit of
value, a unit of labor—everything
would be bought and sold on a basis
of hours and minutes, instead of dol-
lars and cents, one hour to have a
value about the same as the dollar
has now. It sounded all right as we
sat in our comfortable chairs, under
the speaker's magnetic influence, but
after thinking it over some of us see
difficulties in the plan, because one
man's labor, on his particular kind
of work may be thought to be worth a
lot more than that of some other man
who might be put on the job. Only
a good workman could expect a 100
per cent credit for an hour's work,
and the poor workmen, the lazy and
the feeble would soon find themselves
in the great army of the unemployed.
To equalize, or standardize, the credit
for work on a time basis, we would
have to recognize several different
values—or slow down some of the
clocks.

Imagine this in the new Utopia:—
A gentleman calls at a coal office
and inquires the price of anthracite.
"What kind a work you gonts give?"
says the coal dealer. "Oh," says the
intending purchaser "I'm a preacher,
but I have a son who is a plumber,
and you can have either kind of work
you like." "Wal" says the dealer
"I'd want mostly plummin'—but I'd
let you mix in a little preachin' just
to show I aint got anything against
the ministers; but I tell you straight,
the more preachin' I got to take the
less coal you'll git." The recompense
of the professional man is getting
nearer and nearer to the wages of
the man who works with his hands,
but if this new plan ever comes in
I fear the professionals will be given
a staggering handicap.

Here and There

(226)
A skin game.—Two young boys
living 90 miles northwest of Ed-
monton started a coyote farm in 1927
by digging young coyotes out of
the ground and confining them in
a pen. They got 140 young animals
and when their skins were mature
sold them for \$12 each.

A southern packing plant special-
izes upon horse meat for shipment
to parts of Continental Europe
where it is very popular. It has
been suggested that the nondescript
range horses straying about South-
ern Alberta be herded for packing
purposes. It is a pity someone
could not figure out a similar way
of consuming some of the old motor
cars that are loose on the high-
ways.

Twenty oil burners measuring
overall 97 feet in length and weigh-
ing 725,000 pounds have been order-
ed by the Canadian Pacific Railway
and will be in passenger, and
freight service through the moun-
tains this summer. Each of them
will do the work of two or more of
the lighter locomotives. They are
the largest in the British Empire
and will revolutionize transporta-
tion in the west. It is predicted.

Victoria is having a mid winter
golf tournament open to members
of the local clubs and to guests of
the Empress Hotel, and the players
won't have to play in mittens and
fur coats, either. In the east they
have a game called winter golf that
they play with bow and arrows on
skies or snowshoes, but the golf
at Victoria is the legitimate article.
The game is played the year round
in the equable climate of the Pacific
coast.

Unique and luxurious cars, differ-
ing from anything operated in this
country before, will be carried by
the two crack trains of the Cana-
dian Pacific Railway, the Trans-
Canada Limited between Montreal,
Toronto and Vancouver, and the
Mountaineer, from Chicago to the
Pacific coast. It has been announ-
ced. The cars will have bath
rooms, valet service, lounge and
smoking space, and a solarium,
with vit-a-glass windows.

The sea is constantly productive
of tales of adventure. A recently
told story is that about Comman-
der S. Robinson, O.B.E., of the
Canadian Pacific liner Empress of
France who turned his ship into the
face of a hurricane and went 500
miles out of his course to take aid
to injured seamen on a storm tossed
Japanese freighter. The great liner
waited beside the freighter, which
had been badly battered by the
huge waves and some members of
whose crew had been injured, but
found it impossible for boats to
pass between the two ships to con-
vey a doctor. After waiting for
half a day the master of the Japa-
nese ship reported that he could
make port, and the Empress of
France continued on her interrupt-
ed voyage.

Great Lakes and Atlantic Canal and Power Com- pany, Limited

NOTICE is hereby given that an applica-
tion will be made to the Parliament
of Canada at its next session by the "Great
Lakes and Atlantic Canal and Power Com-
pany Limited," a body politic and corporate
for an Act,—

a) To construct, improve, maintain and
operate, a combined canal and ship channel
or deep waterway, for the passage of ocean
liners from a point below the City of Sorel, in
the County of Richelieu, to a point at or
near the City of Cornwall, in the County
of Stormont, Province of Ontario; such
channels and canals to be not less than
thirty-five feet in depth and of sufficient
width to enable ocean liners to meet and pass
at reasonable speed at any point. The route
of the proposed canals and ship channels
to be as follows, viz:—

1) From a point at or near the south-
western limit of the Harbour of Montreal to
a point on the south-west shore of La-
pierre Basin, in the County of Laprairie,

b) As an alternative to the aforemen-
tioned: To improve and make navigable,
for ocean navigation, the Richelieu River
from a point at or near the City of Sorel,
County of Richelieu, Province of Quebec,
to Chambly Basin, in the County of Cham-
pigny, to construct a suitable canal from the
said basin to a point on the southeast
shore of Laprairie Basin;

c) To improve and dredge Laprairie
Basin;

d) To construct a canal on the south-
west shore of Laprairie Basin, in the
County of Laprairie, to a point at or near
Hungry Bay on the southeast shore of
Lake St. Francis, in the County of Beau-
harnois, with the power of creating a
reservoir of sufficient height for the
storage of water to the level of Lake St.
Francis, said reservoir to be constructed
from Laprairie Basin to a point as far
westerly in the County of Laprairie, or the
Counties of Laprairie and Chateauguay as
may be necessary to enter into said canal
at or near a point between Laprairie Basin
and the height of land in the said counties,
lying 35 feet below the level of Lake St.
Francis;

e) To construct a viaduct or vehicular
traffic bridge over the River St. Lawrence
from a point at or near Valleyfield, in the
County of Beauharnois, to a point at or
near Coteau Landing, in the County of
Soulages, and to regulate and maintain
the waters of Lake St. Francis to the
average spring level;

f) To make all works necessary for
dredging and improving of the channels
in Lake St. Francis and the
St. Lawrence River to the City of Cornwall,
in the County of Stormont, in the Pro-
vince of Ontario;

g) To construct, acquire and operate
and dispose of terminals, docks, ware-
houses and such other works as may be
necessary for their purposes; to acquire,
generate and produce hydraulic, electric
or other power, and to dispose of any such
surplus energy and to construct and main-
tain transmission lines for the delivery
thereof; to obtain franchises from or to
enter into agreements or contracts with
municipalities; to construct and operate
water works, power plants or tramways;
and to acquire lease or charter and operate
vessels of all kinds, construct, acquire,
lease and operate dry docks and ship-
building plants;

h) To acquire by purchase or otherwise,
or by expropriation, under the provision of
the Railway Act, 1919, all lands, public or
private, water lots and water rights as may
be necessary for the construction and
operation of their works;

i) To deal in lands on or near the banks
of such canals and channels; to take stock
in land companies in connection with
such lands, and to guarantee their bonds;
to issue bonds and debentures and to divide
the works into sections for bonding pur-
poses; and generally to have all powers
necessary or incidental to such under-
taking;

j) The works and undertaking of the
company are to be declared for the general
advantage of Canada.

J. W. Harris,
Secretary.

Montreal, December 12, 1928.

MONUMENTS

—I wish to remind the public gen-
erally 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 at-
tended to by H. J. Hammond, Monu-
mental Works, East Ward, Lachute.

'Princess Theatre', Brownsburg

P. GOYETTE, Proprietor.

FEBRUARY 21 — 23

Thursday and Saturday

THE STUDENT PRINCE

The Romance of a love greater than royal traditions—greater than
life itself.



Newest Lifeboat Gear

When the Canadian Pacific liner Duchess of Bedford arrived in
New York recently to start a series of cruises to the West Indies, the
crew, under the direction of Captain H. Gibbons and his officers, demon-
strated the efficiency of her up-to-date lifeboat gear in a fashion that
amazed the inspectors.

Shown above is the latest thing in lifeboat lowering equipment,
capable of lowering twenty-eight boats in ten minutes. The davits,
which are controlled by one man, slide down the rails until the boat
is at deck level. It is then lowered by gravity to the water and can
be released by trigger, the falls then being hoisted again and attach-
ed to another boat which is hoisted on the same davit.

United States officials stated that this Welin-MacLachlan gear was
the most efficient ever seen in New York.

NOTICE

As I have rented part of my house
for the 1st. of May, I have the fol-
lowing pieces of furniture for Sale.
1 hardwood sideboard (Oak finish), 1
bedroom suite hardwood (Oak finish
almost new) 1 parlor suite mahogany
upholstered with beautiful design.
Any person wishing to buy any of
the above articles had better see
Allan Morrison, Lachute Mills, before
buying elsewhere.

F-15-3.

LAKEFIELD.

Mr. Melvin McDonald returned
home from Flint, Mich., on Monday.
Mr. Brazil, of Montreal, and Mr.
L. Legg were week-end guests of
Mr. and Mrs. M. Copeland.

Mr. and Mrs. Ian Hay spent the
week-end guests of Mr. and Mrs. P.
Richards.

Owing to the illness of the pres-
ident, the Institute Sliding party that
was to be held this month, at the
home of Mr. and Mrs. Miles Cope-
land has been cancelled.

Would You Build A House Without A Roof?

You won't start to build a house unless
you know you can finish it. The Bell
Telephone Company tries to be equally
sensible.

The company does not need all its
\$75,000,000 of new capital now but will
spread its issue over years to come.

But it does need the assurance that,
when equipment is started now for fu-
ture telephones, money can be obtained
to finish the job.

By 1934 Ontario and Quebec will need a million
telephones. These telephones cannot be
ready unless central exchanges and
other equipment are started now.

THE BELL TELEPHONE



COMPANY OF CANADA

Lord Allenby Romantic Hero

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

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

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

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

But then the deadlock settled down on the Western front. Trench warfare superseded war of manoeuvre. Tactics and strategy had to be learned anew. The role of cavalry and cavalry leaders was particularly obsolete. After a sabre, it was hard to do with a trench spade and periscope-spyglass. Allenby's horses were made infantry reserve and stationed in the 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-lez-Reux 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 Hysman 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 Yannis, 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 expeditionary force eastward 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 Rameses to the Little Corsican, from Sanasherib 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 Galilee called Nazareth.

The Final Victory

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

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

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

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

Poor Australia's "Blight" of Strikes

A new state of chaos in the majority of Australian ports, brought about by another dock strike, called widespread attention to the frequent outbreak of labor troubles in Australia, which are said to present a serious political problem for the Commonwealth Government. In the second week of the latest strike, it is reported, grave losses had been suffered both by shipowners and exporters, because it came at a time of seasonal activity in the shipment of wool, butter and many goods of a perishable nature. Declaring himself in a sharp anti-union tone in the London Daily Mail and Australian, G. C. Dixon, remarks pessimistically that if twenty-five Australians were stranded on a desert island, he believes that within a week twenty-four of them would be engaged in a cricket match and the twenty-fifth would be busy persuading the umpires to go on strike. This informant goes on to say:

"Strikes in my native land have become a business, a sport, and a blight. The great struggle now in progress in the shipping industry has not an element of novelty. It is one of an interminable series that have cost the workers \$35,000,000 in six years; it is merely a new phase of an endless war waged by labor on capital.

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

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

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

Pirates of the China Seas Still a Scourge to Shipping

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

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

News of the latest outbreak of piracy came a few days ago, when it was announced that two British officers and the Chinese Quartermaster of the China Navigation Company's steamer Anking had been killed in an attack. Following their usual custom, the pirates steered the ship into a bay near 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 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 "bied 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 \$50,000,000 in minerals alone, and the workers themselves lost heavily in wages. What did they gain? Little or nothing. But they all agreed that it was a wonderful strike."

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

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

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

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

"How long can the Great Strike Game go on? Mr. Bruce (Australia's Prime Minister) says it must stop and has passed a law inflicting a fine of \$5,000 on any employer or union responsible for a lockout or strike. But Mr. Bruce's last experiment, which began with an attempt to deport Messrs. Walsh and Johansen and ended with the payment of compensation to both, does not inspire much confidence; and if the law ever 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 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 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, 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 550,000,000 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 minerals 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.

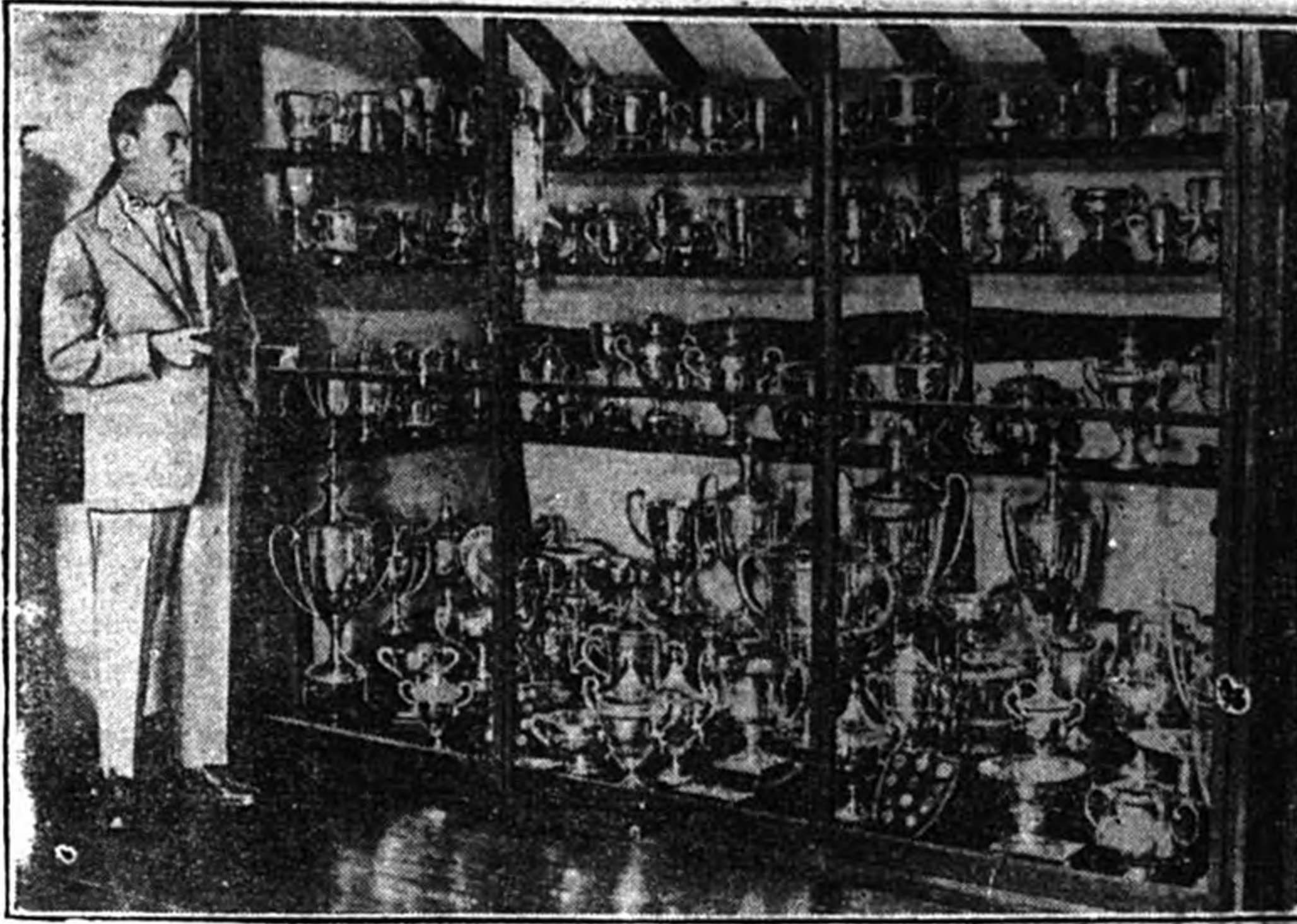
The total enlistments for war service were 619,636, and of these 424,593 actually became members of the C.E.F. an deserved outside of Canada. Of this number nearly one-third suffered wounds, the wounded totalling 140,739. There were 477,893 who suffered from sickness or disease and 35,512 who suffered injuries due to "war service" other than shot and shell.

Character

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

There are 416,533 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 mosquitoes in our ears, but after an hour we heard the unmistakable roar of an outboard motor and ran to the shoreline. There in a boat were Elmer Etes, whom we had sent ahead to prepare for us in Greenland, and Duncan Stewart, geologist of the Hobbs' expedition, whom the Eskimos had told about the fire.

"Etes shouted, 'My God, Fish, I'm glad to see you!'

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

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

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

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

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

Democracy in the East

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

A fool must now and then be right by chance.—Cowper.

The appearance of things to the mind is the standard of every nation 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.

Save food and
Guard your health
With an

ELECTRIC REFRIGERATOR

Take the
Drudgery
Out of Ironing
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ELECTRIC IRONER

Both of these wonderful modern electrical appliances are available to you on the easiest of easy terms. Take a full year to pay the REGULAR CASH PRICE — make a small down payment with the balance spread comfortably over 12 months, absolutely WITHOUT INTEREST - a direct saving to you of at least 10% or 15%. Arrange with your local store for a demonstration of either or both of these invaluable home assets.

**Gatineau Electric Light
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VICTORIA Coffee

Its Aroma is just a hint of its delightful flavour

PACKED IN SEALED 1/2 AND 1 LB. TINS

LAPORTE MARTIN LIMITEE

On Sale at Victoria Independent Stores

Lachute Marble and Granite Works

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

W. M. Scott, Proprietor.

LAURENTIAN LODGE NO. 14, I.O.O.F. LACHUTE

Meets every Tuesday night at 8 p.m. in McARTHUR'S HALL, T. Izard, Noble Grand, Jas. McCullough, Rec-Sec'y.

Visiting Brethren always Welcome

WANT ADS

FOR SALE.—Pure Bred Ayrshire Heifer Calf. J. E. Walker, Kirkland Farm, Lachute.

WANTED.—Reliable woman as cook-general for small family in Westmount. Good home, permanent situation and good wages for suitable person. Write Mrs. A. W. Callard, 12 Renfrew Ave., Westmount, Que., for particulars and appointment.

CALF FOR SALE.—A pure-bred Holstein Bull Calf. Apply to Norman J. Boyd, R. R. No. 1, Lachute. Tel. 101 r 3.

LOAN WANTED.—Party wishes to dispose of first mortgage on good property in the West End. Money required \$2,900. Good proposition yielding 7 p.m. Phone Jos. Malack, Brownsburg, or 27 Lachute.

PROPERTY FOR SALE.—In good condition. Good bargain to quick buyer. Private sale of household articles will end the 28th. February. Anyone wishing to receive information may have same by applying to Mrs. Arthur Belanger, Foundry St. F-22-2-P.

ROOMS TO LET.—In good comfortable home. Ladies only. Apply Mrs. J. F. Campeau, Phone 184, Lachute.

FOR SALE.—Chickering Piano in good condition. Bargain for cash. Apply Mrs. Herbert Way, Brownsburg. F-15-1-C.

WOOL WANTED.—We are open to buy washed and unwashed Wool. Highest cash prices paid. For further particulars write to Canadian Knitting Co., Joliette, P. Q., or to Horace Lafleur, Lachute, Que. F-1-1-p.

FOR SALE.—One Plate Glass Mirror size 36 x 48 and one Magic Lantern (new) with slides. Apply to Mrs. D. L. Lee. F-15-2.

FOR SALE.—One circular saw complete with Ford engine ready for work. Also two 30 in. saws. Table measures 12 ft. Apply to P. H. Masson, Phone 185 m., Lachute. F-15-2-c.

WANTED.—Small or medium sized Safe, for Office use. Must be fire proof. Apply to Watchman Office, Lachute, Que.

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

CHURCH NOTES

BAPTIST CHURCH SERVICES
Rev. A. Penman, Pastor.
Lachute Sunday School 10 a.m.
Bible Class will be conducted by the Rev. Mr. Penman.
Lachute 11 a.m.
Brownsburg 2 p.m.
Dalesville 3.30 p.m.

LACHUTE UNITED CHURCH
Rev. A. G. MacKinnon, B.D., Minister
Sunday, Feb. 17th., 1929
Public Worship Lachute 11 a.m.
The Minister.
7 p.m., Rev. Mr. McVicar, M.A. of Montreal.
East Settlement 3 p.m., Rev. J. Macaskill.
Choir Practice, Saturday 7 p.m.
Sunday School 10 a.m.
Special Lenten services begin Sunday a.m., conducted by the Pastor.

BROWNSBURG UNITED CHURCH
Rev. T. C. Cassidy, Pastor
Services, Feb. 17th., 1929
11 a.m., Subject: "What Is God?"
7 p.m., Subject: "The Pastor at the Gate."
10 a.m., Sunday School and Pastor's Bible Class.
All Welcome.

LACHUTE PRESBYTERIAN CHURCH.
Minister, Rev. Henry Cousens, B.A.
Sunday, Feb. 17th., 1929
Lachute Sunday School 10.00 a.m.
Worship 11.00 a.m.
Evening, 7.00 p.m.
Brownsburg 4.00 p.m.

IN MEMORIAM.

ROCHON.—In loving memory of our dear husband and father, Zotique Rochon, who passed away on February 13th., 1928. Memory keeps you ever near us as years pass on. Sadly missed by wife and daughters.

MORRISON.—In loving memory of Olive Janet, who passed away on February 19th., 1928.

One long year is past and gone
And none can fill your place
How well do we remember
The smile on your dear face.
Things sometimes seem so strange to us.

We cannot understand,
Why our beloved ones are taken away
By God's Almighty hand.
Sadly missed by Father Mother, Sisters and Brothers.

WILSON.—In loving memory of our dear brother Shirley Wilson, who departed this life February 14th., 1928.

One year has passed,
Since that sad day
When one we loved
Was called away.

It was a bitter grief,
And a shock too severe,
To part with one we loved so dear.
But it was God's will,
And he willed it so
And when God commands
We all must go.

But some day we hope to join him,
In yonder home on high
And there clasp hands forever
And never say good-bye.

Inserted by brothers and sisters.

WILSON.—In loving memory of our dear son Shirley Wilson, who departed this life, February 14th., 1928.

Gone but not forgotten,
Sleep on my son, sleep on in rest,
For God called you when he knew
best.

Inserted by Mother and Dad.

MacNAUGHTON.—In loving memory of Wm. J. MacNaughton, who passed away to the "Better Land" on Feb. 14th., 1927. God takes our loved ones from our homes, but never from our hearts. Inserted by wife and sons.

CANADA PROVINCE OF QUEBEC DISTRICT DE MONTREAL

NO. 1733
COUR SUPERIEURE
DAME HELENE LEONARD,
épouse commune en biens, de Arthur Ouellette, commerçant de Mont-Laurier, comté de Labelle, district de Montcalm,

Demanderesse.
vs.
LE DIT ARTHUR OUELLETTE,

commerçant de Mont-Laurier, comté de Labelle, district de Montcalm, Défendeur.

Une action en séparation de biens a été instituée ce jour, par la demanderesse, contre le défendeur.

HERMAN BARRETTE,
Procureur de la demanderesse
Mont-Laurier, le 19 janvier 1929.
F-22-4.

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.

E. M. JONES,
Representing
The Imperial Life Assurance Co.
LIFE INSURANCE
Phone 303. LACHUTE, QUE.

Economy "Rib Roll" Roofing

"Council" Standard Brand
Unsurpassed for safety, permanence and beauty, Economy "Rib Roll" is unquestionably the greatest roofing value. When the lightning flashes your buildings are safer when covered with this metal roofing. Fire Insurance statistics prove this. And "Council Standard" has the extra heavy coating of zinc, ensuring extra long wear. For new buildings or over the old roof Economy "Rib Roll" is ideal.

Manufactured in "Council Standard" with seven ribs "Economy Seven" in one weight. Also made in "Superior" Brand with five ribs "Economy Five" and with seven ribs "Economy Seven" of 28 and 26 gauge galvanized iron, in sheets 5-6-7-8-9 and 10 feet long. Write us for sample and estimate giving dimensions of ridge and rafter.

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METAL CEILING
METAL SHINGLES
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VENTILATORS
SKYLIGHTS
EAVETROUGH
CONDUCTOR PIPE
CORRUGATED SHEETS
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METAL GARAGES Etc.

Sold by agents everywhere in Eastern Canada.

Eastern Steel Products Limited
1335 Delorimier Avenue - Montreal
Factories at: PRESTON TORONTO MONTREAL

Here and There

(233)
Large cargoes of wheat are being shipped to Japan and the Orient through Vancouver these days. It seems like sending coals to Newcastle to send flour to "The Flowery Kingdom."

Some foundation for the old nickname "woolly" west is found in the report that Alberta's wool output for 1928 amounted to 3,033,181 pounds. Altogether the Dominion produced over eighteen and a half million pounds.

Steel is replacing wood in freight service on the Canadian Pacific Railway as 7,500 box cars now on order for the company will be of steel construction. They will have a capacity of about 2,000 bushels of grain and a load of 120,000 pounds.

Fur-farming is developing many branches, one of the most recent being the organization in Manitoba of the Manitoba Muskrat Breeders' Association. The body plans to study muskrat breeding conditions and to investigate all phases of the industry.

In a recent speech at Kitchener, Ontario, E. W. Beatty, chairman and president of the Canadian Pacific pointed out that the average freight rate per ton per mile in Canada is about 5 1/2 per cent lower than in the U.S., and that the average of Canadian grain rates is 40 per cent lower.

The Trans-Canada will cross the continent in an hour and a half less time eastbound, and an hour less westbound than it did last year. This does not mean that Canada has got any smaller, but that the Canadian Pacific Railway is running the famous flyer on an improved schedule.

Penny postage, inaugurated at Christmas, is working well and bringing about a notable increase in letter mails from Canada to the British Isles, according to federal postal officials. It is estimated that the increase in the course of a year would be such as to offset the \$200,000 estimated reduction in revenue by the penny rate.

In Manitoba, there is one tractor for every 4.6 farms; in Saskatchewan, one for every 4.7 farms; and in Alberta, one for every 7.5 farms. If all the tractors were hitched together, how long could it take a garage mechanic to reach the moon.

For the sixth successive year Dean Sinclair Laird of Macdonald College, Ste. Anne de Bellevue, Quebec, will conduct an all expense tour across Canada and back, starting from Toronto on July 22, and lasting for 21 days. The party travels in a special train with a baggage car filled up as a sixty-foot dressing-room.

Equipped with a bow-rigger, a new device that will aid in navigating the harbours of Victoria and Vancouver and the waters of the British Columbia coast, the Princess Norah has arrived on the Pacific seaboard to join the fleet of the B. C. Coastal services of the Canadian Pacific Railway. She is the eighteenth ship to be built for this work and has just been constructed at the shipbuilding yards on the Clyde in Scotland.

"What sort of a chap is Bill? camp out with? He wants me to go for a week-end."

"He's one of those fellows who always takes down a mandolin about the time it's up to somebody to be busy with the frying-pan."

Mid-Winter Golf Tourney at Victoria, B.C.

These photographs were taken on the beautiful Colwood Golf Course, Victoria, B.C., where the first Empress Hotel mid-winter golf tournament for the E. W. Beatty challenge trophy, will be held during the week of February 18. These pictures, taken on the 21st of January, give some idea of the summery aspect of Victoria's mid-winter weather. The hard-wood foliage is shed in the fall as elsewhere, but there is a wealth of evergreen at Victoria to make the fairways attractive and at no time during the winter is there sufficient moisture to spoil a round or to ruin the greens if played over.

If You Want
The SNOWDRIFT FAIRY
You Must Get the
SNOWDRIFT FLOUR

The Snowdrift Fairy, with her magic touch, only comes to users of Snowdrift Flour. The lightness, whiteness, and deliciousness of Bread and Biscuits made with Snowdrift Flour, are as if a Fairy's wand had touched the baking with a magic charm.

SNOWDRIFT FLOUR IS A HIGH-GRADE MANITOBA PATENT HARD WHEAT FLOUR, STANDARD MILLING CO., OF CANADA, LIMITED—TORONTO.

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

The Watchman,

And Ottawa Valley Advocate.

VOL. LIV.

LACHUTE, QUE., FEBRUARY 22, 1929.

NO. 6

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 we have the 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.

WANTED

700 Adults, Male or Female, on Feb. 28th., at 6 p.m., to partake of a good meal, enjoy a fine program and have a real social time. Price only 50c. You will be sorry if you miss it. The Lachute United Church will hold you all.

ONE WEEK FROM TO-NIGHT

Operetta "Cinderella"
Princess Theatre, Brownsburg,
FRIDAY, MARCH 1st.

An old fairy tale which takes one back to the days when the magic wand held sway, and was the means by which animals were changed into human beings and vice versa. Baron Baroness, Cinderella, The Ugly Sisters, Fairy and Prince all will be portrayed in gorgeous dress, with a gaily bedecked chorus for a backing. Proceeds in aid of St. George's Church, Brownsburg. Reserved seats 50c. General Admission 40c., a limited number of Children's tickets 25c.

When do Two and Two Make Four?

We're not trying to be funny. We're serious, because we realize that this is a question of vital importance to everyone. As PENELOPE's father says, "The whole of life is merely a matter of adding two and two together, and getting the right answer."

But when do two and two make five?

The Lachute Literary and Dramatic Society will supply the answers to these questions the evening of Friday, March 8th, when they present at the Lachute Auditorium, Mr. W. Somerset Maugham's brilliantly clever and sparklingly humorous play, "PENELOPE."

If a man falls in love with a pretty woman, he may fall out of it. But if he falls in love with a plain one, he'll be in love with her all his life. Come and see how a professor of mathematics solves his daughter's problem of how to deal with an unfaithful husband. Learn how to add two and two together and get the right answer every time.

With every \$5.00 purchase during the next few days Mr. Ralph on Main Street is giving free a good broom. Our winter goods are now offering at very specially reduced prices. Call and get some of the Bargains.

CARD OF THANKS

Mrs. Harlow Giles and family wish to extend sincere thanks to their many friends for kindness and sympathy in their recent sad bereavement.

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.

HOUSE FOR SALE

On Bethany Street
All Modern
Conveniences
Apply to
W. M. Cottingham

LOCAL NEWS

Miss Ethel Doig spent Sunday with friends in town.

Miss Freda Mason spent the week-end with friends in Montreal.

Miss Evelyn Creswell, of Montreal, was the week-end guest of her parents.

Mrs. J. Fassio of Montreal, is visiting her many friends in town this week.

Mrs. P. Dobbie & daughter Maude spent the week-end with friends in Avoca.

Miss Mary Hope of Montreal, was the week-end guest of her mother, Mrs. John Hope.

Miss Evelyn Hamilton, of Montreal, spent Sunday with her parents Mr. and Mrs. Robt. Hamilton.

Mrs. D. L. Lee is visiting friends in Montreal this week, before leaving for her home in Saskatchewan.

Miss Mary Moles, of McDonald College, was the week-end guest of her grandmother, Mrs. J. M. Mackie.

Miss Gertrude Marshall, of Montreal, spent the week-end in town the guest of her sister, Mrs. H. Martin.

Mr. Henry Sutton was in Papineauville, on Sunday last, attending the funeral of the late Mrs. Richard Ryan.

Miss Louise Parker and Miss Edith Beers, of Montreal, were the week-end guests of the latter's mother, Mrs. Alex. Beers.

Mr. Alex. Barker and Miss Myrtle Barker, of Montreal, were the guests of their parents, Mr. and Mrs. H. Barker over the week-end.

Mr. and Mrs. Keith Meikle, of Montreal, and Miss Rosamond Lamb, of MacDonald College, were week-end guests of the latter's parents, Mr. and Mrs. W. H. Lamb.

The Women's Day of Universal Prayer held in the United Church on Friday afternoon last, was largely attended. The collection amounting to \$10.80 was forwarded to the Inter-Board Committee of the Women's Missionary Society.

We are pleased to note that one of our old town boys, Mr. Miles G. Walker, has recently been appointed as Inspector of the Quebec Branch of the Imperial Life Insurance Company of Canada. After May 1st, he will reside in Quebec and the Watchman joins his many friends in congratulations on his promotion.

St. Jerome will visit Lachute on Saturday, Feb. 23rd., to play a friendly game of hockey. Come and enjoy yourself.

Mrs. Norman Thompson of Thurso, and Miss Edwards, of Clarence, are guests of their sister, Mrs. Charles McKenzie this week.

Miss Ruby Graham left on Thursday for Namur, where she will be the guest of her sister, Mrs. R. Sutton for a few days.

Mrs. Fletcher, of Brownsburg, is spending a few days in Montreal this week, visiting her daughter Alma, nurse in training at the General Hospital.

The many friends of Mrs. Arthur Campbell, of Dalesville, will be pleased to see her home again, after her operation recently in the Montreal General Hospital.

Mr. L. Guilbault, Tailor, would like to draw your attention to his Advertisement this week. A splendid up-to-date suit of clothes for \$27. made to measure. See the Ad. first, then see him.

Mrs. Jas. Cottingham, Mrs. Geo. MacKinnon, Mrs. Findley MacGibbon, Mrs. MacNeil and Miss Katie Reid are delegates to the Presbyterian of the United Church of Canada, which meets in Emmanuel Church, Montreal, this week.

The Academy Juniors had an exciting game of hockey with their friends from the French College on Wednesday afternoon, which resulted in a tie, no goals being scored by either side. There is promise of real good players among the youth of our town.

FAREWELL GATHERING

On Monday evening, Feb. 11th, a representative gathering assembled in the United Church Hall, Brownsburg, to bid farewell to Mr. and Mrs. H. Beckingham and family, who left during the week to make their home in Kingston, Ont. Mr. and Mrs. Beckingham will be greatly missed in both church and community. He was an Elder of the Church, a member and secretary of its Trustees Board and associate Sunday School Superintendent. Mrs. Beckingham was active in every department of church and Sunday School life. During the evening the pastor spoke of their loyalty to the church and its work and the loss sustained by their removal. On behalf of the Church Organizations a presentation was made.

Provincial Board of Health Seek to Establish Sanitary Unit in Lachute.

Co-ordination of Health Activity Sought

Dr. Hector Palardy outlines Situation in Appeal to Lachute Town Council

As there had been a move on foot to see if something could not be done towards establishing a nursing staff for the town, the suggestions laid before the Council last Thursday, by Dr. Palardy, as representing the Provincial Board of Health, were most timely, and the conditions outlined by him were such as to receive the unanimous consent of the Council.

The offer made by the Provincial Government for the establishment of a Sanitary Unit consists of \$5,000 which is augmented by \$5,000 additional from the Rockefeller Foundation Fund and in order to procure this generous offer the County is asked to contribute 2 cents on the \$100 of its valuation which is approximately \$7,000,000. This means that to avail ourselves of this offer the County will subscribe about \$1,400 which is nothing to the benefits to be derived and we were pleased to see the Council fall immediately in line for Lachute and it now remains for the County Council to adopt the same course and so make it effective.

The unit will comprise a Medical Director, Sanitary Inspector, two or possibly three visiting nurses, with head office in Lachute. The duties of the unit, as explained by Dr. Palardy will include every thing pertaining to public health, and this official health agency would in no way take the place of the practising physician. It is concerned with things and conditions over which the individual has no control and seeks to create a favorable environment in which the individual may carry out the instructions of his physician.

This sort of effort has been in vogue in the States for some time and an editorial appearing in the Saturday Evening Post of Nov. 24th, 1928 gives the following statistics which should prove interesting.

"The need is for co-ordination, for the pooling of resources to attack the whole complex and interrelated problem of health and disease."

"Recognition of these facts is resulting in the county full-time health unit, with a single definite program of local, state and Federal work. Under the operation of one such unit in a Western state, all the cities as well as the rural sections of the county have co-ordinated their health work in one movement, under one head and with one appropriation. From 1922 to 1927 the typhoid and diphtheria death rate had dropped from 16.2 and 19.5 per 100,000 to 2.9 each. The infant and maternal death rates have fallen from 73.7 and 20.6 per 1000 living births to 6.17 and 6.7, and the death rate for infants under two years from enteritis and similar complaints fell from 33.3 to 10.7 per 100,000 population. The economic saving from a reduced death rate naturally expedited the cost of the health work several times, and such activity would have been less effective if carried on by each separate local unit. The county is naturally proud of the officer in charge, but the citizens of the county should give themselves credit for having the common sense to pool and centralize their efforts."

The services of Mr. Jno. A. Rice as Secretary-Treasurer were dispensed with and Mr. G. Filion, Assistant Secretary, was temporarily appointed to the position. Lionel Gagnier also was relieved of his position of constable.

A bill of some \$21, which tabled back from 1927, was received from the Gatheneau Power Co., and ordered paid, as the present council recognized their liability. The bill was for lights broken during Halloween pranks, and according to the secretary had been previously refused payment.

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Main Street, Lachute

Grain and Poultry Feed
of all kinds
AT MARKET PRICES
for CASH Only

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and for all

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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-lez-Preaux 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.

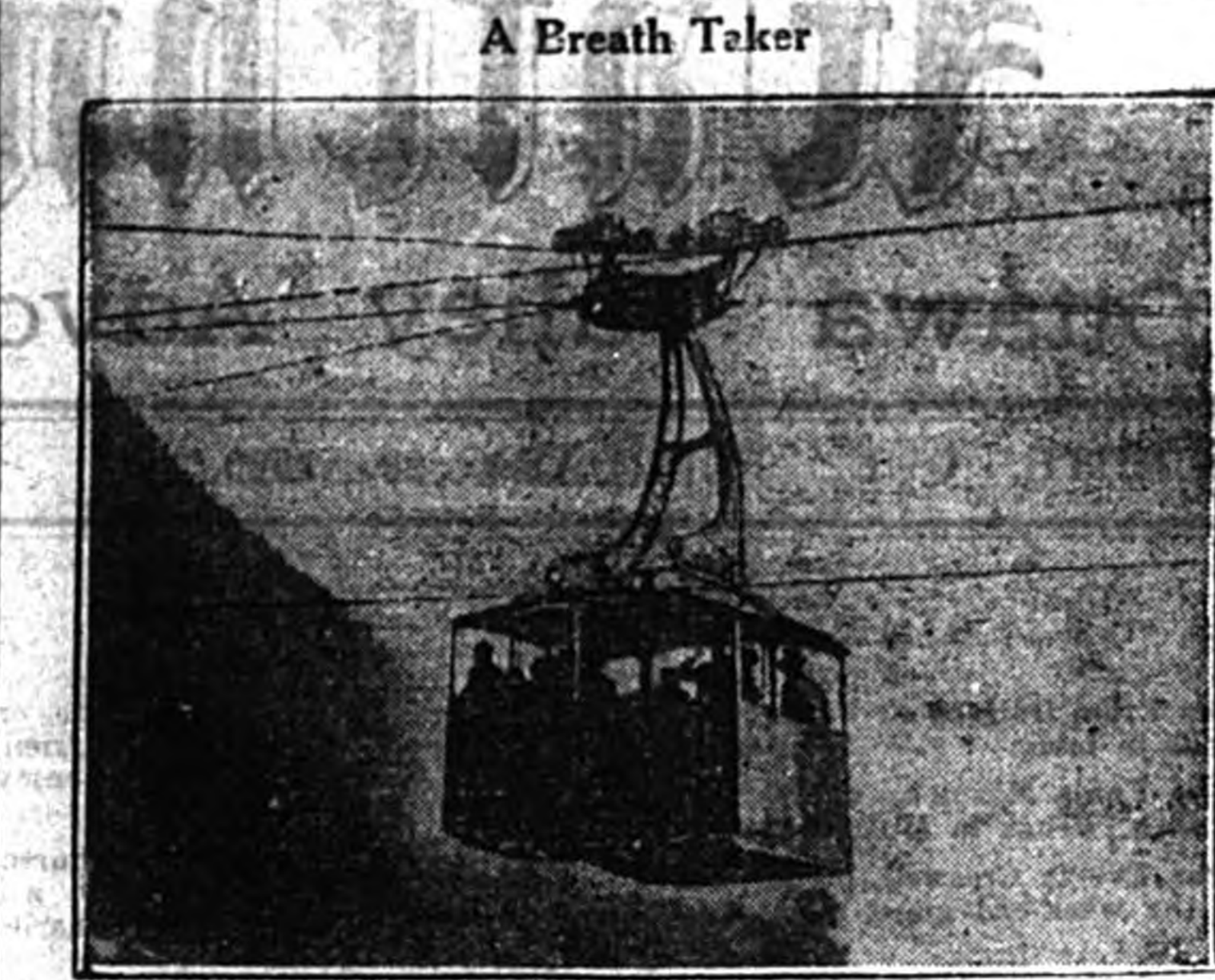
Preparing the Attack

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. "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 Ramesses to the Little Corsican, from Sanacharib 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 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 of 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 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 "blessed to support the other," and he adds:

"In 1919 the miners of Broken Hill went on strike, and for two years the world was treated to the astonishing spectacle of a whole town which idled yet did not starve. The shops thrived; people flocked to the cinemas; the hotels remained open; sports went on; bank deposits fell only 15 per cent. The explanation was that from one end of Australia to the other, workers were contributing to the miners' support; a whole town was on an unofficial dole."

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

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

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

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

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

"How long can the Great Strike Game go on? Mr. Bruce (Australia's Prime Minister) says it must stop and has passed a law inflicting a fine of \$5,000 on any employer or union responsible for a lockout or strike. But Mr. Bruce's last experiment, which began with an attempt to deport Messrs. Walsh and 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—

POP! WILLIUM HE GAVE ME A MEAN LOOK!

MEAN LOOK?

I DID NOT! HE HAD IT IN THE FIRST PLACE

SO I'M SUPPOSED TO TRAIL DOWN A MEAN LOOK, THAT'S A NEW ONE

HO, MAW! ORDER ICE CREAM FOR TWO!

WHY BOTHER TRACKING IT AROUND? KILL IT AND FORGET IT!

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 after 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 Intercontinental into the present Canadian National Railways, with a trackage of more than 26,000 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 something better. 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 Port 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, Duvegan & British Columbia Railway, which have for years been heavy liabilities to the province. In part they serve the Peace River Country, where world's prize wheat and oats are now being grown, and where millions of acres of the richest farm lands await the settlement which has been retarded by inadequate railway facilities and lack of a direct outlet to the Pacific Ocean. The logical sequel to the C.P.R.'s acquisition of the Alberta lines will be the providing of these two requisites and the creation of a new and important Canadian shipping point on the Pacific well to the north of Prince Rupert, one of the two western termini of the Canadian National.

May Help British Columbia

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

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



FILM STAR WHO SWAM THE TIBER
Signora Korde, 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.

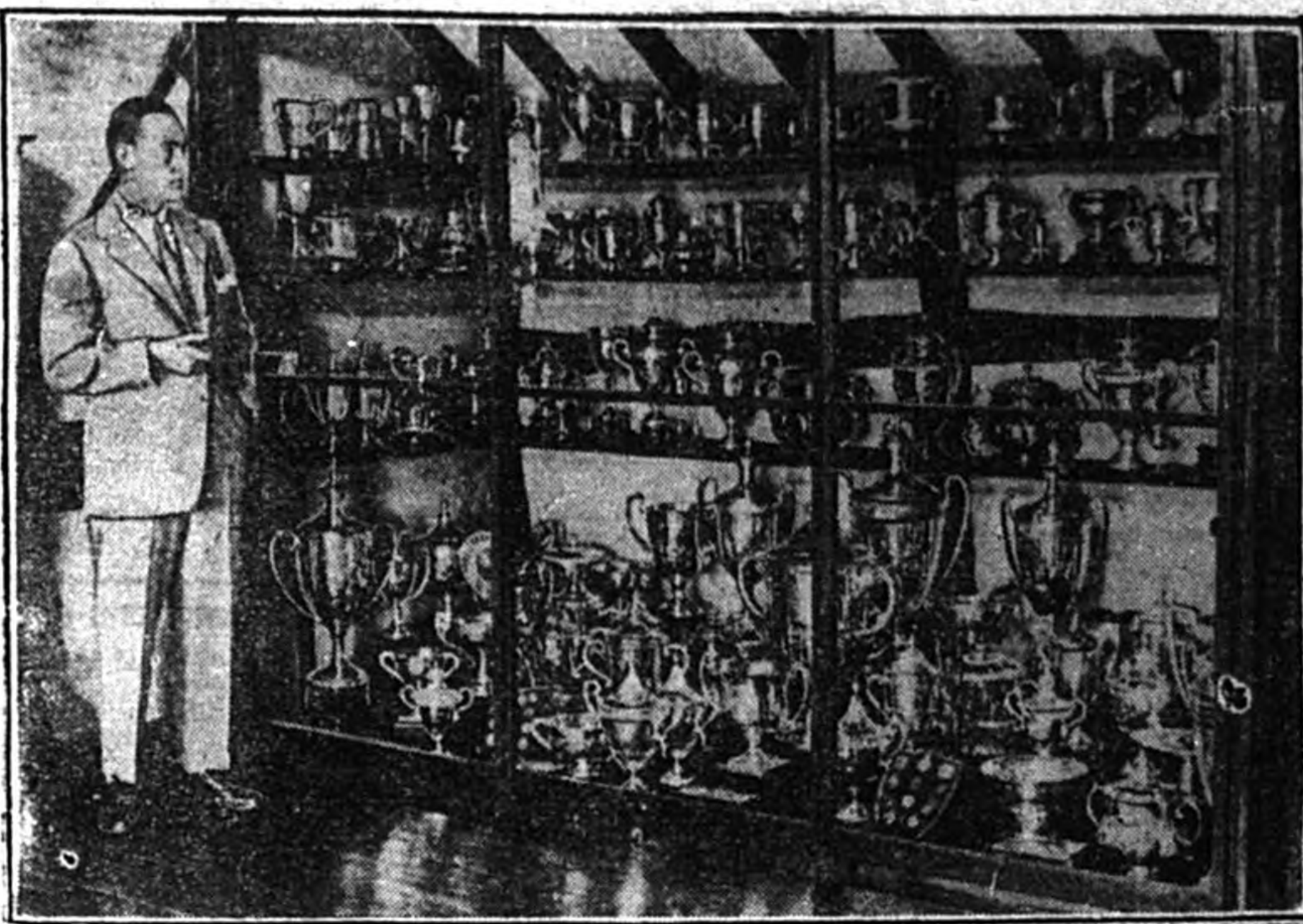
The total enlistments for war service were 619,636, and of these 424,598 actually became members of the C.E.F., an deserved outside of Canada. Of this number nearly one-third suffered wounds, the wounded totaling 140,739. There were 477,893 who suffered from sickness or disease and 35,512 who suffered 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 418,53 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, Shortly, it's ten minutes to 12, Eastern Standard Time,' I said to him, looking at my watch. 'We've been flying twenty-four hours.'

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

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

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

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

Pilots Get Separated

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

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

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

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

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

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

Hunter's Boat Sighted

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

"'Anyhow,' Shortly said, 'we'll give the Eskimos a fine fireworks display!'

"We built a fire to warm us and drive the mosquitoes away. Shortly thought he saw a sail. I was through seeing sails which turned out to be



PRETTY BRIDE

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's expedition.

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

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

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

Democracy in the East

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

A fool must now and then be right by chance.—Cowper.

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

Interesting Sanctuary on St. Lawrence



A VANISHING SPECIES

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

Ladies
Overshoes **\$1.95**

Below Cost Price !

All our stock of Winter Goods will be sold below cost price this month, to make room for our new stock coming in.

Ralph's Store
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.

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We repair and make shells for Fur-lined Coats
SATISFACTION GUARANTEED

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1 Erla Single Six Table Model
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Owing to having a surplus stock, we will sell the above new machines absolutely at cost price. Now is your chance. Phone or call in and see us.

John McFaul & Son, Main St.

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Feed, Hay, Coal,
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Beef Scrap, and all kinds of Hen Feed.

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Ladies Coats & Dresses

McFaul Bros. - West End
THE QUALITY STORE

The Watchman

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

FRIDAY, FEBRUARY 22nd, 1929

Subscription Rate per annum.

In Canada—\$1.50.

In United States—\$2.00.

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

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

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

With each verse additional—25c.

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

If replies are directed to Watchman Office 25c. extra charged.

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

Legal Advertising—\$1.68 per inch. Subsequent insertions—\$1.40 per inch.

**CANADA AT THE
BRITISH INDUSTRIES FAIR**
Books \$50,000 Order within First Twenty Minutes

Canada appears for the first time as an exhibitor at the British Industries Fair, which opened its doors this week in London and Birmingham simultaneously. Rt. Hon. L. C. M. S. Amery, Sec'y., for the Dominions, refers to this feature as the sounding board of British trade. The display comprises eight miles of stands, with products from all part of the Empire, and purchasers are in attendance from 56 countries ranging from China to Peru.

The increasing importance of this event is already evidenced in the record of entries, and a record of buyers, each number showing a 25 per cent increase over previous years. Canada has made debut with a very creditable display, in which 20 prominent concerns are participating. The English press has commented very favorably on this section of the exhibition.

The practical advantages of Canada's entry are unquestionable. A substantial order for \$50,000 worth of Canadian honey, booked within 20 minutes of the official opening, is sufficient to indicate the very material benefits to Dominion trade. There is a strong preference for Empire produce among the Old Country buyers, and it is gratifying that Canada now takes advantage of this Fair to bid for British and world-wide commerce.

CORRESPONDENCE

Lachute, P. Q., Feb. 20th., 1929
J. S. Giles, Esq.,
Editor, The Watchman, Lachute

Dear Mr. Giles:—

I hope you will allow me the opportunity to clarify the situation for the benefit of the population at large in Lachute regarding the position of Secretary as disposed of at last Council meeting.

Due to lack of information, there has been criticism from certain quarters which I will qualify as fair but some other people have criticized very unjustly as they hinted that I was actuated, in submitting a course of action to the Council by racial and religious prejudice. This is most absurd and I submit my past record.

There is apparently an idea prevailing that the action taken by the Council was premeditated during election time and I will immediately dissipate the cloud in stating that, on the first meeting, I extended friendship and good will to the Secretarial staff when, after formulating a comprehensive policy of administration which necessitated close co-operation from everybody in authority with the staff, strict observance of office hours and no absences from the Town's Office to be tolerated without permission from the Mayor or, in his absence, from the President of the Finance Committee, I addressed the following remarks, viz: "I have heard criticism but I can, however, from past experience, pay tribute to the honesty of the Secretary, his good will and his general knowledge of the town's affairs. There is evidently a good Assistant-Secretary and, with co-operation from the Council and the proper system, everything should go smoothly and peacefully between the Council and the Staff." I will ask any fair minded citizen whether this attitude on my part can be branded in the light of animosity or prejudice.

I had occasion to call attention to the urgency of having books audited for 1928, to work overtime if necessary to complete entries and thus make up for time previously lost. My offer of friendship and co-operation was however completely ignored as, in defiance of instructions and system established for good administration, there were absences without any explanation or warning.

The excuse cannot be given that there was not fair warning and, however reluctant I was in discharging my duties according to my oath of office, in the interest of the rate-payers, there was only one remedy to administer to correct an impossible situation. Had I known that I would have had anything to do with such a situation, I would never have accepted the post of Mayor.

There will be occasion to ask for tenders for the permanent position of Secretary-Treasurer, as soon as possible, and it is immaterial to me what the race or creed of the appointee will be providing he will

be competent, unattached to other duties and will devote all of his time to the Corporation's work.

I have always championed the cause of harmony between the English and French speaking races in this town and, if the English rate-payers most representative of public opinion here will indicate to me (privately and confidentially) that my conduct in the matter in question is inimical to the general interest and harmonious relations, I do not wish to impose myself on any section of the population and I will endeavour to disengage myself from a post which is certainly not a bed of roses.

Thanking you, Mr. Giles, for the space so kindly granted me, I remain,

Yours very truly,
C. TREMBLAY.

GRENVILLE BAY.

Miss R. Larose is at present visiting in Montreal.

Miss Brechin spent the week-end at her home, returning to Montreal on Sunday evening.

Mr. T. D. McMichael who is working in Mr. D. McIntyre's camp, was home for the week-end.

Mr. Earl Gray and Miss Lois White were welcome visitors with Mr. Brechin on Sunday.

Mr. and Mrs. Hugh A. Cameron spent Sunday with Mr. and Mrs. J. Brechin.

The Ladies of St. Giles' Presbyterian Church were entertained recently by Mrs. D. McIntyre, when nine members were present. A very pleasant afternoon was spent and some business attended to and at 4 o'clock a dainty tea was served by our hostess, assisted by Miss Campbell.

In the passing away of Mrs. John Wade, the Aid has lost a dear old friend as well as a member.

MISS M. V. SLAEBR

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WATCHES & CLOCKS
CUT GLASS & FRENCH IVORY
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- to pay an out-of-town account,
- to a relative or friend,
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call at any Branch of this Bank and secure a Draft for the amount. Sold "over the counter," with no delay or formality, Bank of Nova Scotia drafts offer a safe and convenient method of sending money away.

THE BANK OF NOVA SCOTIA

ESTABLISHED 1832

Total Assets over \$265,000,000

Capital \$10,000,000

Reserve \$20,000,000

J. A. McLEOD, General Manager, Toronto

SUN LIFE ASSURANCE COMPANY OF CANADA

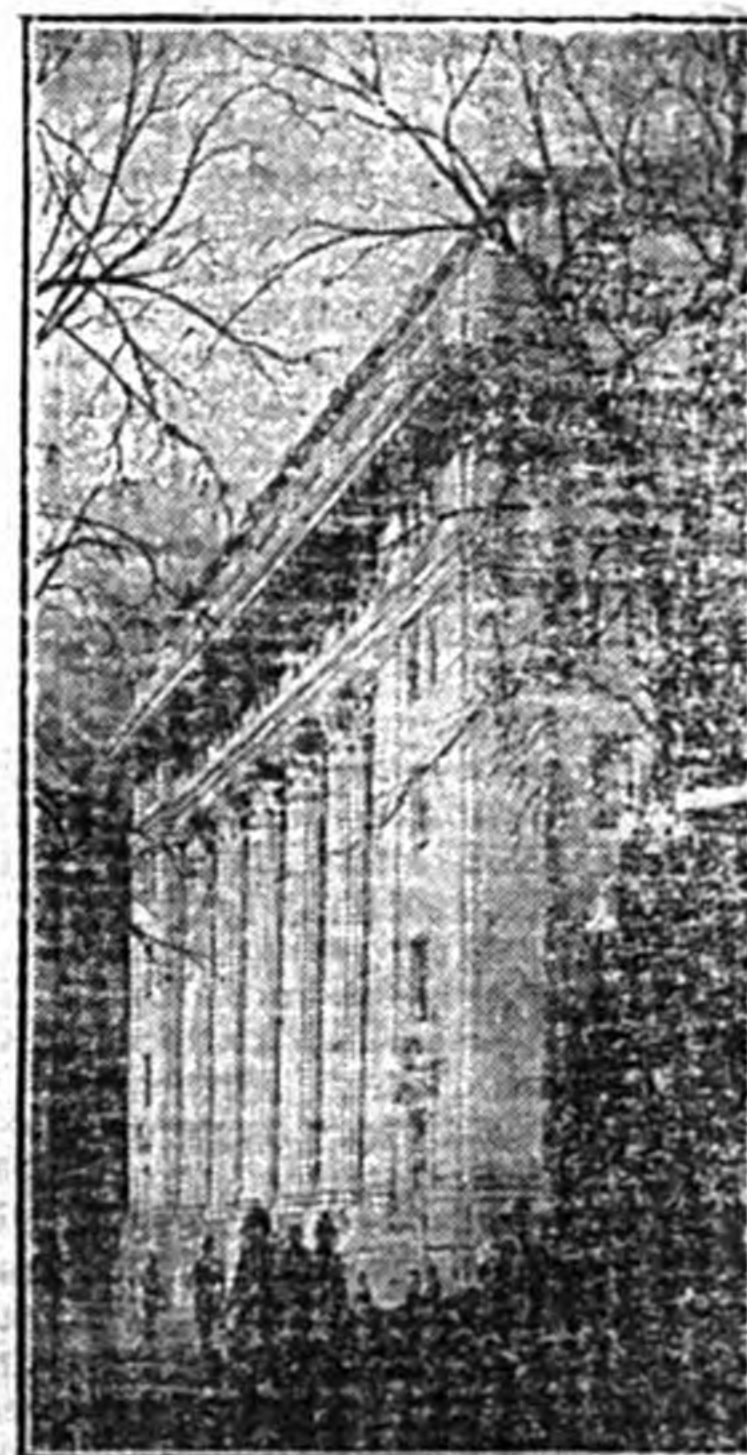
A TOWER OF STRENGTH

1928

Assurances in force (net)	- \$1,896,915,000
An Increase of \$408,925,000	
New Assurances Paid for	- 441,244,000
An Increase of \$112,836,000	
Total Income	- 144,747,000
An Increase of \$41,972,000	
Surplus earned during the Year	- 40,264,000
Payments to Policyholders and Beneficiaries	- 49,920,000
Surplus and Contingency Reserve	- 66,938,000
An Increase of \$9,157,000	
Total Liabilities (Including Paid up Capital)	- 422,020,000
Assets, at December 31st, 1928	- 488,958,000
An Increase of \$87,652,000	
Rate of Interest earned on mean invested assets (net)	6.58%

DIVIDENDS TO POLICYHOLDERS INCREASED FOR NINTH SUCCESSIVE YEAR

The Company has also inaugurated the practice of paying a special maturity dividend on participating policies, ten or more years in force, terminating by death or maturity.



EXTRACTS FROM DIRECTORS' REPORT

... After deducting amounts re-assured, the total assurances in force now amount to \$1,896,915,934.57, an increase of \$408,925,254.48. Policies in force number 633,240, and in addition 136,293 certificates of assurance are held by employees of corporations and firms under the group plan.

While every field of operation contributed its full share to these impressive advances, the rapid development of our business in Great Britain and the United States is especially noteworthy. The generous reception of our Company in countries served by powerful domestic institutions is particularly gratifying, as testifying to widespread appreciation of our record and services.

... The amount paid to policyholders since organization, together with the amount at present held for their security or benefit, exceeds the total amount received from them in premiums by \$111,370,229.10.

The strength and resources of the Company have been still further enhanced.

The net rate of interest earned on the mean invested assets, after making provision for investment expenses, has risen to 6.58 per cent. Dividend increases, bonuses and stock privileges, accruing on many of the Company's holdings, contributed substantially to this gratifying result.

A net profit of \$11,028,854.59 has been realized from the redemption or sale of securities which had risen to high premiums.

The securities listed in the assets have been valued at figures substantially below the value placed on them by the Government. This under-valuation of our securities represents an important safeguard against possible adverse market fluctuations, additional to the reserves specifically provided against that contingency.

We are again able to report that on the bonds and preferred stocks listed in the assets, not one dollar,

due either as interest or as dividend, is in arrear for a single day; while the dividends accruing to common stocks exceed by several million dollars those payable on the same stocks at the time of purchase.

The surplus earned during the year, based on the values given in the accounts, amounted to \$40,264,088.52.

\$10,000,000. has been deducted from the already heavily marked-down value of securities, as additional provision against possible fluctuations, increasing the amount so set aside to \$20,000,000.

The special amount set aside as a liability to provide for unforeseen contingencies has been maintained at \$12,500,000.

\$15,822,339.65 has been paid or allotted as profits to policyholders during the year.

After making all deductions and allocations, \$9,157,966.34 has been added to the undivided surplus, bringing the total over liabilities, contingency accounts, and capital stock, to \$54,438,862.48.

The continued prosperity of the Company enables your Directors to announce, for the ninth successive year, a substantial increase in the scale of profits to be distributed to participating policyholders during the ensuing year.

In addition, your Directors have inaugurated the principle of granting a Special Dividend on participating policies maturing after having been in force ten years or longer. This new bonus will enable policyholders or beneficiaries whose withdrawal is occasioned by the maturity of policy contracts, to participate in the accumulated surplus which it has not as yet been considered prudent to divide.

The effort to provide life assurance at the lowest net cost obtainable has been increasingly appreciated. Our policyholders will be gratified by this further evidence of our desire that the Company's prosperity shall be fully shared by its members.

**SUN LIFE ASSURANCE
COMPANY OF CANADA**

Literary and Dramatic Society Hold Social Evening.

On Thursday last, Feb. 14th., the Literary - Dramatic Society held a most enjoyable Valentine party in McArthur's Hall. A goodly number took advantage of the skiing possibilities, and spent an hour or two of invigorating fun on Staniforth's hills. From there they went to the hall, where the skillful decorations of gay hearts and Cupids bore tribute to the artistic work of the Decoration Committee.

After a diligent search of the John Aldens for their Priscillas, and the Hiawathas for their Minnehahas, the Refreshment Committee gave evidence of their usual efficiency.

Then came some amusing impromptu speeches in which much interesting data was disclosed about such subjects as "Post Mortems" and "Secrets", and much merriment was caused by an impromptu debate, "Resolved it is more expensive to raise a family of boys than a family of girls." Misses Marshall and Bishop ably upheld the Affirmative, Messrs. Wilson and Webster the Negative. Dancing, alternated with varied games of a surprising and ingenious nature, completed an evening that will afford pleasant memories for all.

The members of the Literary and Dramatic Society are requested to observe that there has been a change in their program for the next two meetings. The program on "Canadian Authors and Poets" has been postponed to March 12, and the skiing party and sleigh-drive of that date will be held on Feb. 26.

PUBLIC NOTICE is hereby given that the undermentioned LANDS and TENEMENTS have been seized, and will be sold at the respective times and places mentioned below.

FIERI FACIAS DE BONIS ET DE TERRIS. Superior Court.

Canada,
Province of Quebec,
District of Terrebonne,
No. 1900.

DAVID CLELAND, Plaintiff, vs.
MARTIAL LABELLE, Defendant.

As belonging to said defendant the following immovable, to wit:
A farm situate in the parish of Saint-Jerome d'Argenteuil, known and designated on the official plan and book of reference for said parish under number one hundred and three (103), containing one hundred arpents in area—with all the buildings thereon erected.

To be sold at the catholic church door, in the town of Lachute, said district, on the SECOND day of MARCH nineteen hundred and twenty-nine, at ELEVEN o'clock in the forenoon.

J. W. CYR,

Sheriff's Office,
Saint Jerome, January 23rd., 1929.
F-8-22-2.

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

GRENVILLE.

Mrs. Wesley Dodd and son Willie were in Hawkesbury on Monday.

Miss Jennie Bates, of Avoca, called on friends in Grenville on Monday.

We extend our sympathy to Mr. Archie Prophet in the loss of his devoted wife.

Miss Kelly, teacher of our village school, spent the week-end at her home in Avoca.

We are sorry to hear of the illness of Mrs. Earl McIntyre and hope for her a speedy recovery.

In the passing of Mrs. Jas. Wade on Sunday, Feb. 10th., Grenville lost an old and highly respected citizen. She suffered a stroke on Thursday morning, from which she never rallied.

Mrs. Wade was formerly Miss M. McQuaig, of Glengarry, Ontario and came to our village when young. At the age of twenty she married Mr. James Wade of this place, and with the exception of a few years spent in the United States, Ontario and Montreal, where Mr. Wade was employed, her life was spent in our midst. She leaves many relatives and friends to mourn her loss. She was a member of the Presbyterian Church from her youth. The funeral service was conducted by her pastor, Rev. Mr. Back, at her residence, on Tuesday afternoon and she was laid to rest by the side of her husband and only child Elizabeth, in Calumet Cemetery.

Friends from a distance who attended were Miss Kate McLellan, of Ottawa; Miss Christie McLellan, of Glen Sanfield; Mrs. McLellan, and son Grant, of Glen Sanfield, Ont.; Mr. and Mrs. Willie Cooke of Ottawa; Mr. Fred Wade, of Montreal and Miss Edith Ross, of Hawkesbury; & Mr. James Bovington, of Hawkesbury.

BROWNSBURG.

Mrs. F. Hooper is spending a few days in Montreal this week.

Miss Ida Dey, daughter of Fire Chief Dey, of Pembroke, who has been visiting Mrs. Alex. Dey, left on Tuesday for Montreal, to spend a few days with friends, before returning home.

Mr. and Mrs. A. M. Campbell have returned, after a very pleasant visit with friends in Carleton Place.

Mrs. John McQuat was in Montreal last week.

Quite a number from here attended the Lachute - St. Jerome Hockey Match, at St. Jerome last Saturday night.

Much sympathy is felt for Mr. and Mrs. Villeneuve and family in the loss of their home by fire; fortunately same being partly covered by insurance.

Those who failed to attend Apple Sauce put on by the Lachute Literary and Dramatic Society missed a rare treat.

The Brownsburg Senior Boy Scouts entertained Mr. and Mrs. Kettyle, at their Club Rooms, this week. The Troop presenting Mrs. Kettyle with China Cups and Saucers.

A very enjoyable evening was spent on Wednesday, Feb. 19th., when Miss Evelyn Highfield and Miss E. Gibbon held a sleigh drive for their Sunday School pupils, and on their return were served refreshments.

IN MEMORIAM.

BARLEY.—In loving memory of our dear Mother, who passed away, Feb. 19th., 1923.

The cup was bitter, the sting severe,
To part with a mother we loved so dear.

Our sorrow was great, but we'll not complain

But trust in God to meet again.

Ever lovingly remembered by her children.

HODGE.—In loving memory of our dear husband and father, Edmund Hodge, who passed away, Feb. 26, 1928.

One year has passed

Since that sad day

When one we loved

Was called away.

It was bitter grief,

And a shock severe

To part with one

We loved so dear.

But it was God's wish,

And he willed it so

And when God commands

We all must go.

But some day we hope to join him,

In yonder home on high

And there clasp hands forever

And never say good-bye.

Inserted by his wife and family.

LAKEFIELD.

Mr. Andrew Brown was the guest of Mrs. A. Chapman on Sunday.

Quite a number of young people of this vicinity are enjoying the winter sports.

Mr. Ernest Copeland spent the week-end at the home of his parents Mr. and Mrs. A. Copeland.

Rev. J. A. Lackey conducted the service here on Sunday and served Sacrament in St. John's Church.

Mr. James R. Baker, of Montreal, spent a few days at Long Lake, the guest of Mrs. Austin Kyle.

Miss Verda Thompson of Montreal, is the guest of her parents, Mr. and Mrs. J. A. Thompson this week.

Once more Dawson Bros.' Mill is operating in full swing. We wish them every success in their season's work.

We are glad to report that little Lois McComby is recovering after her operation in the Montreal Hospital.

Guests at Mrs. Edgar Morrow on Sunday evening for Tea were Mr. & Mrs. Albert Tomalty, Miss Reta, Miss Mildred and Wilbert Sherritt and Mr. Melvin McDonald.

Mr. Walter Beattie took some of our young people for a sleigh drive on Sunday with his roadsters. All report a splendid time.

The Lakefield W. I. held a very successful 500 Valentine party at the home of Mrs. A. Tomalty, which was suitably decorated for the occasion. Cards were played at 7 tables, and prizes being won by the following: Mrs. Edgar Morrow, Miss R. Tomalty, Miss M. Sherritt, Mr. Wesley Gain, Mr. George Peet and Mr. Melvin McDonald.

Mrs. Wm. Evans and Miss M. Sherritt presided at the supper table assisted by Mrs. E. Morrow and Miss R. Tomalty and Messrs. Morrow and Rogers.

We all very much regretted the absence of the president who through illness, was unable to attend. A hearty vote of thanks is extended to Mr. and Mrs. A. Tomalty, who so kindly loaned their home for the evening.

CUSHING.

Mr. Allister Innes left on Wednesday morning to spend a few days in Montreal.

The Misses Ivy and Elsie Graham of Verdun and Montreal North, were week-end guests of their parents.

Mr. and Mrs. Suard, of Point Fort, were guests at the home of Mr. and Mrs. A. Graham on Sunday.

The Misses Helena and Ruth Dobbie and Mrs. Archie Graham attended the World's Day of Prayer at St. Andrews East United Church on Friday.

Mrs. L. M. Gaston, Miss Helena Dobbie, Mrs. (Rev.) F. Jobb are in Montreal this week, as delegates to the Montreal Presbyterial of the United Church Women's Missionary Society.

The Community Club Social Evening was again a success, the little program being bright and entertaining. Some very well rendered piano duets were given by Mrs. R. Sheppard and Miss A. Davidson; Miss M. and Master Walter Starnes; Miss Davidson and Walter Starnes. The Canning Trio favored us with a clever Valentine Sketch, and Miss M. Wheelahan and Mr. Keith Canning with Valentine recitations. Mr. R. Dobbie pleased his audience greatly by the singing of his Scotch favorites. At this meeting it was decided to hold our Annual Oyster Supper on Saturday night, March 2nd.

CUSHING.

Miss Lois Keatley, of Pt. Fortune, spent the early part of the week with friends in this vicinity.

Mr. Eddie Wheelahan, of Montreal, spent Sunday in Cushing.

Miss Emma Kerr is visiting her cousin, Mrs. R. Morrison, of Lachute Road at present.

Mr. W. H. Robert, of Monalea, spent Friday last in Montreal.

Miss Grace Smith, of the Stonefield School was a guest of Mr. and Mrs. C. F. Watson on Friday, leaving by C. N. R. on Saturday morning for her home in Lachute.

Mr. E. J. Mahoney, of Montreal, was a week-end guest of his brother-in-law, Mr. W. H. Robert, at Monalea.

Mr. Roy Gaston spent Monday in Lachute.

Mrs. T. Weir Jr., and Miss Wheelahan spent Wednesday visiting friends in Hawkesbury.

Mr. Albert Childs left on Monday to spend the remainder of the winter in Ottawa. He will be much missed.

OBITUARY.

THE LATE F. H. STANFORTH.

Frank H. Stanforth, well known resident of Arundel, Que., died in his 76th. year, at the home of his daughter, Mrs. William Schlievert, Galetta, Ont., on Feb. 11th., after a short illness.

Deceased came to Arundel with his parents in the year 1858, and has resided there up to the time of his death. He was a member of the Masonic Order for 43 years; his mother Lodge being Argenteuil, No. 67, Lachute. Later becoming a charter member of Laurentian Lodge, No. 81, at Arundel, Que. Brethren of the Masonic Order at Arnprior assisted in every way possible in preparing and conveying the remains from Galetta, to Arnprior for transportation to Arundel. Brethren of Laurentian Lodge took charge of the Masonic service at the home of his brother, the remains were then carried by Past Masters of the Lodge to the Union Church; the funeral service being conducted by the Rev. A. E. Hubley.

He leaves to mourn his loss a wife and four daughters. Mrs. Joseph Moore, Inkerman, Ont.; Mrs. William Schlievert, Galetta, Ont.; Mrs. James Simpson, Cranbrooke, B. C.; Mrs. W. Wilson, Madison, Sask. Interment being made in the new Arundel Cemetery.

GRENVILLE.

Mr. James Tompkins is home for a short holiday, visiting his mother, Mrs. Tompkins.

Miss Helen Pridham, of the Ladies' College, Ottawa, spent the week-end with her parents, Mr. and Mrs. A. MacL. Pridham.

Miss Muriel Taylor who is attending Mount Royal Business College, was home for the week-end.

Mr. W. Dodd, of Gatineau, Point, also spent the week-end with his family.

The friends of Mrs. E. MacIntyre will be sorry to hear that she is very ill in Dr. Smith's Hospital, Hawkesbury. Much sympathy is felt for her family.

—We would remind our readers that a number of subscriptions are overdue as may be seen by the label appearing on your paper. Just take a peep and see how much you are indebted to us, then drop round and settle up. We will be delighted to see.

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.

J. F. LAVIGNE, B.A.,
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Meat Market, Lachute.

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The Bell Telephone Company is owned by 15,300 shareholders and 95 per cent of them live in Canada. Over 50 per cent of them are women.

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THE BELL TELEPHONE



COMPANY OF CANADA

Not Broke But Badly Bent

And Jim's Motor Rattled Like an Old Corn Sheller

By FRANCIS FLOOD

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

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

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

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

We knew that Governor Purvis of El Fasher had wired the governor at El Obeld that we had started but that he didn't believe we would arrive for weeks, if at all. On account of our special British military truck convoy, however, in whose tracks we could follow quite easily, we made the four hundred miles in five days and surprised His Excellency out of all discretion. He was hospitable and interested, and as the governor of 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.

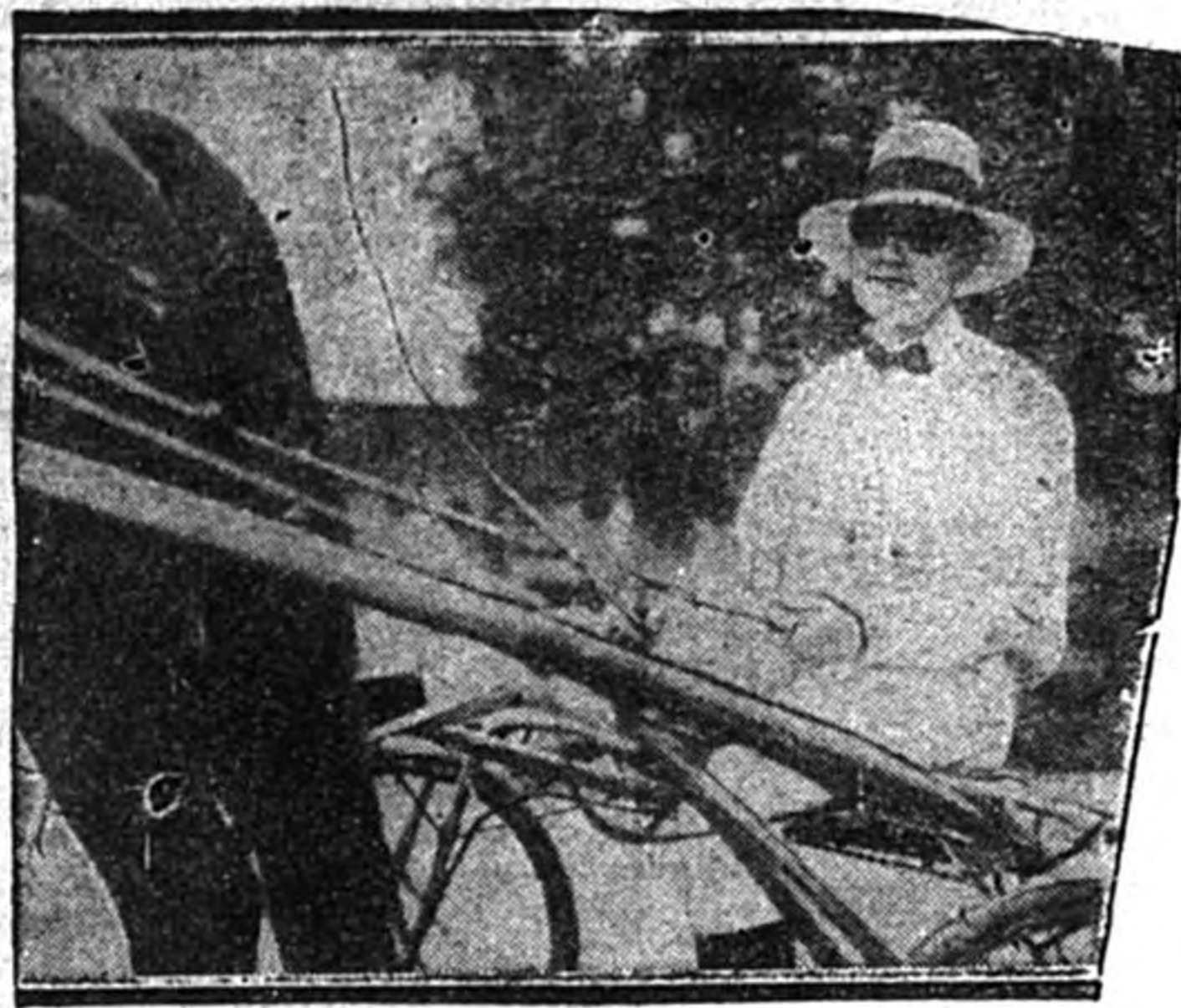
Even Jim and I discussed making the pilgrimage ourselves, until we learned more about its impossibility for us. Mecca is not for white men and especially for non-Mohammedans. We talked at some length with a good old Mohammedan teacher who was personally very kind to us and friendly. When we asked if he could disguise us, and if necessary vouch for our general harmlessness and conduct 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 laborers, 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 Marlon 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 duly 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 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 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. There is a sacrificial death. Fitting, therefore, that their dying time should be their most beautiful time: they die in glory, in color. They "pass out" in a veritable Hallelujah chorus. Let us catch this sublime note in our "Festival of the Leaves."

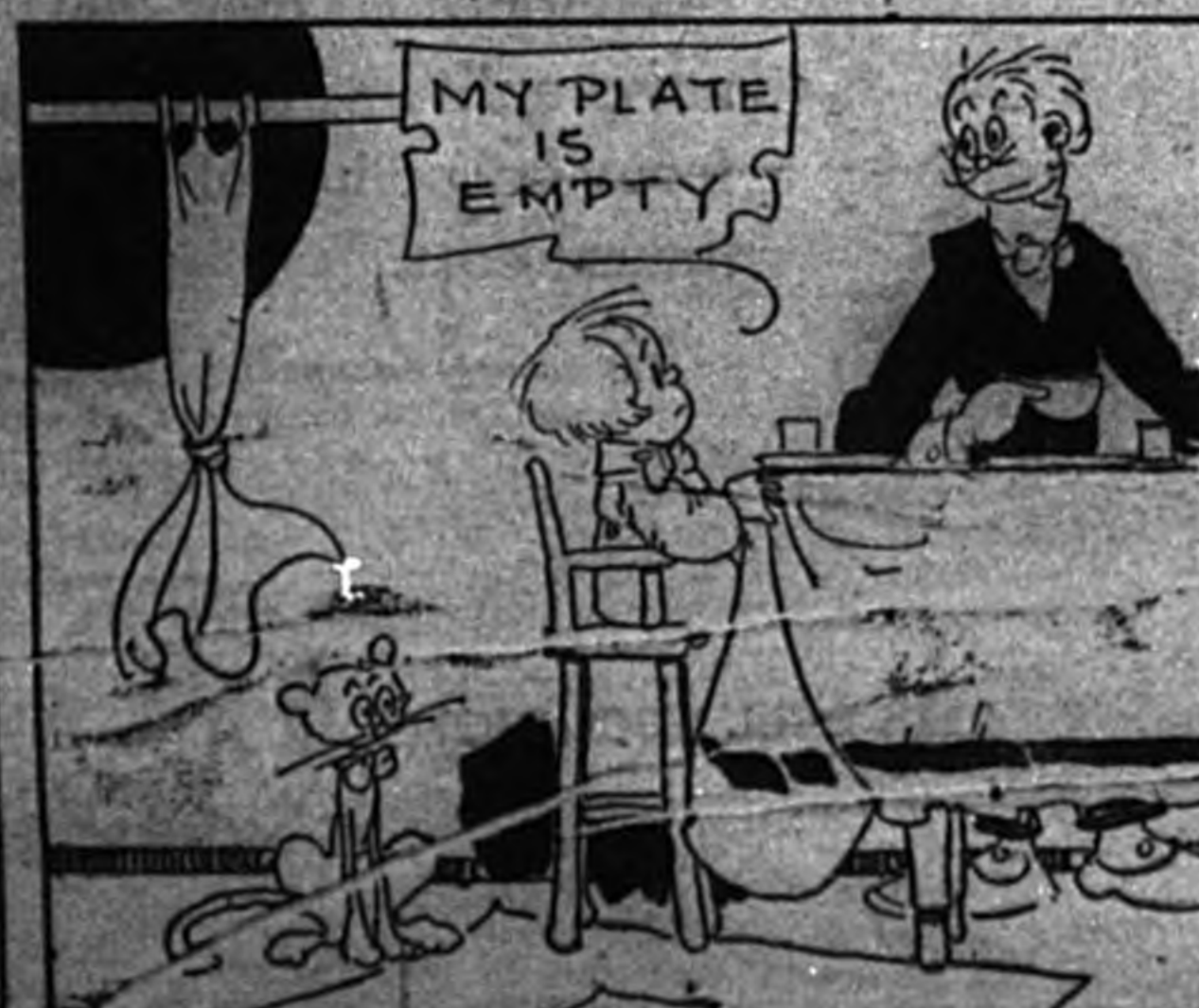
Back With the Duds

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

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

In these days it is customary for the composer to outlive his 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 aquires 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.

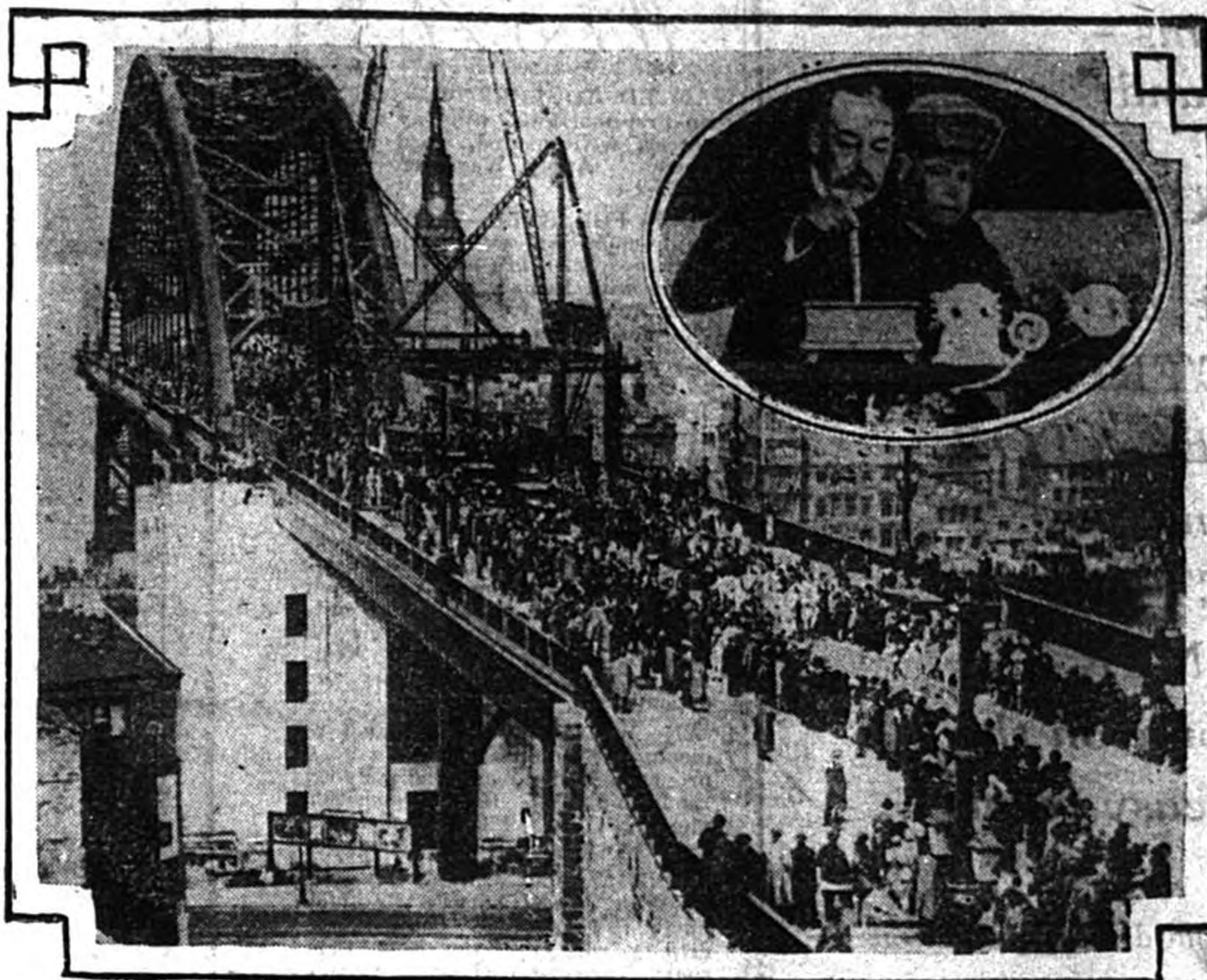
"No. And I don't believe you've crossed Africa on those motorcycles either," he admitted. "The one I earned your breakfast and I thought two such big ones deserved a double order."

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 sons or relations as tenants on the other two units. So far, of the 8,000 tenancies of 30 acres each, about 5,000 have been taken by owners themselves and the remaining 3,000 by people already resident in the area.

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

The soil of the Gezira is a stiff loam containing over fifty per cent. of clay. It rapidly becomes impervious to water so that no seepage occurs through the canal banks. The land is cultivated by machinery well ahead of sowing time. This is done by the syndicate with cable plows drawn back and forth between two tractors, one at either end of the field. The seed is a long staple Egyptian cotton exclusively and is dibbled in at the rate of about 20 pounds per acre.

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

The yield is about 300 pounds of long staple lint cotton per acre. This makes an addition to the world cotton production of some 30 million pounds of Egyptian cotton annually, and the development of the Gezira has only begun. What effect this and similar, and even larger, irrigation projects farther down the Nile may have on the U. S. cotton surplus production remains to be seen. At any rate it is well worth watching.

Easy-Going People

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

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-engine aircraft of the approved British type of construction will be used. The government of India proposes, if funds permit, eventually to extend the London-Karachi service to Bombay.

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

Benefits

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

The Lap of Fortune

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

Canada's Native Clowns



QUEBEC BABY BEARS BATTLED FOR A LOLLYPOP

"Kid" Cub and "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 Nurmil green with envy."—Kenneth Lee in "Forest and Stream."

Panic-Mongers

Bryngwyn James in the Pall Mall (London): It is the commercial and industrial panic-mongers who have done as much in recent years to retard the recovery of British trade and industry from the blows inflicted on it by the war and its consequences. Their blatherings have been broadcast to the ends of the earth, and their sour bread has been cast upon 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 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.



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 from poles were erected with cross vanes on which are stamped the degrees and minutes of latitude and longitude. Traveling over the flat Gezira is like sailing on the ocean and we navigated in minutes and degrees in exactly the same manner.

The management of the area was entrusted to the Sudan Plantations Syndicate. The Sudan government were to be responsible for the financing and building of the dam and the major canalization. The syndicate became responsible for the minor canalization, management of the whole enterprise and for financing the tenants. The tenants were to supply the labor as cultivators. The cotton crop was to be divided into portions of 35 per cent. to the government, 25 per cent. to the syndicate, and 40 per cent. to the tenant, and all other crops to the tenant. The British government guaranteed an original loan of \$15,000,000 for financing. The dam was started in 1914 but was stopped on the outbreak of the war. After the war the loan was doubled and construction started again. The final full cost was about \$50,000,000 which includes canalization. If someone were to dig three canals from New York to San Francisco the total length would be about equal to the mileage of the canals and field channels on the Gezira scheme, or 9,386 miles.

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

Enjoying Autumn Glory of Canada's New Park



BEAUTIES OF NATURE IN THE CANADIAN WEST
On the portage from Kingmere Lake to Long Island Lake in the Prince Albert National Park, Saskatchewan.

Solve two of your
biggest problems -
refrigeration and
ironing

ELECTRICALLY

Put an
ELECTRIC
REFRIGERATOR
and
ELECTRIC
IRONER
in your home on the
easiest of easy terms

End food spoilage, foul drain pipes, inconvenience, with an Electric Refrigerator. Take the hard work out of ironing with an Electric Ironer. Both these modern appliances are available to you at the cash-price, payable over 12 months, WITHOUT INTEREST. Ask your local store and arrange for a free demonstration.

**Gatineau Electric Light
Company Limited**



**"VICTORIA"
Coffee**

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LAPORTE MARTIN LIMITEE

ROASTED AND PACKED IN OUR OWN PLANT

On Sale at Victoria Independent Stores

WANT ADS

WANTED TO BORROW.—\$3,700.00 on first mortgage will pay 6% interest; well insured, good investment. Apply Watchman Office. Feb. 22-1-c.

HOUSE FOR SALE.—A Bungalow, on Foundry St., with modern conveniences, with fire place and large cellar with furnace. Apply to the Watchman Office. M-1-2-c.

FOR SALE.—McCormick Manure Spreader, in good condition. Cheap to quick buyer. Apply to Gordon Walker, Phone 101 r 3-1, Lachute Feb. 22-1.

FOR SALE.—Pure Bred Ayrshire Heifer Calf. J. E. Walker, Kirkland Farm, Lachute.

WANTED.—Reliable woman as cook-general for small family in Westmount. Good home, permanent situation and good wages for suitable person. Write Mrs. A. W. Callard, 12 Renfrew Ave., Westmount, Que., for particulars and appointment.

LOAN WANTED.—Party wishes to dispose of first mortgage on good property in the West End. Money required \$2,900. Good proposition yielding 7 p.c. Phone Jos. Malak, Brownsburg, or 27 Lachute.

PROPERTY FOR SALE.—In good condition. Good bargain to quick buyer. Private sale of household articles will end the 28th. February. Anyone wishing to receive information may have same by applying to Mrs. Arthur Belanger, Foundry St. F-22-2-P.

WANTED.—Small or medium sized Safe, for Office use. Must be fire proof. Apply to Watchman Office, Lachute, Que.

FOR SALE.—One Carload of Birch and Maple Cord Wood, on C. P. R. Track at Lachute, on the latter part of February. All orders delivered promptly. For information apply to Jos. Speight, Butcher, Lachute. F-22-1-P.

HAY FOR SALE.—Quantity of pressed and loose. I will be at my home all day Saturday, March 2nd. Apply Mrs. John Funchion, one mile West of Carillon, on that date. M-1-2-P.

FLAT TO RENT.—Nice Serviceable and commodious flat to rent on Main St. Modern conveniences. Apply to Adolphe Raymond, Butcher, Lachute.

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

NOTICE
Mr. C. B. Marchand wishes to announce that he is now a Licensed Auctioneer for the Counties of Argenteuil, Two Mountains and Terrebonne Furniture etc., may be left at his Auction Rooms on Foundry St. where arrangements may be made for sale, either direct or on commission basis. For further particulars write or see, C. B. Marchand, Licensed Auctioneer, Foundry St., Lachute. F-22-1-C.

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CONSULT
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Insurance of any kind.
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Total Assets in excess of \$870,000,000

CANADA
PROVINCE OF QUEBEC
DISTRICT DE MONTREAL
NO. 1733

COUR SUPERIEURE
DAME HELENE LEONARD,
épouse commune en biens, de Arthur
Ouellette, commerçant de Mont-Laurier,
comté de Labelle, district de
Montcalm,
Demanderesse.

vs.
LE DIT ARTHUR OUELLETTE,
commerçant de Mont-Laurier, comté
de Labelle, district de Montcalm,
Défendeur.
Une action en séparation de biens
a été instituée ce jour, par la demanderesse,
contre le défendeur.
HERMAN BARRETTE,
Procureur de la demanderesse
Mont-Laurier, le 19 janvier 1929.
F-22-4.

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.

E. M. JONES,
Representing
The Imperial Life Assurance Co.
LIFE INSURANCE
Phone 303. LACHUTE, QUE.

**LAURENTIAN LODGE NO. 14,
I.O.O.F. LACHUTE**
Meets every Tuesday night at 8 p.m.
in McARTHUR'S HALL,
T. Izzard, Noble Grand.
Jas. McCullough, Rec.-Sec'y.
Visiting Brethren always Welcome

**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.

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Here Every Day
Main Street, Lachute, Que.

W. J. BOYD, Licensed Auctioneer.
All to be sold without reserve
Sale to commence at 1 p.m. sharp.
TERMS: \$10.00 and under cash,
over that amount 6 months credit on
furnishing approved joint notes. 6
per cent discount per annum for cash.
W. BARCLAY & SON, Props.

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

Re-Roof
this year with
**Economy
RIB-ROLL
ROOFING**

**Unsurpassed
for Safety, Beauty,
Permanence . . .**
Dollar for dollar, you couldn't
make a better investment nor
one that will add more value
to your property.
Leave the old roof on. Just lay
the Economy "Rib Roll" Sheets
over the old wood shingle or
asphalt felt.
Ask your dealer or send us your
ridge and rafter measurements
for free estimate. Write for a
sample.

**Eastern Steel Products
Limited**
1335 Delorimier Avenue
Montreal
Factories at
PRESTON TORONTO MONTREAL

AUCTION SALE
There will be sold by Public Auction
at the new Auction Rooms of
C. B. MARCHAND,
Foundry Street, Lachute,
SATURDAY, FEB. 23rd, 1929
At 1.30 p.m.
The following effects: DRY GOODS
GROCERIES, SMALL WARES and
FURNITURE.
Terms: STRICTLY CASH
C. B. MARCHAND,
Licensed Auctioneer

AUCTION SALE
There will be sold by Public Auction
at the stables of
L. C. BARRON, Lachute
SATURDAY, FEB. 23rd, 1929
The following effects:—Two cows
newly freshened, 3 due to freshen in
March; 8 heifers, 2 years old, 6 year-
ling heifers, 1 Registered Ayrshire
Bull 1 year old, 1 farm wagon and
rack, Gang plow, walking plow, set
fanners, spring tooth harrow, smooth-
ing harrow, seeder mowing machine
cultivator and many other articles
unmentioned.

ST. ANDREWS EAST.
Mr. Keith Pitcairn spent Saturday
here with his uncle, Mr. Jas. Pitcairn.
Mr. A. Watt was in Montreal for a
few days last week.
Mr. and Mrs. Eccles were at their
home here for the week-end. Mr.
A. H. Shorey was also at his home
here.
The World Women's Missionary
Day of Prayer was observed by five
Auxiliaries in the St. Andrews United
Church. Ladies from Pt. Fortu-
ne and Cushing and from the Anglican,
Presbyterian and United Church of
St. Andrews, took part in the ser-
vices. Mrs. Bezanon sang beauti-
fully "Thy Will be Done."

BROWNSBURG.
Mrs. J. Morrow, of Lost River, was
a recent visitor to friends in Browns-
burg.
The many friends of Mr. Norman
McLeod will be sorry to hear that
he is in the Notre Dame Hospital,
suffering from pleurisy.

CHURCH NOTES

BAPTIST CHURCH SERVICES
Rev. A. Penman, Pastor.
Lachute Sunday School 10 a.m.
Bible Class will be conducted by
the Rev. Mr. Penman.
Lachute Worship 11 a.m.
Brownsburg Worship 2 p.m.
Dalesville Sunday School 7 p.m.
Dalesville Worship 7.30 p.m.

**LACHUTE PRESBYTERIAN
CHURCH.**
Minister, Rev. Henry Cousens, B.A.
Services, Feb. 24th, 1929
Lachute Sunday School 10.00 a.m.
Worship 11.00 a.m.
Evening, 7.00 p.m.
Brownsburg 4.00 p.m.

BROWNSBURG UNITED CHURCH
Rev. T. C. Cassidy, Pastor.
Services, Sunday, Feb. 24th., 1929
11 a.m. and 7 p.m. The pastor
will preach.
10 a.m., Sunday School.
7 p.m., Friday, Choir Practice.
A welcome to All.

LACHUTE UNITED CHURCH
Rev. A. G. MacKinnon, B.D., Minister
February 24th., Second Sunday
in Lent
Lachute 11 a.m., "The Christian
Home."
7 p.m., "The Captain of our Sal-
vation. Mr. MacKinnon will preach
at both services.
East Settlement 3 p.m., Mr. Macas-
kill.
Thomas Gore 3 p.m., Rev. Dr. Mac-
Leod.

Divine Service will be held on Sun-
day, Feb. 24th., 1929, at Dunany 10.30
a.m. and Louisa 2.30 p.m. Special
attention is called to the change in
the hour of service. There will be
no service at Lakefield on that day.
Rev. R. G. Flinder will spend a few
days visiting in Louisa. Rev. J. A.
Lackey took charge of the service at
Shrewsbury and Lakefield on Sunday
last. Rev. R. G. Flinder taking
charge at Lachute and Brownsburg.

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Money to loan on security
Depositor of the late J. E. Valo's
notary's papers.
LACHUTE, P. QUE.

The MAGIC TOUCH
of the "SNOWDRIFT FAIRY"

Explains the
miracle of
Perfect Bread

The looks, the fragrance,
the lightness of good bread
when it comes from the oven
thrills the heart of the wom-
an who loves to bake.
The cook's best friend is
Snowdrift Flour.
High Patent Manitoba
Hard Wheat Flour.

SNOWDRIFT FLOUR
Makes Lovely Bread & Biscuits

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FRS. COUSINEAU, St. Scholastique.